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Beavers Form Cast for Film In Rebuilding Dynamited Dam

Washington.—Motion pictures of the beavers at work were shown in the American Nature Association here. They are reported to be the first ever made and were taken within 10 feet of the animals.

The films were made in Glacier National Park of Canada last summer. Describing filming the beavers, Arthur Peck said:

"The dam was dynamited. Then we waited. Out of his 'headquarters house' came the chief engineer of the beaver construction company.

"The beaver first cut down a tree about eight feet high. Getting a good grip on this he made his way to the edge of the current where the force was the least until he reached the hole in the dam. The noise of the rushing water kept the beaver from hearing the click of the camera.

"Above the hole in the dam the beaver swung around and let the force of the water swing his tree across the opening, showing the animal knew his business. Then he would dive repeatedly and plant the branches in the mud. As you know, willows will sprout, and as a result a beaver dam is some obstruction when finished.

"Taking of movies of the mountain goats was a harder job than getting the beaver pictures. We had to do some climbing, too, because the goat's one idea seems to be to look below him all the time for trouble. As a result, we had to get above the animals; some of our pictures were taken within 30 feet of them."

Other animals photographed were big horn sheep, deer, ptarmigan and some of the most beautiful scenery on the North American continent.

Pardoned Slayer Is Believed Lost

Famous Fuller Case, 30 Years Ago, is Recalled

CAPTAIN MISSING Schooner Not Heard From Since Distress Call on Jan. 8th

Portland, Maine.—After three decades of waiting, the sea has claimed its own, in payment for what has been termed one of the most brutal murders in history, veteran mariners said when they learned that the third day had passed with no word from Captain Thomas M. Bram and the schooner Alvena.

That Captain Bram, master of the four-masted schooner which cut out a call of distress from Cape Hatteras on Sunday, Jan. 8th, is the same Thomas M. Bram who was sentenced to hang by a Boston court for the murder in 1896 of two men and a woman on the high seas was the confident expectation of local seafaring men.

And equally as confidently did these men shake their heads with doubt when the possibility of the Alvena reaching this port, her destination, with her cargo of lumber from Jacksonville, Fla., was suggested. They believe that the man who was convicted, but who escaped the gallows through the intervention of Mary Roberts Rinehart, novelist, and was pardoned by President Taft and pardoned by President Wilson, has paid the toll of the sea.

The gruesome memories of the trial were recalled as follows:

Aboard the barkentine Herbert Fuller on a morning in 1896, came the opening chapter of the tragedy, with the discovery of the badly beaten bodies of Captain Nash, master of the Fuller, his wife and the second mate. The murderous deed had been committed with an axe.

BRAM ARRESTED.
Charles Brown, the man at the wheel, was accused by Bram as the murderer and he was put in irons. Shortly after, however, Bram was noted in the act of removing the missing axe from beneath a deck boat. Brown was then released and Bram placed in irons.

The vessel, which was bound for South America with a cargo of lumber, was turned about for Halifax. The three bodies were placed in the boat and in that manner towed to the new port of destination.

At Bram's first trial in Boston, in the same year, he was convicted and sentenced to be hanged. At a second trial, however, he was sentenced to life imprisonment at Atlanta.

Mary Roberts Rinehart, who wrote a novel, weaving into it the story of the murder, then became interested in Bram and her efforts were accredited with the parole being granted by President Taft. Later, the man was pardoned by President Wilson.

Murderer Inherits Victim's Property

Paris.—For years Paris assize juries have made a practice of acquitting men and women who have killed their wives or husbands in cases known as "love tragedies."

But a jury at Beauvais (Oise) went a step further—to the dismay of French juridical experts—when they acquitted Charles Marin, who shot his mother-in-law, a widow aged 86, merely because she had sold disadvantageously a portion of her estate which he hoped to inherit at her death.

The Public Prosecutor pointed out that this was a crime of vulgar avarice and the criminal deserved no mercy.

But the jury, moved by the speech of Maitre Paul-Boncour for the defence, who spoke of the natural anger of a man who saw family property being wasted, returned a verdict of Not Guilty.

