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TALE OF ARCTIC WALK

CAPTAIN BARTLETT DESCRIBES TRAMP OVER THE ICE.

"All in a Day's Work" Says Explorer and Navigator Returned From Far North With Eight of Party After Losing Eleven Others—He Made Perilous Trip With Only One Eskimo In His Party.

After a bitter experience in the northern wastes, nine survivors of the Canadian Arctic expedition, which left Esquimaux in June, 1913, arrived a few days ago at Victoria, B. C. They were brought from Nome, Alaska, on the United States revenue cutter Bear. The party was headed by Captain Robert A. Bartlett, the famous explorer.

Eight of the exploration party were lost on the journey from the point where their ship Karluk was crushed by the ice to Wrangel Island, and three died in camp at the island, one from an accident.

Captain Bartlett told the story of the Karluk's last voyage in bare facts, relating a few of the obstacles he had to overcome on his tramp across the ice from Wrangel Island to Emma Harbor, Siberia, he dismissed most questions as to his perils with a nonchalant "Well, it's all in the day's work."

Realizing that help must be summoned from somewhere or the entire party on Wrangel Island would succumb through starvation, Captain Bartlett decided to set out on a walk which would bring him to the outside world. He knew the journey meant terrible hardships and possibly death.

"On March 18," he said, "I left the camp with an Eskimo boy, Kattovick, seven dogs and a sledge made by Mr. Hedley, the exact copy of a sledge used by Peary in his trips. We had supplies for ourselves and dogs for thirty-eight days. I intended to get to East Cape, Siberia. We had difficulty in crossing the strait which separates Wrangel Island from the mainland, the air line distance being 100 miles.

"I thought when I left the island that I would make it in seven days, but strong easterly and westerly gales and the moving ice retarded our progress. As we neared the Siberian coast we had considerable difficulty with the rafted ice and deep, soft snow.

"On one occasion I was seventeen days making a distance of 90 miles. In some places the young ice was barely strong enough to support our sledges, and the ice would not support us in walking, so we had to cross it by lying flat on our stomachs and crawling across. Owing to the hardness of the ice several of our dogs gave out completely, and my native boy showed signs of losing his nerve.

"Early one morning I sighted land and hoped to reach it that evening. On seeing the land Kattovick became very active. More leads were encountered during the day, and I had to spend another night on the ice. The next day northerly winds set in and rattered the ice up on the Siberian shore. By working hard all day we managed to reach North Cape, Siberia.

"I saw no signs of habitation, so we camped for the night. The next morning we started along the Siberian coast for East Cape. One lone igloo was sighted, and we went in. In the ice hut I found a Siberian native, his wife and one child. "I came across the first white man at Koluchin Bay. He made both of us at home, and we got considerable bread and tea. Being in need of a couple of good dogs I traded my binoculars to a native for two huskies. At Cape Serdze, Siberia, I met a trader who, after taking us in and feeding us, assisted us in getting to East Cape.

A DISTINGUISHED FAMILY.

Hon. T. C. Casgrain Comes of Long Line of Public Men.

Few families in Canada enjoy a record of public service superior to that of the distinguished French-Canadian family to which the Hon. T. C. Casgrain belongs. While many of the famous old-time Quebec families have become decadent in these days, the Casgrains have continued to flourish and to grow ever more influential. In the person of the new Cabinet Minister they attain to the highest point of their advancement.

Mr. Casgrain's father, the late Dr. C. E. Casgrain, of Windsor, Ontario, was the first French-Canadian to be elevated to the Senate. He was a medical man of considerable distinction, who occupied a prominent place among his compatriots in the western counties of Ontario. His father in turn was the Hon. C. E. Casgrain, of Riviere-ouelle, Quebec, who at the time of his death was one of the two Commissioners of Public Works of the Province of Canada. Earlier in life he had been a member of Parliament for Lower Canada.

The Postmaster-General's great-grandfather, Pierre Casgrain, was in early life a courier de bois, who eventually settled at Riviere-ouelle, where he purchased a seignior and became a seigneur and a man of great influence in his part of the country. His father before him, Jean Casgrain, was the founder of the family, who settled in Quebec before the conquest, and did his best to defend the ancient capital against the British in 1759. He had been in his early days a soldier in Europe.

