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SECOND SECTION

CANADA'S INLAND SEA

"ATLANTIC SEAPORTS" WILL BE OPENED ON HUDSON BAY.

Great Undertaking That Will Help to Solve the Problem of Transporting the Grain Output of the North-West to the Markets of Europe, Thus Helping Development of the Dominion.

TORONTO or Ottawa thinks of the Atlantic as far distant. Yet north of these cities Canada has Atlantic seaports—towns on the great inland extension of the Atlantic known as Hudson Bay. This great body of water, of course, has always been just where it is to-day. Its use for transportation by boat has been greatly hindered by the ice-blockade that closes Hudson Strait for all the months of the year but three. Modern traffic conditions, the growing grain-output of the great Canadian North-West, and, above all, the necessities imposed by the present war, have at last made it profitable to use this water-route for the limited period during which it is available, and the Canadian Government will complete, this spring, a railroad line connecting her three transcontinental roads with tide-water on this inland sea, thus eliminating the railroad haul across half the continent. Writes Mr. Earle William Gage in *The Scientific American*:

"That the completion of the Hudson Bay Railroad is a vital matter of interest to commerce needs no argument. It is not the idle dream of a passenger-agent desiring a new field of tourist endeavor, but the result of insistent demands made by a country whose development has outstripped the efforts of three great railway systems to keep pace. As early as 1896, western Canada was the congested centre of railway transportation, both outgoing and incoming lines being blocked with grain, live stock, and supplies. The Hudson Bay Railroad is simply the result of a continuous blockade of traffic, the aim being to relieve this by giving the shortest possible route to tide-water from fields of production. "Had not an enlarged outlet been supplied to the ocean, the development of Canada would have been retarded. Canada's great inland sea, Hudson Bay, gives the West tide-water in the meridian of the Mississippi Valley. A glance at the map shows it to be the shortest route from the centre of the country's fields of production to the world's markets. Port Nelson, the northern terminus of the new railroad, is as near the central point of the grain area as the centre of that area is to the head of the Great Lakes, and it is about the same distance from Liverpool as Montreal.

"This region is often associated with Arctic conditions, yet no part of Hudson Bay comes within the Arctic Circle, and Engineer Armstrong in his recommended plans stated with considerable assurance: "That ships may enter and leave Port Nelson all the year round is a fact worth remembering."

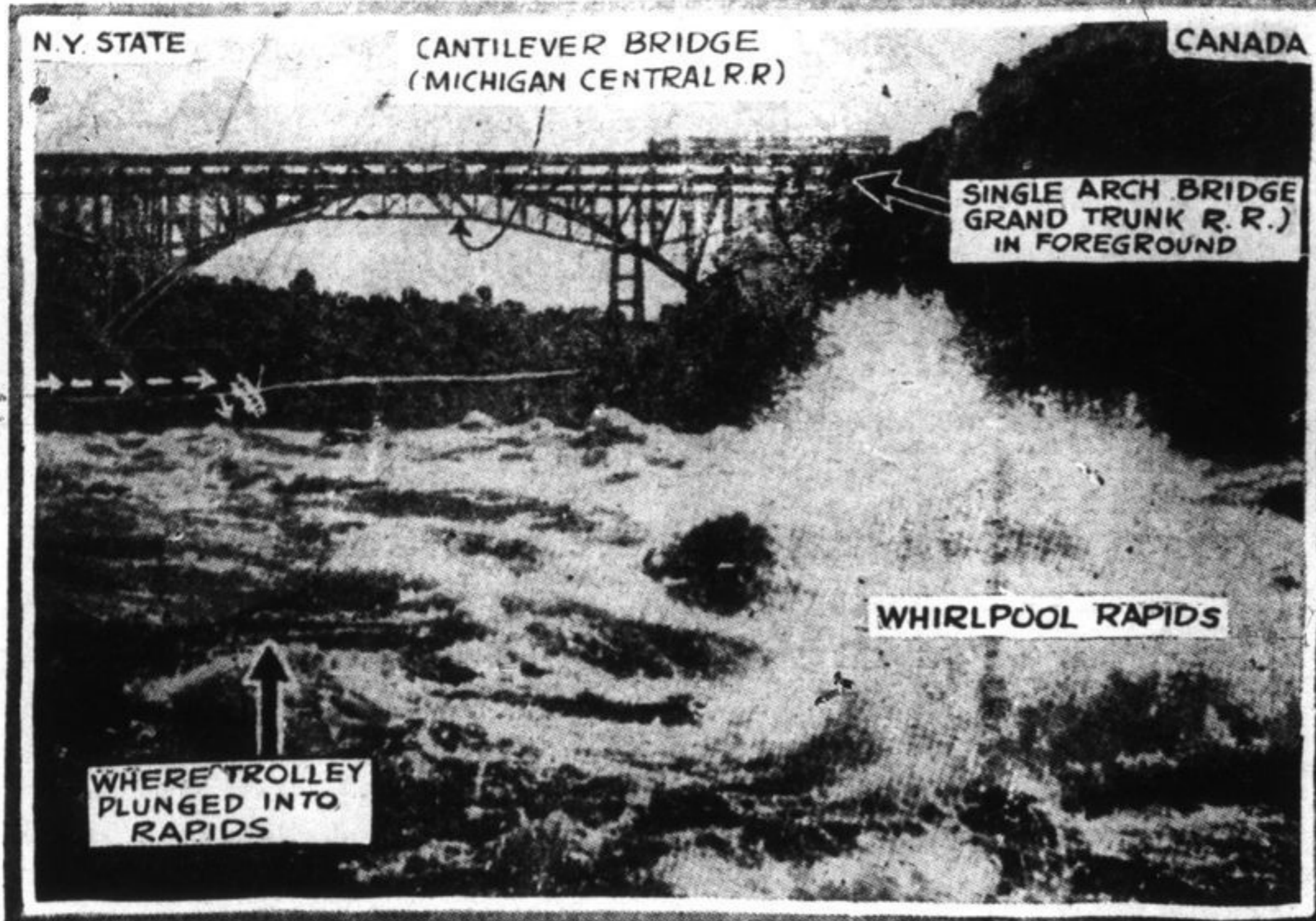
"Though the Bay remains open, Hudson Strait freezes over, hence transportation will be possible for only three months a year, from the end of July to about the end of October. But inasmuch as this gives full time for the moving of the food-products to Europe, at a very material saving in time and freight cost, the expenditure of \$16,000,000 for the construction of the 425 miles of railroad will pay big dividends to the Government. During the closed season the natural resources of the Bay region, including farm-crops, timber, paper-pulp, minerals, and the enormous wealth of fur and fish, will compensate for the operation of the system."

