

### At Home Come in & Chat Awhile —Ruth Raeburn.

**VOLUME II**  
"The Story of The Negro"  
by Booker T. Washington  
(Continued from last week.)

After the Civil War was ended, the work of reconstruction was carried on in the States wherever the Union forces had possession. In Louisiana 30,000 negroes were employed as laborers under the direction of the officers of the army. In Tennessee and Arkansas, seven thousand acres of cotton land under Colonel Farnham were leased and cultivated to furnish food for 10,000 people who were not able to take care of themselves. In South Carolina, General Rufus Saxton organized Negro regiments, sold confiscated lands, leased abandoned plantations and assisted in the building up of the Negro schools that had been started.

In 1865 the Freedmen's Bureau was organized under General Oliver O. Howard to carry on the work that had been begun under the Federal generals at the different refugee camps. In four years 30,000 black men were sent back from the refugee and relief stations to the farms and plantations.

Under this Bureau schools and universities were established. The Bureau gave employment to a large number of ambitious colored men, and men who gained prominence looked back to their first training as agents of the Freedmen's Bureau.

The author has given us many interesting incidents of the rise of negro as landowner, as a laborer and mechanic, as a teacher and scholar, as a doctor and professional man and as a Negro in business. In poetry, music and art there is a great deal of talent. There is something in the slave music that touches the common heart of man. It was the Fisk Jubilee Singers who first made the Negro folk-music popular in America and Europe. The author claims that "The creation of music so original, by a people so wholly lacking in musical education, indicates a natural taste and talent for music in the Negro race, which perhaps has not been equalled by any other primitive people. This native talent has manifested itself not only in the songs spontaneously produced by the slaves on the plantation, but by the ease with which Negro musicians have been able to execute and interpret the music of all people. It is the same natural ability for picturesque expression which makes the Negro a natural orator. Even the disposition of the Negro to pick up and repeat high sounding words and expressions is but another indication of his sense for impressive language."

Phyllis Wheatley, who lived in the 18th century was one of the first women, black or white to attain literary distinction in America. She was a Negro slave girl.

Paul Lawrence Dunbar is considered the poet laureate of the Negro race. In sculpture and painting the Negro takes his place among the greatest.

Negroes have at all times and places avoided crossing the color line, which is a great disadvantage to the traveling Negro and a mark of discourtesy on the part of the white man. In one part of a town a negro is not supposed to take lunch at a public counter while in another part of the same town he may do so. In some railway trains he is supposed to ride in a separate coach and on another he is welcome to ride with white people. This is only a couple of instances where the color line is drawn.

It is also a disadvantage to the Negro that his progress is constantly retarded to the advantage of many centuries of civilization, while the Negro has only been a little more than sixty-five years with freedom. Had the Negro people been allowed during the days of slavery to organize and unite their efforts for their own improvement, their progress would have been ever greater than it has been. Other books that have been written by Booker T. Washington are "Up from Slavery", "Character Building", "Working with the Hands", "The Future of the American Negro", "The Story of My Life and Work", "Sowing and Reaping", "Tuskegee and Its People", "The Negro in Business".

—RUTH RAEBURN.

#### A Link With Laura Secord

It will be one hundred and sixteen years, on June 23, since the young United Empire Loyalist matron, Laura Secord, walked past the guards of the invading Americans at Queenston by the simple ruse of going a-milking through the marsh and forest saved the British force and resulted in the capture of five hundred of the invaders is a matter of history. It almost seems ancient history, too, and yet there is living in St. Catharines, Ont., today, a lady who remembers Laura Secord very well. Mrs. Mary Ann Hawker told a newspaperman recently of the days when she lived with her grandparents on one side of the Chippewa creek and Laura Secord lived on the other. She recalls the Sunday afternoon chats the heroine had with her grandmother, Sara Slater. Today it is counted a distinction even to have seen Laura Secord, and honors are heaped upon her memory. It is a little sad to reflect that during her lifetime, she passed almost unnoticed.—New Outlook.

There has been far too much of a tendency in the past to accommodate Germany at the cost of the British taxpayer. We have suffered bitterly for this tendency already and our distress has been increased under the bad debt settlements made by various members of the Government in the past with our Allied debtors or creditors. By these settlements more has been given away than we can afford in order to make things happy and comfortable for everybody else. The British taxpayer has been forgotten, or perhaps he has thought fair game to be "squeezed till the pips squeaked."—London Daily Mail.