Collateral branches of his family have also contributed notable names to Canadian history. Mr. Casgrain's uncle, P. B. Casgrain, who is still living at an advanced age in Quebec City, was for twenty years M. P. for the district of St. John's, and his son, Luc Letellier de St. Just, former Lieutenant-Governor of Quebec, and another became the wife of the Hon. Philippe Panet and mother of the late Senator Panet, who was for many years Deputy Minister of Militia and Defence. A sister of his father was married to the late Sir C. A. P. Pelletier, another of the Lieutenant-Governors of Quebec, and her son is Col. Oscar Pelletier, of the Canadian regular military forces. Incidentally there is another gallant soldier in the family, Philippe de Meill Villiers Casgrain, who after a brilliant career as an officer of the Royal Engineers resigned his commission to take holy orders. It is now reported that this Abbe Casgrain has again taken up for his sovereign in the present crisis.

The circumstance that the Postmaster-General was born in Detroit was probably due to the fact that his grandmother's family, the Babys, had been old residents of that city. His father, when he had completed his medical course at McGill University and had come to the point of securing a place in which to practice, quite naturally was led to choose Detroit, as having a certain appeal through early associations of the Baby family with it. Here he resided for several years, marrying a Detroit girl, Miss Mary Chase, and building up a medical practice. Soon after his eldest son's birth, he returned to Canadian soil, living first in Sandwich and then in Windsor.

The Casgrains have always been noted for brain power, and such of them as attended to their studies stood high in point of scholarship. The new Postmaster-General was no exception. He was sent to Quebec for his education, and there at the Little Seminary and later at Laval University he distinguished himself for his intellect.

He first came into prominence as junior counsel for the Crown in the trial of Louis Riel at Regina in 1885, and later, as Attorney-General of the province, strengthened his position in legal circles. He subsequently sat for two terms at Ottawa, but for the past ten years has devoted himself to his practice in Montreal.—W. A. Crack in Toronto Star Weekly.

**New Steamship Line From Montreal.**  
The next season will see a new steamship line running from Montreal to England in competition with the North Atlantic shipping pool, according to the latest report in shipping circles. The new line, it is declared, is only incidental to a co-operative enterprise being organized in Montreal. In conjunction with the incorporation of the co-operative a society steamship charter is to be asked for. The steamers will carry whatever goods are imported by the co-operative society.

It is further reported that the Midland Railway Co. of England will give the line, which is to run to their docks at Heysham, near Liverpool, very low rates in the hope of developing transoceanic trade.—Montreal Star.

CANADIAN CHEESE.

Now is the Time For Home Manufacturers to Score.

In Europe the making of cheese is a fine art. In Canada cheese is, or has been, a matter of commerce. The war on the continent is Canada's chance. Competition's wings are clipped. To-day there is the opportunity to establish a reputation for Canadian made cheese. This is the opportunity which the Dominion Department of Agriculture urges our cheesemakers to make the most of.

Canada is rich in all these. One of the most thriving of these factories is the idea that the domestic product cannot possibly equal the European born article. Experts agree that some of our home-made products are class with the foreign-made. But the label "home-made" is the thing that damns our cheeses.

There is Limburger cheese. Its quality is superior to and its price cheaper than the European product. Long ago it drove its European rival with the market. As a matter of fact, little foreign Limburger has been imported into this country for years. But Limburger-consuming persons continue to consume, blissfully ignorant of the facts in the case. They still believe they are eating foreign cheese. Well, they are not eating foreign cheese. Most of it is made in Western Ontario in the German districts.

Then there is Swiss cheese, which has done much to add to life's savor. It can be made in Canada and with just as many holes as the foreign product. Camembert of the best quality always commands a good price, but it has suffered in this country through opposition on the part of the promoter of the imported article.

In addition to Camembert there are a number of other fancy foreign cheeses which are popular here and which could doubtless be imitated successfully by Canadian cheesemakers after a little experimental work. Among these varieties are Edam, Gouda, Parmesan, Roquefort, Stilton and Gorgonzola.

It has been the custom among Canadian manufacturers to turn out one or two varieties of cheese and stick to them. This is a fault of the public that pins its faith to the imported product. It would be a wise move on the part of Canadian manufacturers to label their cheeses very frankly as Canadian goods. The consumer can then judge for himself. But if the Canadian manufacturer is to win and keep Canadian custom he must think more of quality in the future. Otherwise the advantage will be only temporary.