This means that not only was Marin set free, but that through his wife he inherits the whole fortune of his victim.

Diner—"What on earth is the matter with you this evening, waiter? You give me the 7-h first, and then the soup?" Waiter (confidentially)—"Well, to tell the truth, sir, it was '7h time you 'ad that fish."

Prince of Wales Reviews "Mercury"



PROUD YOUNG SEAMEN IN THE MAKING
"Gads'igh for 'is 'ighness! England's future A.B.'s on the training ship Mercury being reviewed by their future king at Southampton, England.

Hudson Bay Line Is Being Rushed

Regular Train Service Now Given to Mileage, 356

ON TO CHURCHILL

Final Location Toward Terminal Completed to Mileage 366

Winnipeg.—The past year was one of considerable development in the Western region of the Canadian National Railways, according to H. A. Dixon, chief engineer. Work was begun on the construction of nine of the twelve branch lines authorized by the Canadian Parliament last year as a three year building program. Much progress was made on the Hudson Bay Railway and the new Flin Flon line was commenced.

From the end of May to the end of October, 1,200 to 1,500 men were employed in the rehabilitation, construction and operation of traffic from The Pas to mile 356 on the Hudson Bay Railway and during the remaining months the force varied from 400 to 800. Approximately 12 train crews were in service during the summer and from two to six in the winter on the various work services and operation for revenue. Regular train service is now provided from The Pas to Mile 356.

On To Churchill.
Work on the Hudson Bay line included clearing of the right of way, grading and reconditioning of embankments, building new bridges, laying tracks in yards and terminals, opening new ballast pits, ballasting track, filling bridges and widening embankments, clearing old ditches and excavating new ones, widening cuts for drainage and installing water supplies both temporary and permanent.

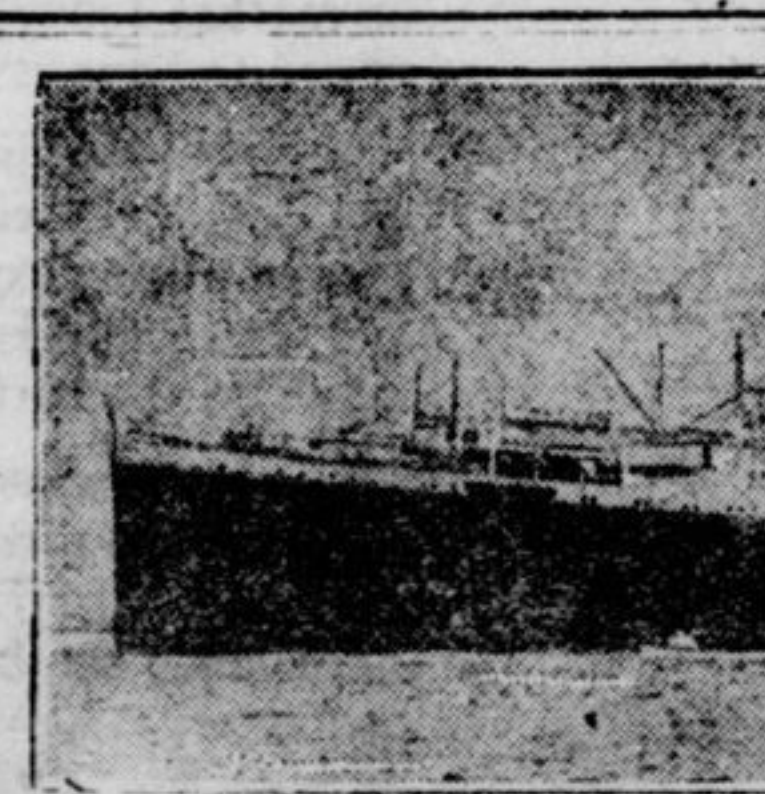
The telegraph line was completely constructed, and track laid on the main line totalled something more than 13 miles. The final location of the line to Fort Churchill has been completed for ten miles from mile 356 and the location of the remainder north is in progress. A mile and a half of track was laid on the Port Churchill line.