The exponents of the railroad point out that the heavy grain traffic from the Western plains to the Atlantic seaboard is carried over the Great Lakes only during a little longer season than the Hudson Bay route promises, and larger cargoes may be carried in a shorter time, which discounts the argument against the route to Europe. To quote further:

"That the Hudson Bay route promises a path from western Canada to Liverpool, shorter by 1,000 miles than the present prevailing rail route, is a powerful factor in its favor. . . . That a very material saving will be effected in freight cost alone is appreciated when we remember that the freight upon grain from the wheat-belt to Hudson Bay approximates ten cents per bushel, or the same as to the head of the Great Lakes, at present. It now costs fifteen cents per bushel to transport the grain to the Atlantic seaboard ports, which represents a fair profit to the wheat-growers. Assuming an export trade of 20,000,000 bushels, which could be readily handled, if the harbor were open but two months of the year, this saving would amount in a single season to approximately \$3,000,000."

"The demand for western Canada's prime beef, mutton, pork, and poultry is increasing in Europe. It now costs about sixty cents per hundred to transport steers to the Atlantic ports, and an additional sixty cents to ship them to Liverpool. For the payment of sixty cents per hundred these cattle and stock may be delivered in Liverpool, on an average, from the fields of production, at an average saving of \$6 per head for steers. This saving will approximate \$1,000,000 per season of only two months, or a total of \$4,000,000. Therefore, if the Hudson Bay Railroad is operated but two out of the twelve months, in four years it would pay off its construction debt. But the officials have calculated that the remaining nine or ten months may be devoted to interest-bearing operations of a local nature."

SCORES KILLED WHEN CAR PLUNGES INTO RAGING RAPIDS



Many persons lost their lives in the raging rapids of the lower Niagara River when a Niagara Gorge Railroad car plunged down the bank just to the south of the Michigan Central's cantilever bridge and buried itself beneath the waters. The passengers were caught like rats in a trap and the work of rescue was made very difficult.

PICTURES OF WAR.

Interesting Collection From the Canadian Record Office.

A very interesting collection of pictures is now touring the Dominion of Canada. The pictures have been loaned by the War Records Office, and they are intended to give the people of this country an idea of what it really is. The series of exhibitions will be arranged throughout the Dominion by an officer, though it is possible that the position may be offered later on to a returned wounded soldier. The pictures are very large, and they have a great amount of detail which can be carefully studied. There are over two hundred photographs in the collection, and a haphazard selection of any of them would be sufficient to impress a multitude of spectators first, with the tremendous significance of the subject and secondly, with the wonderful quality of photographic art which the pictures display. The pictures were all made on the Somme from a few months ago, and the subjects testify to the hazards run by the photographers who made them. There is none of the fuzzy obscurity which betrays the use of a telescope lens and the process used for enlarging the originals has been perfected to the point which makes it possible for the spectator to see life-sized men clambering "over the top," and clearly distinguish the determined lines of their features.