**The New Lord Clarendon.**  
Canada has now an earl among her permanent residents in the person of the new Lord Clarendon, who has just been created by the late Earl of Clarendon died recently at his seat, The Grove, Watford, Herts. Lord Clarendon, who was sixty-eight, had a record of long service at Court. He was a lord-in-waiting to Queen Victoria. As Lord Chamberlain he was responsible for the details of the coronation of King Edward. He had been aide-de-camp to King George since 1910. A perfect host and a good sportsman, his shooting parties were famous. An art connoisseur, he enriched the museum collection which he inherited, including the copy of the Gobelins tapestry of Raphael's cartoon "The Miraculous Draught of Fishes," presented to his father, the Victorian statesman, by Napoleon III. at the signing of the Treaty of Paris. He was a fellow poet and cultured sportsman. Lady Hyde, his only son's heir, who is aged thirty-seven, married a sister of Lord Somers. With their two children they settled in Canada just over two years ago on a farm of over 200 acres at Pickering near Toronto. Lady Hyde has a practical farm wife and all the work she possibly could herself.

**Lead For Shrapnel.**  
Through the efforts of Hon. W. T. White, Minister of Finance, the manufacture of shrapnel in Canada is going to be the means of materially increasing the silver lead industry in the Kootenay. The bullets for the shrapnel are to be made from Canadian lead. Hon. Mr. White took the matter up with the committee of the Cabinet, placing orders for shells, and satisfactory arrangements have been made with the smelting companies at Trail, B. C.

The Finance Minister, with the assistance of Sir Thomas Shaughnessy, president of the C. P. R., a short time ago was instrumental in securing the continuance of smelting operations in the province. From the feeding mines in the Kootenay country which otherwise would have been largely stopped because of the present business and financial conditions.

HODGETTS TAKES HOLD.

He is Now Canada's Commissioner For Red Cross Work.

Dr. Charles A. Hodgetts, of Ottawa, who has been appointed commissioner in succession to the late Col. Bursland, of Montreal, who died recently in London, was for many years secretary of the Provincial Board of Health of Ontario and chief medical health officer of the province with headquarters at Toronto. He resigned this position a few years ago in order to take charge of the health department of the Dominion Conservation Commission, with which organization he is still identified. He is looked upon as one of the most competent and authoritative of Canadian officials in matters pertaining to health.

Dr. Hodgetts sailed recently for England and proceeded at once to report to the British Red Cross Society, of which the Canadian Red Cross Society is a branch, and whose particular duty will be to look after the sick and wounded from the Canadian overseas contingent. Dr. Hodgetts will direct the distribution of supplies sent over from Canada and especially those sent from the headquarters in Toronto. The Canadian public will be kept informed of the work, its progress, and its needs through the chairman of the Toronto Executive Committee, Noel Marshall.

Dr. Hodgetts states that he feels tremendously the responsibility of the work placed in his hands and says he will endeavor to the utmost to see that it is performed as efficiently as possible. Dr. Hodgetts has accepted the position on a voluntary basis and will not be paid for it. He went to England to fill the new position with the approval of Premier Borden and Chairman Clifford Sifton, of the Conservation Commission. No better choice probably could be found in Canada for the commission-ership of the Canadian Red Cross Society, as Dr. Hodgetts has been actively engaged in medical health work for the past 29 years. He was the honorary secretary of the Canadian Red Cross Society when it was formed 16 years ago and it was he who carried on the organization's work in connection with the South African war. He subsequently became the first member of the organization in Canada and for over 20 years he has been prominently connected with the St. John's Ambulance Corps. For the past 15 years he has been doing similar work in connection with the Royal Artillery Medical Corps, a branch of the Canadian militia. He is now a lieutenant-colonel in that body, and was for five weeks stationed with the first contingent at Valenciennes looking after the medical arrangements there. He is everywhere throughout the Dominion looked upon as the foremost medical health authority in this country.

Dr. Hodgetts was born in Toronto in 1859. He is a graduate of Victoria University and the Ontario College of Pharmacy and has taken post-graduate courses in the leading hospitals of Great Britain, Germany and France. He was house surgeon at the London General Hospital for a time and also at the Toronto General Hospital and resident assistant surgeon at the St. Mary's Hospital, England. He was medical inspector of the Provincial Board of Health, later secretary for a number of years, and subsequently registrar general of the province before being made head of the Dominion health department in connection with the Conservation Commission. He is the author of a large number of important works on health and holds high office in a number of medical organizations, being vice president of the American Health Association and a prominent officer in a great number of similar societies.

**Insurance Men Warned.**  
Advice has been received at Ottawa from the Imperial Government that some time ago the Board of Trade issued an announcement warning insurance companies against the business of insuring cargoes in neutral vessels, from capture. The announcement was as follows: "It has been brought to the notice of the Board of Trade that British insurance companies have insured or re-insured goods shipped on neutral vessels against the risk of capture, or detention, by His Majesty's Government, or allied Governments.