Ballasting and trainfill entailed the movement of a large amount of material, three shovels were in service during the greater part of the season from May 13 to November 3 and 910,000 cubic yards of clay and gravel were moved. One shovel and hauling equipment alone excavated and placed 472,000 cubic yards. One permanent bridge was fully constructed in 1927. This is the 430 foot bridge over the Limestone river at mile 356 from The Pas, it consisting of three 90-foot and two 80-foot deck girder spans on concrete piers and abutments. A number of trestles were rebuilt and some new ones completed.

The Flin Flon Branch.
All bridge construction required between The Pas and mile 356 is now finished. Divisional yards with terminal facilities, including a round-house, machine shops, coaling plants, sand houses and stores building were constructed at The Pas and considerable progress was made at Bowden and mile 327.

Final location of the Flin Flon railway from mile 6.5 on the Hudson Bay line is going forward rapidly. The contractors are building camps and roads and have two hundred men laying steel.

A well-known judge entered a restaurant where he had dined before. "Will you try our turtle soup?" asked the waiter. "I have tried it once," said the judge, "and my opinion is that the turtle proved an alibi."



The Greatest and Fastest—The Saturnia—A "motor" ship of 35,500 tons of British Register.

Society Note Of Wide Interest

3 Cows Sail; 4 Arrive or, the Tale of an Imported Aberdeen-Angus Mother

A NEW YORK STORY
As the immigration quota or Aberdeen-Angus cows has not been exhausted, the dairy stables of Sir Ashley Sparks, resident director of the Cunard Line, at Syosset, L.I., are richer by one heifer more than Sir Ashley had counted on.

Sir Ashley had invited a cow and two heifers of the Aberdeen-Angus breed from Scotland to help restock his farm at Syosset. Recently the Anchor Line Athena arrived in New York from Glasgow and docked at the foot of West Thirtieth street, and it was reported that among the prominent passengers in the first class hold was Mrs. Aberdeen-Angus and her two daughters, the Misses Aberdeen-Angus.

Due to the intricacies of the Immigration Department, however, it was decided that these blue-bloods of bovine aristocracy would have to remain on board a few days until they could be taken to the Department of Agriculture quarantine station at Athenia, N.J., for a short visit before continuing to their new Long Island residence.

Nothing about moral turpitude, of course it is just a custom.

When Capt. James Black went down to pay a farewell visit to his Scottish guests before their departure from the steamship Athena for Athenia, N.J., great was his surprise and consternation to discover that Lady Aberdeen-Angus had three daughters with her instead of two. The new Miss Aberdeen-Angus was rather wobbly and small and awkward, but there was not a doubt in the world that she was of the same family. She looks just like her mother. Every one says so.

The fear arose in Capt. Black's mind that there was going to be trouble; passports, visas, quotas and all that sort of thing. After a good deal of anxious telephoning and running about, however, it was finally agreed that the youngest Miss Aberdeen-Angus, having been born literally in the shadow of the Statue of Liberty, was an American citizen. She was allowed to accompany her mother and sisters to Athenia, N.J., where the family of four will spend the next thirty days. They will then join the Long Island colony "for the remainder of the season."

Ireland Selling Her Lee-Enfields

Canada Buys 1,200 at Bargain Rates from Ulster

Ottawa—Symptoms that the dove of peace is fluttering over Ireland are furnished by a transaction now in progress between the Dominion Government and the Government of Northern Ireland. The latter is selling and Canada is buying rifles. About 1,200 Lee-Enfields are required for the Naval Volunteer Reserves, and an inquiry, looking to a purchase, was made through Hon. P. C. Larkin, high commissioner. He reported that the Ulster Government had rifles for sale, so an order has just been placed for 1,200 at \$7 each, or quite considerably below the normal price of the manufacturers.

Man at Wilkesden: A summons, please, against a woman for annoyance. Magistrate: When? Man: Always.

Kipling's Cousin Dies in Colorado

Had Been Prospector, Indian Fighter, Millionaire, and Rancher

Walsenburg, Colo.—Thomas Kipling, pioneer miner and rancher and first cousin of Rudyard Kipling, English author, was buried on his ranch near here recently.

