

THE FARM.

METALLIC MATERIALS IN BUILDINGS.

In all sorts of farm constructions metal is rapidly taking precedence over other materials; and steel, which is the strongest metal in common use, is now extensively used not only for parts of buildings, as roofs, but for every part except the floors. Tin was once the best material for roofs; it is now nearly thirty years since I had a tin roof put on my dwelling house, and it has never needed any repair except to renew the iron oxide paint first applied to it. This has been done only twice in that time, the reason for its durability being that as it is a metallic substance and makes a chemical compound with the oil, its adherence to the tin is perfect, and being an oxide it is not affected injuriously by the oxidizing effect of the atmosphere. The steel roofing plates, which are made in large sheets already painted, are even better, says a writer, than the tin now to be procured. Tin plates are now nothing like what they used to be, as every one who uses tin pans and pails discovers to his sorrow, when only after a few months' use the bottoms rust out, because of the exceedingly thin and imperfectly applied coating of tin on the iron. Some substitute becomes desirable and this is found in the steel roofing plates, which are not only cheaper than tin, but are much more cheaply applied, as they are quite large and need no soldering, but are put together by turned edges which lap in such a manner as to make a perfectly water and air-proof joint. These plates are now used for covering the whole of the buildings, and are exceedingly desirable for barns, sheds, and outhouses. Quite recently I suggested to a large sheep owner in Manitoba, who consulted me as to the plans for shelter of his large flocks numbering some thousands, to cover the buildings with these steel plates, not only the roofs, but the whole structure. He followed the suggestion, and after satisfactory experience he has reported that the houses are all that could be desired, and cost only one-third as much as if lumber had been used. They are fire-proof, so the danger from prairie fires is no longer a source of apprehension. The style of building is also much neater than any ordinary wooden structure, and the covering of the buildings calls for no skilled labor, and is done with great rapidity. This material is the best for roofs now made, and even for the best kinds of houses, is the most desirable for the neat appearance of the covering. A roof thus covered needs only a very slight slope, one foot in twenty being amply sufficient to shed the water perfectly. One other matter might be mentioned, which is the safety from fire while placing the covering on the roof. As tin must be soldered and the tinsmiths use the gasoline furnaces in their work, there is much risk of the destruction of the building in this way, and as insurance on an unfinished building is either very costly or not to be procured, safety from fire is one more decided advantage in the use of these steel roofs.

BEGIN EARLY TO SPRAY.

Between now and the time buds commence to swell in earnest, the orchard, small fruit plantations and all nursery stock should be thoroughly sprayed with Bordeaux mixture. At this time the solution may be of the strength indicated: Copper sulphate 4 lbs. quicklime 4 lbs., water to make 50 gallons. Dissolve the copper salt in about two gallons of hot water in a wooden vessel. Or suspend in a coarse sack in a vessel of cold water until dissolved. Put this into a barrel and add 20 or 25 gallons of water. Slake the lime by pouring water over the lumps and stirring freely. Strain the milk of lime and add it to the copper solution in the barrel. Add water until the mixture amounts to 50 gallons. For later in the season, a dilute solution is required for spraying about blossoming time or a little later. This is made in the same manner, using 2 lbs. copper sulphate and 2 lbs. quicklime with the 50 gals. of water.

The first spraying will tend to prevent such diseases as scab of the apple, leaf spot of cherry, leaf spot of currant, leaf spot of gooseberry, mildew of gooseberries, anthracnose of grapes, rot of grape, peach leaf curl, peach scab, rot of peach, scab of pear, rot of plum, leaf spot of quince, anthracnose of raspberry and a number of others which begin to become active during the early days of spring. Many of these diseases cannot be killed out by spraying but they can be held in check to such an extent that crops of fruit can be profitably grown. It is important to spray before the buds open, so that a strong solution can be used and the vitality of the fungi weakened much more readily than it can be done later.

It is advisable before this spraying is done in orchards as well as small fruits to prune and burn the brush. Superfluous wood will then not have to be treated and many of the germs will be disposed of by means of the fire. If materials for making the spraying solution are bought in large quantities, they can be had quite cheaply. All this should be looked after before the spraying season opens.

BEST SOIL FOR RASPBERRIES.

Any really rich land will grow raspberries, but a moist, well-drained clay loam is probably the best. For commercial purposes, select a few varieties that are well known in the market, as a shipment of one kind will sell much better than one composed of half a dozen sorts. Spring planting is most common and usually most satisfactory. Set as soon as the soil is in good working condition, putting the plants in rows six feet apart and three feet apart in the row. Give clean and thorough culture until the latter part of August.

FOR CURRANTS.