### In Other Communities

Taken From Our Exchanges About People of Your Acquaintance.

#### Fined At Walkerton

A young man from Kincardine, Lampton McTaggart by name, drove on to the curb at the Town Hall recently, within view of Chief Ferguson, unfortunately. When the officer proceeded to ask questions, and learned that McTaggart, one of several financially interested in the Ford, did not possess a driver's permit, there was trouble in store for the visitor. It cost him \$10 and costs when he pleaded guilty, in Kincardine, before Magistrate Walker on Monday.

It appears that the "bus" belongs, at least at that time it did, according to the story of McTaggart, to three or four, further, he was not sure if any of them held drivers' permits. The chief laid the information, so the stage was cleared for the Magistrate the next time he held court at the lake-side town. The "ten spot" comes to the treasury of Walkerton as its officer was responsible for laying the information.—Walkerton Telescope.

#### Appointed Egg Inspector

Mr. W. A. "Cloe" Clark, who was connected with the egg business prior to coming to Walkerton twenty-eight years ago, and who almost continuously since that time has been associated with the Walkerton Egg & Dairy Co., where he was head of the egg department, received word from the Dominion Government at Ottawa on Friday last notifying him of his appointment to the position of Egg Inspector for this district, which comprises the counties of Bruce, Grey, Huron and Wellington. The salary attached to the sit is something over \$1600, with travelling and other expenses provided for.

The duties entail the going about from place to place, as instructed, and inspecting the hen fruit, and seeing that it has been properly graded before being put on the market for sale. As "Cloe" is an expert with eggs and knows quite as much what's in the shell as the average butcher knows what's in his sausage, an over-ripe offering on the egg market would have as much chance of getting by him as a colored baby would have of coping off the prize at a beauty contest open only to the "white trash".

Cloe commenced the open warfare against stale eggs; and the improper grading of "biddy's famous produce" by inspecting a consignment of the shells at Clinton on Friday.—Walkerton Times.

#### Narrow Escape—Run Over by Disc

Fred Stafford, of McIntyre district, had a miraculous escape from serious injury, Saturday noon, when run over by a land disc. He was in the act of unhitching a three-horse team and had released two of the animals. The third animal, on seeing its mates start for the barn, made for there also, drawing the disc with it. Fred endeavored to catch the line leading to the horse's mouth but only succeeded in catching the bridle. He was then tripped by the tongue of the disc and the heavy machine, with its sharp wheels, went completely over him. Fortunately the young farmer had the presence of mind to protect his head with his shoulders. Fred's right leg was severely cut, as was also his back; his left shoulder was painfully bruised, and one tooth was knocked out by his pipe which he had in his mouth at the time. The pipe was broken in three pieces.

Fred is still very stiff and sore from his accident but is thanking his lucky stars he was not more severely cut by the heavy implement.—Dundalk Herald.

#### Drilling Stops at Shelburne

Drilling for oil at the old Canadian Oilfields property west of town, which had been going on fairly steadily for several months past, has again stopped and some of the drilling equipment has been moved away. It is understood that there were fairly good indications of oil at one stage of the operations, but that these signs grew less as the drill went deeper. Those who were behind the operations appeared to have quite a strong belief in the existence of what they were drilling for, and they must have spent quite a bit of money on the project before they decided to give up the fight.—Shelburne Free Press.