"The Board of Trade are advised that such contracts of insurance, or re-insurance, against the risk of capture, or detention, by Great Britain, or her allies, are prohibited by the law of England, and they think it necessary to warn insurance companies and underwriters against such business."

**Public Works Going On.**  
The program of public works under construction by the Government is being carried out in spite of the financial stringency. The expenditure of ordinary and capital accounts up to the end of October exceeded the expenditure on these accounts last year by about eight million dollars.

To minimize unemployment, all works under contract are being carried on just as the Minister of Finance in his August budget intimated would be the case. New works will only be entered upon as the source of revenue from which expenditure might be met, become apparent. Since the outbreak of war the money markets of the world have been closed to public borrowing.

**Indians To Fare Well.**  
Glen Campbell, chief inspector of Indian agencies, reports that the Northern Indians will not suffer any hardships as a result of a slump in the fur trade, but will earn a comfortable livelihood by hunting game and fish. Duncan Scott, the deputy superintendent-general of Indian affairs, has made arrangements to prevent any great hardships occurring to the Indians.

PLANS GREAT HIGHWAY.

W. A. Maclean Wants Fine Road From Windsor To Montreal.

Mr. W. A. Maclean, head of the Highways Department of the Ontario Government, and a technical expert of the Ontario Good Roads Commission, which brought in the report at the last session of the Legislature outlining a scheme for the building of a comprehensive highway system in Ontario, is now succeeding in interesting some industrial and public bodies and leading good road advocates of Ontario in a plan for the construction of a splendid trans-provincial highway from Windsor to Montreal, and Ottawa, or some point on the Quebec boundary, with proposed branch lines.

The development of the plan is, of course, an exceedingly large undertaking, and as yet is only in the embryo stage, but in view of the almost complete development of railway transportation, and the immense sums of money which would necessarily be expended thereon, and in view of the successful issue to which Hydro-Electric development in this province has been carried, it would seem to follow that the next logical activity should be road transportation, which is demanded by the increasing population of the province, and the increasing need for good market roads and good main highways.

The estimated length of the proposed roadway in the Province of Ontario is about five hundred and thirty-five miles, and if constructed of permanent concrete or strongly macadamized, as the Toronto-Hamilton section is to be, will cost in the neighborhood of ten million dollars.

The proposed route of this roadway lies through the midlands of Ontario, presumably from Windsor through London and Hamilton to Toronto, then follow the original Indian trail down the Kingston road and from there to the Quebec boundary, with a branch line to Ottawa.

While Ontario has some excellent roadways, they are nearly all located north of the district through which this road would be built, and frequent complaints are heard regarding the condition of roads along this proposed route, and the building of such a trans-provincial highway would form the backbone for a chain of better roads all across the province.

The location of this road would seem to serve the best purpose, following the line indicated previously, not only because it would lie through the most thickly populated section of the province, but because there are a number of smaller sections of roadway already planned by municipalities along this route, which would form part of the finished scheme. The Toronto-Hamilton road, which is now well under way, would thus be made use of, as would the Ottawa-Preecott road which is being taken up very actively by citizens of Ottawa, and in the building of which the Government will assist. From the proposal to build a Toronto-Hamilton highway, the movement spread to Port Hope and Cobourg, where the citizens were interested in the construction of a lake shore system between those two cities. The project is now taking shape not only as a scheme, but also practically in the movement of different municipalities along the line. Representatives also of the townships between Toronto and Ottawa have held gatherings to consider the building of a road from Toronto. These roads mentioned, and others already planned, would be included in the trans-provincial highway by special arrangement.

The Government will make arrangements for maintenance, at least for a time until arrangements can be made for permanent maintenance.

**The Mayor Was Mad.**  
Mayor Merdick Martin, who has been roaming the cities of the United States recently on a "smelling" jaunt, made his bow to the Board of Control upon his return in a towering rage. When Merdick was on the tour someone usurped some of his civic authority with disastrous results to his worship's temper. One of the first things that his eagle eye saw when he returned was the unadorned doors of the civic automobiles. Some one during his absence issued an order to paint the civic crest and big letters "City of Montreal" on the civic cars. Merdick was mad when he saw what had been done.

He made his attack first in the Board of Control. "Who did that?" he demanded. "Please, sir, I didn't," four controllers were quick to reply. "Things have come to a pretty pass in this city when things like that happen when I go away. But I'll find out who did it, and then—" and he stormed until he was tired. So someone is going to join the unemployed of the streets if the mayor is a good Sherlock Holmes.

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