A rich and moist clay soil in a shady situation is preferable. For this reason the bushes can be set in orchards with excellent results. Place the plants four or five feet apart. Give thorough cultivation and a liberal dressing of manure. In early spring remove all the old and weak canes in order that a succession of strong new shoots may be secured. It is very easy to keep the bushes free from insects and fungous diseases, consequently this fruit is one of the most desirable for the farmer's home.

CHINA WILL TAKE A CENSUS.

Through Li Hung Chang's Efforts the People of the Empire Will be Counted.

Early this year the first complete census of the Chinese empire is to be taken. The approaching enumeration has been ordered only after numerous conferences between Earl Li Hung Chang, the empress Dowager and the emperor. It came about in this way: At last year's meeting of the International Statistical Institute, held in Bern, a committee, appointed to consider ways and means for taking a "world census," decided that the aid of Li Hung Chang must be enlisted. They met him in Berlin and secured a promise of his influence at Peking.

On his return to China Earl Li broached the subject to the empress dowager. He explained the object and need of a census and that the total number of people in the world could not be arrived at unless China did her share. The European countries, he said, wanted to know, and besides he could not go back on his promise once made, because, according to a Chinese proverb, "when the superior man has once spoken, four horses cannot pull back his word."

Her majesty gave him a line to the emperor. At first his majesty was disposed to resent the interference of a committee of unknown Europeans, but Li explained that in other countries a census was customary, and that if China was to be on a level with other countries she must take a census. The emperor finally gave his consent, and provided Li with an autograph order to see that the wishes of the Swiss committee was carried out.

The next step was to transmit the imperial orders to the governors general of the provinces. The governors have sent the order out to the district magistrates, and on the next official day they will summon all the local constables and explain that this time there is to be a full and fair count.

NO MORE QUESTIONS.

The nature of a presiding officer's duties varies with time and place. An athletic miner was in the chair at a political meeting in New South Wales, says an exchange, just before a close and exciting election. One of the candidates was present to speak.

During his address he was interrupted by hootings and rough chaff, and the chairman was soon in a state of boiling indignation. Smothering his wrath however, he pacified the boys by assuring them that at the end of the candidate's speech they should be at liberty to put any questions they chose. Accordingly, at the end of the harangue he rose and inquired in stentorian tones and in a rich Irish brogue: "Has innny gentleman a question to airsk?"

A stout little Welsh miner, who had been a conspicuous disturber of the peace of the evening, shuffled slowly up the steps of the platform. But at the top he was met by the chairman, who, without the slightest warning, delivered a terrific left-and-righter, and sent the Welshman sprawling on his back.

Now, roared the chairman, has innny other gentleman a question to airsk?—and there was no response.

SAVED BY HIS DOG.

A peculiarly sad case, arising out of the late disastrous flood at Elmley, one of the smallest and most isolated parishes of the Isle of Sheppey, is reported from Sheerness. Mr. Frederick Brice, of King's Hill farm, who, by thrift and perseverance, saved sufficient to become a farmer, has lost his entire stock, consisting of 300 sheep and 37 bullocks, besides calves, pigs and poultry. His haystacks were also carried away by the rush of waters, which broke through the seawall. Mr. Brice, himself was only saved by the sagacity of his dog. Fearing the seawalls would be submerged or give way, he went into the marshes to drive his stock to higher ground, but before he had accomplished his task the sea broke through the walls and the advancing tide overtook both him and his cattle. Mr. Brice tied his bankerchief around his dog's neck and managed to keep his head above water until land was reached.

DARK DAYS.

Friend—I suppose you've had some hard experiences? Returned Klondiker—Oh, yes! I've seen times when we hadn't a thing but money.

A THRILLING NARRATIVE

TOLD BY A DIVER WHO EXAMINED THE BATTLESHIP MAINE.

A Minute Description of the Awful Submarine Sights—How the Fishes of Havana Harbor Held a Banquet—A Shark Driven Out While Making Away With a Sailor's Body.

One of the most absorbingly interesting stories in connection with the awful disaster to the United States battleship Maine is that told by John Wall, the Florida diver, who was one of the first sent to Cuba after the catastrophe in Havana harbor. Wall is one of the best known divers in the service, and his experience in examining sunken wrecks would fill volumes. When he was taken to Havana to work upon the wreck of the Maine it was agreed that he was to have three assistants to work the pumps and ropes, and that he was to receive \$125 per day, to be divided up among all hands. A diver's day consists of four hours. In speaking of this job Wall recently said:

"Diving in Florida waters and in the Gulf of Havana is a different matter from Mississippi work. The Florida waters are as clear as a bell, and a diver need not carry electric lights with him. He can see the shells under his feet, and behold objects a long way off.

"I am a Florida diver, and have always worked in tropical waters, except once, when I went to Lake Huron to recover valuables from a sunken steamship.

"But the wreck of the Maine was a different matter. Never in my experience had I been called upon to do such a

CRITICAL PIECE OF WORK.