Kipling, who came to Colorado 52 years ago, was born in Durham, England, in 1842.

Joining the Leadville gold rush, Kipling settled in Colorado, and was credited with founding the first coal mine in the Trinidad district.

His operations in the mining field netted Kipling two fortunes, both of which were said to have been lost over the gambling tables.

In his romantic life, Kipling was prospector, Indian fighter, coal-miner, millionaire, gambler and rancher. He died in the latter role, owning Bunker Hill ranch.

The Canadian Nation

Vancouver, Province (Ind. Cons.): We are laying the foundation to-day of the nation that is to be, and the blood we introduce through immigration will be the blood which will strengthen or contaminate the Canadian race in the centuries ahead.

All the more reason, then, why we should be careful. Canada needs more people—needs them badly to fill in the great national framework she has constructed. But she does not need them so badly that she can afford to admit any who will reduce the vigor of her bloodstream. She has a standard now in the distinctive race she has so far evolved. If she can elevate that standard, so much the better. But she should be very certain that she abates nothing of it.

Cosgrave Accepts Ottawa Invitation

Dublin, Ireland—President Cosgrave has received an invitation from the Canadian Government to visit Ottawa during his trans-Atlantic visit and the invitation will be accepted. It is probable the President's itinerary subsequent to his Washington visit will be revised in order to make the trip to Ottawa.

There are no degrees in vice.

Wheat Pool to Set Up Office In London

Canadian Syndicate Aims to Facilitate Deals Between Europe and Winnipeg

London.—The Canadian wheat pool, which has become such a tremendous factor in the world's trade in export grain, is about to open an office in London. D. L. Smith, general sales manager of the pool, and R. A. Macpherson, a director, are in Britain now for that purpose. The object is to provide intermediary facilities between the Winnipeg offices and the various European countries.

"At the moment, direct selling to the miller is not contemplated," said Dr. Smith, in answer to inquiries as to whether the pool could cheapen the cost of bread in Britain. "The broker is an essential evil, if I may call him so. Of course, if there was a change to direct selling it might affect the price, but that is some way off. At present the Western Canadian farmer is making a good living. If we asked him to take less for his grain it would not be a paying proposition."

Commenting on the state of British agriculture, Mr. Smith said it seemed to be in much the same condition as in the United States.

"Your wealth is in the cities, just as it is in the United States," he said. "Over there they are crying out for state aid or agriculture, and in Britain the same cry is heard. I don't know that it would help in the long run. I think English farmers should get together more and work in closer cooperation as we do in Canada."

"Canada is a country of boundless possibilities. Not one-tenth of its land has yet been cultivated, and its mineral wealth is enormous. The man who can make good over there is the man with a little money put by and a capacity for really hard work. If he has the money to keep going while he is getting his land cultivated, he is booked for prosperity."

Mr. Macpherson says that if collective selling had not been adopted, thousands of farmers would have gone out of business in Western Canada during the past three years.

"There was bound to be collective selling," he declared, "and very soon you will find there must be collective buying."

Co-operation is Empire Necessity

Col. Amery Stresses Importance of Trade Between Dominions

MUTUAL SUPPORT

Minister Predicts Change Coming in Britain's Fiscal Year

Vancouver, B.C.—The United States dominated the last generation economically, but the coming generation will belong to the British Empire, predicted Right Hon. L. C. M. S. Amery, British Secretary of State for Dominion Affairs.

The United States had developed because she had pooled her resources. The British Empire had been more backward because she had tended to work in water-tight compartments. The value of co-operation was now appreciated, said the British Minister, and the problem of the years ahead was how in the free partnership of nations that made up the British Empire co-operation could be made most effective.

Canada's unequalled resources necessitated foreign trade, but the growth of modern commerce lay in the temperate and tropical zones, Mr. Amery said. Canada lay in the temperate zone, and to complete her development, she needed a tropical empire with which to trade.

"She has that in the British Empire, which is Canada's empire as much as it is Great Britain's empire. That was recognized at the Imperial Conference when the heritage was agreed to belong to every part of the empire with no monopoly or priority in the Mother Country," declared Mr. Amery.