In addition to the clearness of every detail the pictures are remarkable for the sense of action which the camera men have caught. For instance, the last man over the top is actually kicking a foothold in the crumbling earth of the parapet and his every muscle seems vibrant with eager haste to catch up to his companions who are ahead in the crouching race across the strip of No Man's Land. The work of the Army Medical Corps is well-pictured, the groups taken in the first-aid dressing stations right in the thick of the show are remarkable for their realism. The proximity of these havens of healing to the frightful mill which grinds out the material for their work is vividly portrayed in one scene which shows a group of battered fellows painfully trying to dodge the debris falling among them and caused by the explosion of a Jack Johnson, which is seen spouting its spume in the background. Altogether the collection is quite unique. The pictures are in charge of Major M. S. Boehm, who went as far as England with the 169th battalion and who returned to Canada with the intention of doing recruiting when the men of the unit went to the front.

A Slight Error.

"One morning in the early years of the present century," says Mr. Beckles Willson in his "Life of Lord Strathcona," "an elderly individual, not very prepossessing as to appearance, called at the office of the High Commissioner for Canada in London and asked to see Lord Strathcona. He was told that his lordship was far too busy to see any but those who had appointments with him. "Well," was the confident reply, "he'll see me if you tell him that my father drove him to Aberdeen when he sailed for Canada." The message was taken in to Lord Strathcona, and word came out that the visitor was to be admitted. Five minutes later he emerged with a five-pound note crackling in his palm.

"Three weeks later the same man reappeared. Again he told him how he had seen the High Commissioner was, and again his answer was, 'Tell him my father drove him to Aberdeen when he sailed for Canada.' He was admitted, and emerged rustling another five-pound note.

"A few weeks later he presented himself a third time. The secretary felt that the limits of benevolence must have been reached. He went into Lord Strathcona's private office and said—

"Here is this broken-down Aberdeen man, my lord, come to see you again—the man who says his father drove you to Aberdeen when you went to Canada. He has had two five-pound notes from your lordship already."

"Indeed!" said Lord Strathcona in his quiet way. "Give him another five-pound note and tell him he need not come again. You may add that his father did not drive me to Aberdeen when I went to Canada. As a matter of fact, I walked!"

A Remedy for Poison Ivy.

Studies of poison ivy show that its poisonous principle is a volatile acid resin; therefore, the treatment of rhus poisoning with an alkali is theoretically right. In practice the correctness of the theory is borne out; a saturated aqueous solution of sodium bicarbonate being one of the most efficacious remedies. Recently a note was made of the application of ice water for rhus poisoning in the United States Army with good results. This will interest Canadians as poison ivy is very common in all our country districts.

The possibility of combining the alkaline and ice water treatments naturally suggests itself, and upon trial this has been found to be prompt and efficacious. In two cases which have come to our notice a saturated solution of sodium bicarbonate in ice water applied freely and continuously to the infected area brought about prompt relief and a complete cure within twelve hours. In view of the suffering entailed by a severe attack of rhus poisoning and of the failure of the older method of the treatment with opium and lead water, grime, etc., it is well to bear in mind this method, which is easy of application and prompt in affording relief.

The Secretary Bird.

Snakes in South Africa fear the secretary bird, and will even crawl away from its shadow. This bird devours snakes, and can easily kill a reptile twice its size.

War: A Sonnet.

The following sonnet was found scribbled on a sheet of paper among the effects returned to Canada of the late Major Miles Langstaff, the well-known young Toronto barrister, of the 75th Battalion, who was killed in action:

I never thought that strange, romantic
War
Would shape my life and plan my
destiny;
Though in my childhood's dreams I've
seen his car
And grisly steeds flash grimly thwart
the sky.
Yet now behold a vaster, mightier
strife
Than echoed on the plains of
Troy.
Defeats and triumphs, death, wounds,
laughter, life,
All mingled in a strange complex alloy,
I view the panorama in a trance
Of awe, yet colored with a secret joy,
For I have breathed in epic and romance,
Have lived the dreams that thrilled me
as a boy!
How sound the ancient saying is, for
truth!
How weak is Fancy's gloss of Fact's
stern truth!

Fats as Foods.