Here at the bottom of the sea, or submerged far below the surface, was a \$4,000,000 cruiser, containing \$50,000 in bank notes, silver and valuables. Besides these were the ship's instruments of costly make and rare design.

"More than all, there were bodies down in the ship, and these were to be recovered, along with the gold and silver.

"I shall never forget the morning, several days later, when the wrecking schooner took me out to the great submerged vessel and lowered me down. The suit I wore on that occasion was worthy of note, for I had a brand-new one made. It was of heavy canvas cloth, waterproof and strong. Underneath it, as the waters are chilly, I wore a heavy woolen suit. Over the canvas diver's suit was a belt, which connected by brass rods with a collar around my neck, to which were fastened the tubes for raising and lowering me, and for supplying me with air. My boots had iron soles weighted so heavily that I could not move around on land, and my helmet was one with five windows, so that I could see out of a window whichever way I turned my head. "The helmet was fitted to the suit. It was large enough to permit my moving my neck with freedom. It was of glass, with copper outside, in which were

WINDOWS OF IRON NETTING.

"My suit, when I was ready to go down, weighed 400 pounds, and was so heavy that I could not support its weight unaided. My feet, each of which weighed 70 pounds, had to be lifted for me, and on going down the ladder from the side of the wrecker one of my assistants took my feet off the rounds, and placed them below at each step. My hands were protected lightly with rubber gloves, which connected with my suit with broad elastic bands, making my sleeves water-tight.

"I wanted to go down with my bare hands, feeling that I could work better and with more delicacy of touch in that way, but I knew from experience how numerous the little fish are, and how they bite and sting the fingers. I knew also what formidable creatures the big fish are in these waters and how they would be attracted by the bodies that were within. They nip off a diver's bare fingers.

"As I sank my attention was attracted to a large number of small fish that seemed to fill the water as though in a school. They were of all varieties, and I actually could feel them beneath my feet as I sank. The water, instead of being thin and light, was thick, and I pushed my feet downward as through a dense mass. The fish, as I quickly noted, were of the very small kind, which make the life of

A DIVER MISERABLE.

But this time they did not annoy me, for they were after greater game beyond.

"Some were beautiful, others ugly. Hideous sculpins flashed around me, grinning and blinking. Huge eels that looked like big snakes twined themselves around my legs. Crabs and lobsters were there also, clawing about my diver's suit, and little fish came toward me with open mouths vociferously. In the lot were tiny swordfishes with undeveloped swords, and there were queer looking creatures with horns and wing-shaped fins. Others had beautiful flying tails, and there was one big kind that had only one eye in the centre of the head. None of these were over three feet long, but many, having bright green and bright blue scales, looked larger.

"As I sank a little deeper I saw what attracted these little fish. Floating about whole, as though waiting to become water fit, and bobbing around the water like corks upon a sink-

er, were leaves of sea food, chunks of meat and cans of sailor food. Many of the cans had burst and were half filled with water and half with food. They formed cages into which the fish swam, never to come out again until suffocated by a fresh supply of fish, greedy to share the feast.

"I saw green vegetables, probably carried aboard the Maine the day before for next day's dinner, still fresh and hard—a toothsome morsel for the fish.

"As I sank to the depth of the Maine I found myself suddenly facing a great hole, while underneath my feet were boards and sheets of iron, as though laid out for a platform. I quickly signaled for the boat above to stop, and stood there for a minute and surveyed the scene before me. It was

PITCH DARK WITHIN.

And my most powerful hand electric light could not penetrate the awful recess.

"I knew that I must walk inside and throw the light here and there before I could know the secrets of the depths.

"It was my belief as soon as I saw it that the Maine was blown up from some external cause.

"Did I say it was dark? Not quite. The sea flashed with light on every side, for the phosphorescent crabs were there, and the sea fans made golden, green and pink hues. These gave out blue scintillations. Other queer fish which I had not noticed before sent out a light green glow. Every animal seemed to be a light giver, and the twinkle they shed as they floated in and out of the wreck was so weirdly suggestive that I could only think of miners groping in a dark mine with the lights upon their helmets.

"Cutting into the wreck I threw my light ahead and examined each point. It was an awful sight. I saw detached arms and legs and skulls ripped bare of hair. I saw bodies that were drowned by the water and bodies that were not drowned at all, but held down by great pieces of piling wood.

"I reached for the first man at hand. He was a Japanese.

"HIS FEATURES WERE MUTILATED. But I could catch the race cast. I laid the poor fellow's head tenderly on my shoulder and took him to the surface, then I went down again.

"As I approached the wreck this time I saw something moving inside. As I came nearer, for the object was in the inner room, I was startled to see that it was that most greedy of ocean monsters—a shark! He had in his teeth a body and was swimming rapidly toward the door. I took up an ax, and succeeded in rescuing the corpse.