Free Co-operation

The imperial conference has decided that it was possible to co-operate and be united while each constituent was free and knew no authority outside itself. That method of co-operation was better suited to the Empire than any written federal constitution was possible in the economic as well as the political sphere, the speaker asserted.

"Without any straight jacket of imperial tariff, without limiting the units in forming tariffs to suit their own needs, we can find ample room for economic co-operation and can foster mutual support and stimulation by other means. There are innumerable ways of co-operating and the problem of the future years is how in our free partnership we can make that co-operation most effective."

Fiscal Changes

"We are beginning to move," he declared. "It is a mistake to think Great Britain stands to-day where she stood before the war. Then the avowed policy was that it made no difference where we bought and sold. That idea is dead and buried in Britain to-day. On that question, the war opened our eyes and made us realize that it did matter whom we supported by our commerce and where our settlers went."

"It is not for me to say how rapidly Britain will modify her prejudices on fiscal policies, but modify them she will," declared Col. Amery.

Mr. Healy Praises The British For Noninterference

Dublin.—Interest is focused in the United States on the Irish free state's position by William T. Cosgrave's departure to the United States recently and adds to the importance of the pronouncement of the retiring Governor-General, Timothy Healy, at a banquet here.

"You have heard," said Mr. Healy, "talk about a foreign King and the interference of the British in Irish affairs. There is one thing to be said about this 'foreign King' and that is, he is a gentleman. The English in my few years as Governor-General have never interfered—I pledge my faith and honor to this—to the extent of a little or a scintilla in any Irish matter. They have left the ministry absolutely free, left us untouched, unadvised. That is a tribute that should not be left unpaid. I welcome the gracious concurrence of the old Unionist and Protestant party who have given me at all times as much assistance as those in my own religion."

In view of Mr. Healy's record in the Nationalist movement, the statement seems worthy of wide circulation as it effectively disposes of the propaganda by the minority seeking to create a contrary impression abroad.

Old Age Pensions

Manitoba Free Press (Lib.): It could be plausibly urged that the care of the indigent aged is the duty of the province, not of the Dominion; and that the provinces are in luck in that the Dominion is willing to pay half the shot. This was the view of British Columbia which was the first province to take up the Federal offer; and with Manitoba now asserting her adhesion to the scheme, the movement to bring in the provinces one after the other may be said to be gaining momentum. As the number of acceding provinces grows the pressure will increase upon the provinces that remain out; and the prediction of the extension of the plan to all parts of the Dominion within ten years might not be far wide of the mark.