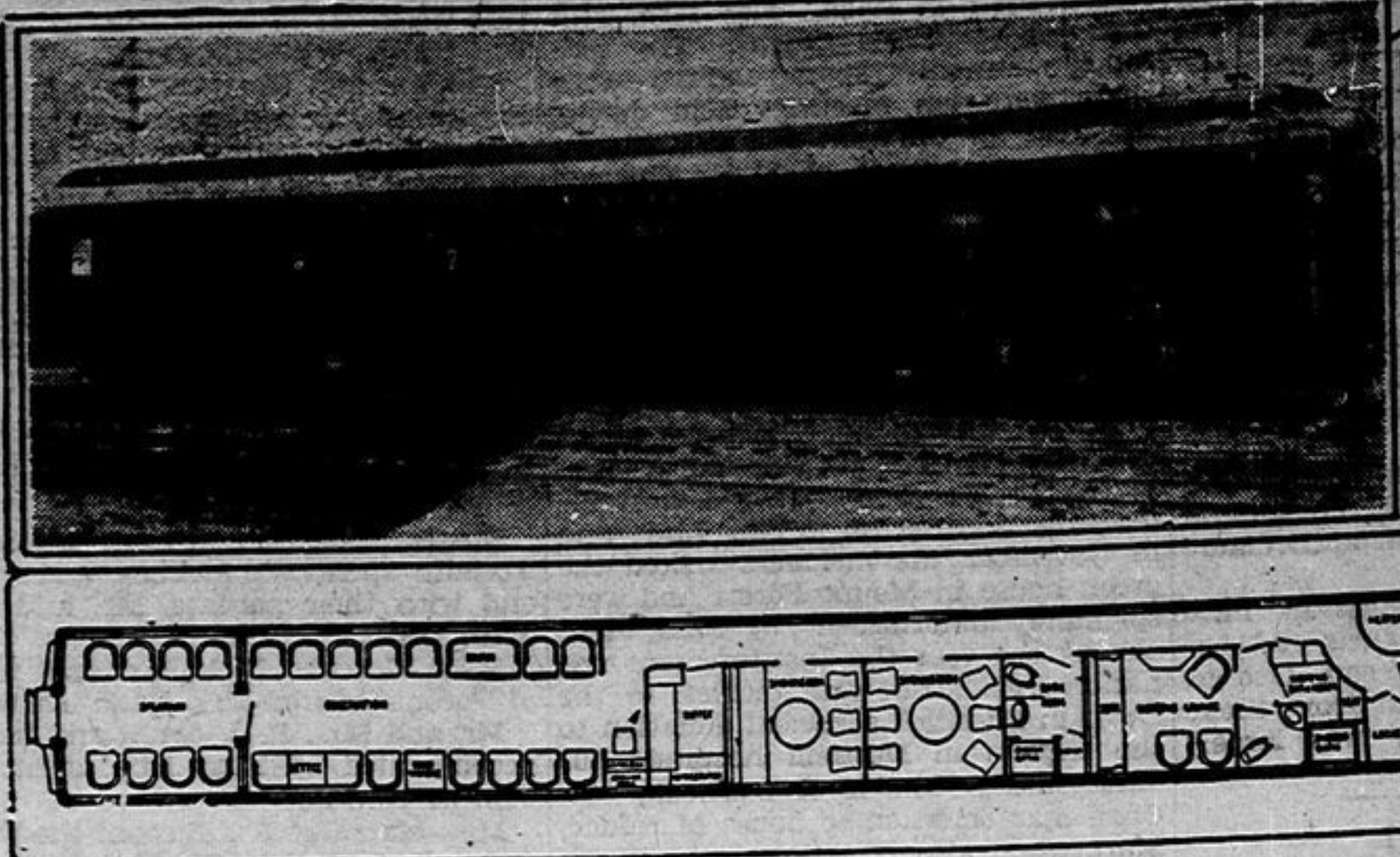
#### Ex-M. P. P. Injured

Col. Carmichael, M.C., ex-M.P.P., had a narrow escape from serious injury on a narrow gauge train on his farm, Saturday afternoon last. While operating a tractor on his farm, the roller-riding ground on which he was working caused the machine to upset and Mr. Carmichael was pinned beneath. Fortunately two C. C. I. cadets, George and Howard Shipley, were passing at the time and rendered assistance, one and digging away the earth to free him, and the other summoning help. Mr. Carmichael suffered no severe injuries apart from a shaking up.—Collingwood Enterprise.

#### Charging for Meals

The very old practice of asking each and every caller at a rural home to stay for the next meal is another of the many kindly habits of our grandparents that are dropping into the discard. One day last week a salesman from out of town after spending a day among the farmers complained that he had been charged fifty cents for his dinner. All the sympathy he got was expressed in the remark of his local agent who told him he was lucky not to have been charged seventy-five cents. No fault can be found with a farmer for charging the price of a meal to strangers or even friends who may eat at his table while travelling along the rural lines. Farmers do not buy their milk, cream, eggs, potatoes, and vegetables, and very often their meat, but they are entitled to sell in and are just as much justified in charging for the food a sojourner consumes as a grocery man is for the food that is taken from his shelves.—Alliston Herald.