"The rest of this horrible story you know. Of the bodies recovered, the currency saved and the machinery rescued. I was there when they found the cipher book of the signals of the United States Navy, and saw the valuable articles placed in the possession of the Captain. I worked on the Maine 16 days steadily, and only gave up because I was too tired to work any longer."

CURE FOR CONSUMPTION.

A New York doctor claims to have discovered a method of curing consumption by the use of the electric current. He bases his method on the well-known purifying and healing qualities of ozone. This ozone he injects into the system of the patient by placing pads on the chest directly over the diseased portion of the lungs, and a pad on the corresponding point in the back. Then a current at a high voltage is sent directly through the body for twenty minutes or half an hour. By this means the dead tissue of the lung, which is the cause of the disease, is said to be gradually destroyed, and the patient gets rid of it by expectoration. While this method is theoretically feasible, it is at present entirely in an experimental stage.

INHUMANITY OF SPANIARDS.

Spanish loyalists in Havana cheerfully contribute \$30,000 or \$40,000 toward the purchase of a war-ship for presentation to the government at Madrid, but they give little or nothing to feed the 175,000 starving Cubans who are being supported by American charity. The cries of the famishing women and children throughout the island fall upon heedless ears in the gay capital, whose inhabitants dance and sing and throng in merry droves to their Sunday bull fights, supremely indifferent to the appalling scenes of suffering and death which lie beyond the city walls. There will surely come a fearful reckoning for all this inhumanity and crime, and when it comes the standards of Spain will fall into the dust of humiliation beneath the blows of retributive justice.

AN OPPORTUNE MOMENT.

I'm ashamed to ask you; but if you could—

Don't ask me for anything, I've just had to put up my watch.

Exactly, that's why I thought you'd be flush.

MUST BE LINGUISTS.

British officers serving in Indian regiments are now required to learn the dialect of their men, in addition to Hindustani, Pushtee, Punjabi, Hindi, Khaskura, Tamil and Marhatti are among the languages they must acquire.

REASON FOR ANGER.

Clara—Well, aunt, have your photographs come from Mr. Snappschotte? Miss Maydeval angrily—Yes, and they went back, too, with a note expressing my opinion of his impudence. Gracious! What was it? Why, on the back of every picture were these words: The original of this is carefully preserved.

NORTHWEST WATERWAYS

10,000 MILES OF NAVIGABLE FROM HERE TO THE TOP

Divides Which Might be Connected by Railways and an Immense Country Opened—Mr. Tyrrell, the member of the Dominion Survey, delivered an address at the Canadian Institute, Toronto, last evening on the waterways of the Dominion, which for interest and magnitude has probably never been passed in that city. The title of his address was, "The navigable waterways of Canada and the economic value of them into one great system."

He said that the interior of Canada which could be utilized to any great extent might be divided into four great basins: the St. Lawrence, the Hudson Bay, the Mackenzie and the Yukon. His address was to note the economic value of these basins and their main arteries, with the points where they most readily connected by lines across their divides; next to some of their most prominent economic resources and the advantages central Canada might reap by securing an early development of the waterway system. The term "Canada" he intended to include the east and west, with the districts between them, and also the entire Province of Ontario.

He touched lightly on the immense basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

HELD ITS OWN.

Less than three hundred years ago from the largest lake in the world, the Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

ing Medic

NECESSITY AND THE

Guard of Health, Time and Money and success may be taking a good Spring. Just at the time when vitality is adjusting conditions of this trying season, and debilitated, weakened and impure blood. Help is needed. Sarsaparilla because it has power to purify the blood. It cures all spring humors, pimples, sores and it cleans the stomach and sustains the kidneys and gives digestive strength and health.

Dr. J. B. Tyrrell, the member of the Dominion Survey, delivered an address at the Canadian Institute, Toronto, last evening on the waterways of the Dominion, which for interest and magnitude has probably never been passed in that city. The title of his address was, "The navigable waterways of Canada and the economic value of them into one great system."

He said that the interior of Canada which could be utilized to any great extent might be divided into four great basins: the St. Lawrence, the Hudson Bay, the Mackenzie and the Yukon. His address was to note the economic value of these basins and their main arteries, with the points where they most readily connected by lines across their divides; next to some of their most prominent economic resources and the advantages central Canada might reap by securing an early development of the waterway system. The term "Canada" he intended to include the east and west, with the districts between them, and also the entire Province of Ontario.

He touched lightly on the immense basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not

held its own. The Hudson basin, although the navigable waters of its southern end reached to within less than a hundred and fifty miles of the city of the C.P.R., yet there was no other path from one side of the lake to the other. This was not creditable to the Hudson basin, simply pointing to the immense carriage on it, which he proceeded to-day the whole of the world in the last century proved that while land travel made vast strides, transit by water owing to its cheapness had not