No Street Cars In Entire State

Last Line in New Mexico Stops After 23 Years' Service

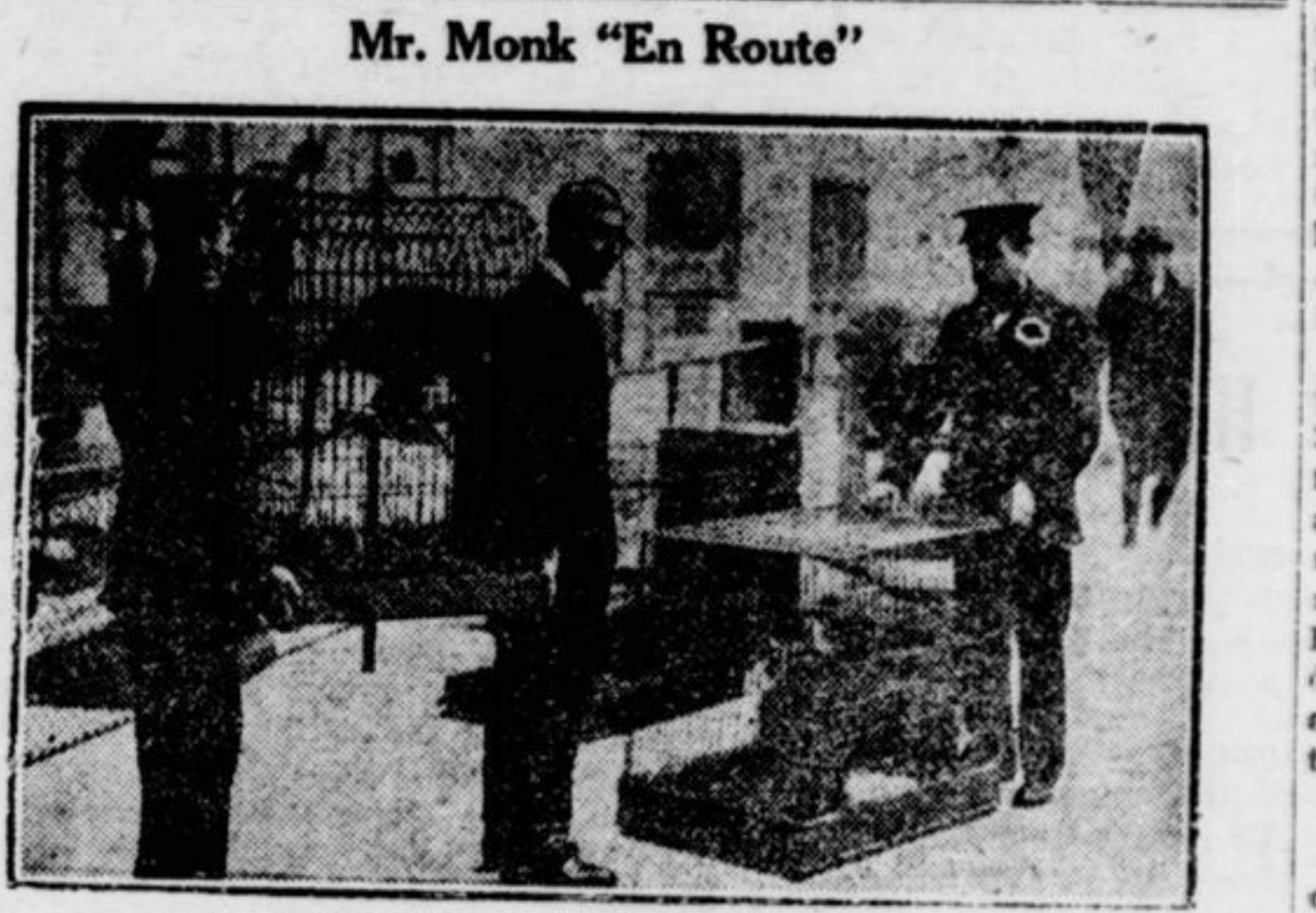
Santa Fe, N.M.—New Mexico is without a street car line. Street cars stopped running the last day of the year. Those at Las Vegas were discontinued early in December.

Service was inaugurated in Albuquerque 23 years ago. At midnight New Year's Eve the "motorettes" drove their cars into the barns and tolled the passing of the trolleys with a clanging of gongs.

Women car operators were first employed during the World War and have been retained since. Twenty-four "motorettes" were out of employment Jan. 1, though half of them had been promised other work.

Privately owned automobiles are charged with responsibility for failure of the street car company, which recently went into the hands of a receiver. A bus line is operating now.

She: "What do you mean by saying that Joan is 'more or less pretty'?" He: "Well, she's more pretty than most girls and less pretty than you."



Mr. Monk "En Route"
The "Zoo" authorities of London, England, recently moved their "jockos" to a new monkey house.

Proposition Made To Scrap War Relics

Manchester Parks Committee Asks City to Approve

London.—The Manchester Parks Committee has decided to ask the city to approve the removal of the various war relics to be scrapped and sold as old metal. Elsewhere in Great Britain, says the Guardian, "relics have been seized by ex-service men and bundled amid cheers into the sea or river. Aberdeenshire districts, where the Gordon Highlanders were recruited and where there is scarcely a household without a war casualty, took the lead in clearing the parks and squares of these mementoes soon after peace, and at the bottom of the deepest pools of the Don and Dee lie a goodly number of German machine-guns, which the well-meaning War Office thought would be cherished by their recipients. It was a curious psychological blunder. . . . and there are few who do not welcome the healthy tendency to clear them from our daily sight."

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