Man needs a varied diet, and in the main the classification most suited to ordinary understanding is fats, proteins, and carbohydrates. Many other things are essential in a fully-balanced diet if one would enjoy that state of existence known as being in good health. A proper amount of water, a more careful attention to the important factors. No one can live any length of time in good health if there is not in their diet a proper proportion of all these elements, and it is hard to say that one is more important than the other, so closely allied are they one to another, and for their full action depend so much on the action of each to the other in the body. Fat forms about 15 per cent. of the weight of the body, and is found in all its parts. It occurs in the largest masses just under the skin, but it is scattered in small amounts in all our tissues. In our food we get fat from the animal kingdom meat, butter, milk, and eggs. From the vegetable kingdom we get it from the various oils, olives, cottonseed, peanuts, etc., certain cereals, and nuts. Some food which we eat is changed into fat by chemical action in the body. Food, sugar, and starch are so changed and are thus stored up in the body as reserve fat to be drawn upon if the fat is deficient in our diet.

GERMANS LIVED IN STYLE.

Abandoned Trenches in France Were Models of Luxury.

Back behind the deep mine craters blown in roads, the broken bridges and the network of barbed wire entanglements, the advancing British came upon a system of deeply dug trenches, timbered dugouts, and tunnelled galleries which amazed them. As a builder of dugouts the German soldier has no equal. Philip Gibbs, correspondent with the British army, writes to *The London Telegraph*. From Mr. Gibbs' description, which follows, it appears that the Germans did not expect to retreat for years, if ever:

But in addition to these trench systems the enemy made behind his lines a series of strong posts cunningly concreted and commanding a wide field of fire with dominating observation over our side of the country. I found such a place quite by accident. My car broke down by a little wood.

When I strolled into the wood I suddenly looked down an enormous sandpit covering an acre or so, and saw that it was a concealed fortress of extraordinary strength and organization—an underground citadel for a garrison of at least three thousand men perfectly screened by the wood above. Into the sandbanks on every side of the vast pit were built hundreds of chambers leading deeper down into a maze of tunnels which ran right round the central area.

The officers' quarters were all timbered and paneled and papered, with glass windows and fancy curtains. They were furnished with bedsteads looted from the French houses, and with mirrors, cabinets, washstands, marble top tables and easy chairs. The cross beams of the roofs were painted with allegorical devices and with legends such as "Gott mit uns."

Each room had an unheated or iron stove, so that the place must have been snug and warm, and I noticed in several of them empty cages from which singing birds had flown when German officers opened the doors before their own flitting.

The men's quarters were hardly less comfortable, and the whole place was organized as a self-contained garrison, with carpenters' shops and blacksmiths' sheds, and a quartermaster's stores still crowded with bombs and aerial torpedoes—thousands of them which the enemy had left behind in his hurry—and kitchens with great stoves and boiler for first aid, and a Red Cross establishment with shower baths and tigar racks for officers, who smoke before and after bathing. Outside the artillery officers' headquarters was a board painted in white letters, with the following couplet:

Schnell und gut ist unser Schuss
Deutscher Artillerie Gruss.
(Quick and good is our shooting,
of the German gunners' greeting.)

Shell craters in the open area showed the French gunners had returned the greeting, and that the garrison of this citadel had done well to arrange their life, mainly as a subterranean existence. But for times when the French guns were quiet and when the French sun was shining they had built al fresco corners with garden seats and tables round which enormous stacks of wine bottles were littered, showing, as I have seen in all these abandoned places, the enormous quantity of drink consumed by German officers in their lighter moments.

Behind the lines the German officers and men lived comfortably in French billets and organized amusements for battalions in rest. At Bapaume they had a little theatre with painted scenery. Two of the wings were among the few things left in the rubbish heaps of that poor destroyed town, burnt and sacked by the Germans before they left.

In Nesle the Germans turned the Cafe de Commerce into their casino and played military hands, whose music did not cheer the hearts of wan women—whose children were starving. Strange fellows! God alone knows what to make of them.

The Russian Revolution.

"The main purposes of the revolution are stated by the new Government as to be as follows:

"To grant a general amnesty (par-donne) for all political and religious offences. (This will permit thousands of exiles in Siberia to return to their homes.)

"To permit liberty of speech and of the press.

"To abolish all social, religious, and national restrictions.

"To call forth a constitutional assembly based on universal suffrage, which will establish a constitutional form of government.

"To provide for a system of local self-government based on universal suffrage.

"How soon these purposes will be accomplished cannot now be foretold. It may take long for the Russian millions to realize fully their new-born hopes. But it seems certain that the tide of democracy in Russia will henceforth run swift and strong, and that, as years go by, the people will enjoy greater and greater freedom. For revolutions go forward, not backward.

A grass widow is a woman who has success in getting married. A good memory test is to remember the poor.

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