## The Sun-Bath — Shower-Bath Limited



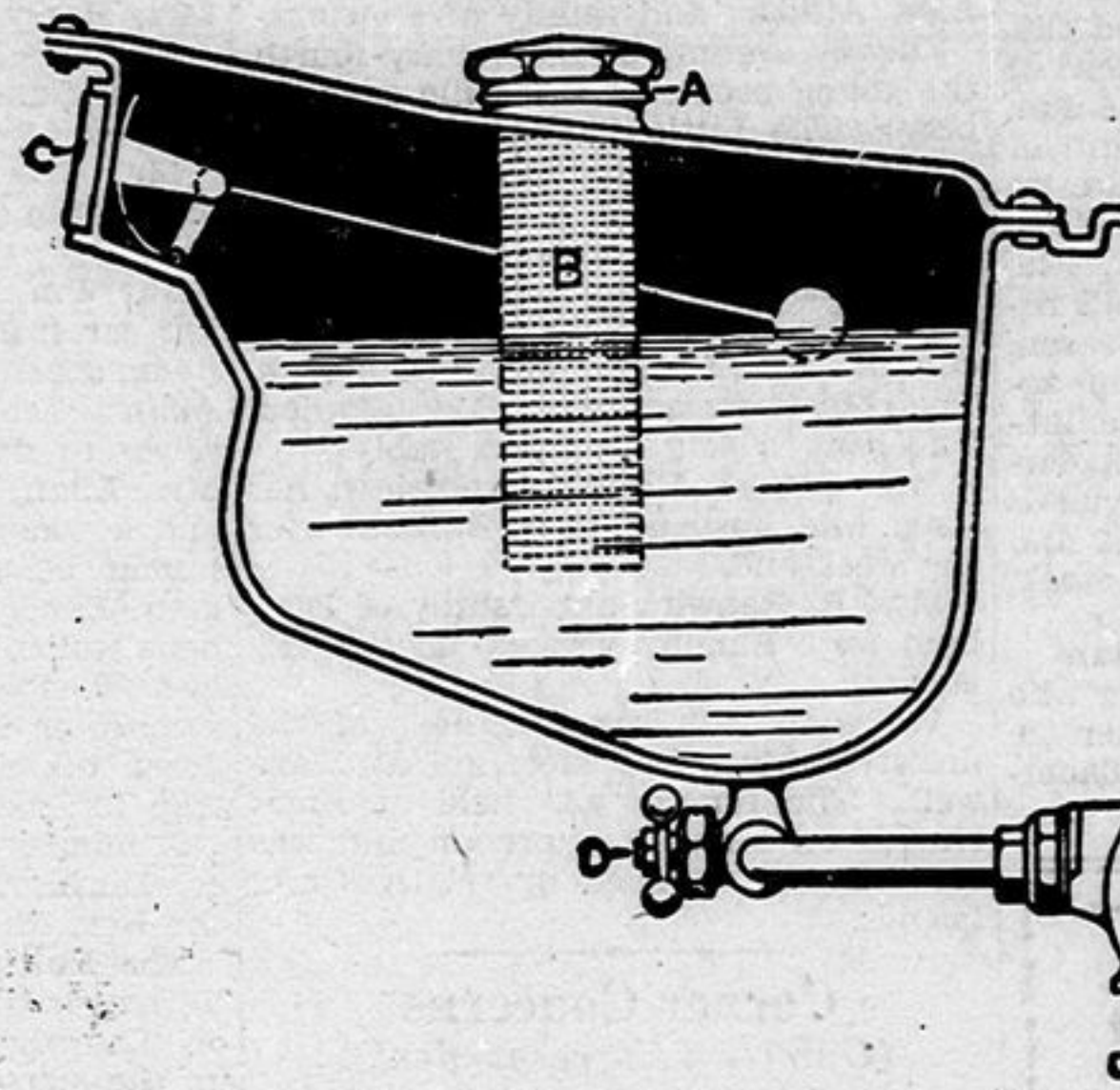
HIGH officials of the Canadian Pacific were much relieved when Dr. Ernest French, the Harley Street specialist, refuted the statement originating in London to the effect that mustard plasters were as beneficial as ultra-violet rays. During a long winter the Company has been engaged in building for use on the Trans-Canada special Solarium-Lounge cars equipped with "vita glass" windows which will admit the most beneficial sun-rays. It almost came to the question of whether the Company would scrap the new equipment and issue plasters to its patrons.

The new cars, designed for the rear end of the limited trains, will be the most magnificent cars ever to be used on a non-premium train on the continent. Given over entirely to the free use of the passenger, the lounge cars, besides the Solarium feature, have the added attraction of bath-rooms for men and women, completely and lavishly

equipped, separate lounge and smoking rooms, a buffet and a large observation room with tapestry covered chairs, divans and settees. There are, of course, ample writing facilities and a small library. The sleeping cars designed for this train are also "different". Finished in brown, a color note which is carried out in the upholstery, curtains and carpets, these cars contain in addition to the usual public space, two compartments, a drawing room and eight sections. Each section, as will be seen from the illustration above, is separated from its neighbour by a permanent head-board, which gives an added degree of privacy to the occupant.

With the locomotive, and complete with every modern comfort and safety appliance and device, the new Trans-Canada trains each represent an investment of well over a million dollars

## THE FORD CAR FUEL SYSTEM



- A—Filler Cap.
- B—Filter spout screen filters gas and prevents splashing through filler opening.
- C—Gas gauge.
- D—Fuel line main shut off valve.
- E—Gas filter.
- F—Carburetor Connection.

### Simple—Safe—and Dependable

THE Ford car fuel system is simple because it is direct. Gravity flow does away with forced feed. A short feed line with a minimum of elbows and connections is easy to service and eliminates approximately 100 parts required by the vacuum tank or fuel pump system.

The nine gallon tank is so placed that it is well protected from front or rear end collision. Any overflow runs off on the ground with no serious results, since the only point of possible spark contact is the rear end of the exhaust. Three screens instead of one, as in most fuel systems, prevent foreign matter reaching the tank. A solid steel dash separates the Ford gas tank from the engine.

The gas gauge on the dash of the Ford car is controlled by a simple float as shown in diagram, being more direct, simple and accurate than any other type. Another point of driving convenience made possible by the gravity flow system is the ease with which the tank may be filled, while the driver supervises the operation without moving from behind the wheel.

Arrange for your demonstration ride with the nearest Ford dealer

## SMITH BROTHERS Durham, Ontario

Drive it Yourself—there is no Better Test

**Ford Car Features**

Choice of colours  
25 to 65 miles an hour  
40-horse power engine  
Full balloon tires  
Fully enclosed six-brake system  
4 Houdaille hydraulic shock absorbers  
20 to 30 miles per gallon of gasoline  
Shatterproof glass windshield  
Theft proof ignition lock  
Reliability and low upkeep

**US FARMERS**

Us farmers in the country, as the seasons go and come, Is purty much like other folks—we're apt to grumble some! The Spring's too back'ard fer us, er to for'ard—ary one— We'll jaw about it anyhow, and have our way or none! The thaw's set in too sudden; er frost's stayed in the soil Too long to gve the wheat a chance, and crops is bound to spoil! The weather's either most too mild, or too outrageous rough, And altogether too much rain, er not half rain enough!

Now what I'd like and what you'd like is plain enough to see: It's just to have old Providence drop

**DEVOTE**

Red Seal Continental Motor  
Bendix Four-Wheel Brakes  
Morse Silent Timing Chain  
Full Force Feed Lubrication

Six Cylinder Models  
**\$965**  
and Up—Extra  
Job Inside, Outside  
Standard Factory Equipment

**D U**

**WHAT CHANGES**

Old roofs like this are rapidly becoming of the past. Fireproof, permanent, roofs mean lower insurance rates, upkeep trouble and give your building an attractive, up-to-date appearance.

A "close-up" of Rib Roll, showing the When nailed this joint is so tight it's quite invisible from even a short away. Illustration shows the tractive pattern which is stamped sheets on huge areas of 40 tons. Beware of substitutes. There is Rib Roll.

**Eastern**

MONTREAL