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April showers have changed into winter snow storms.

Already we are starting to burn our next winter's supply of fuel.

Well, the cold spring has perhaps kept down the price of ice anyway.

The Kingston kids are strongly in favor of shorter hours for the teachers.

It must be admitted that there are greedy tenants just as well as landlords.

The Supreme Court of Canada has dealt a hard blow to the newspapers of the dominion.

The Frontenac farmers seem determined to knock the daylight out of the daylight saving scheme.

Kingston robins repudiate the story about "the early worm" these mornings with the ground frozen hard.

France has shown that the "Watch on the Rhine" is in good running order, remarks the London Advertiser.

Kingston's situation at the foot of lake navigation renders it the port of greatest importance on the great lakes.

Ontario's minister of labor proposes that municipalities shall have the power to regulate rents. But will they use the power conferred upon them?

Some Kingston money that is going into outside enterprises might be spent in building dwellings here or in helping rear the hotel which we need so urgently.

Someone rises to remark that it is a pretty difficult thing now for a little boy to hide behind his mamma's skirt when she, too, finds it difficult to do so.

A vulture has been shot at Hamilton, and, according to the Toronto Star, ornithologists there are puzzled to know how it could have gotten so far away from Ottawa.

A few years ago city and municipal councils were empowered to regulate the price of foodstuffs, but they failed to act. Can they be expected to be more enthusiastic in regard to the ever-increasing cost of rents?

France insists that the Germans must live up to the terms of the peace treaty, and is right in demanding that her allies support her. She knows the Hun, and because she knows him is inclined to take no chances.

Ontario may have a divorce court of its own, because of the large number of applications originating in this province. But the scriptural injunction still holds good: "What God hath joined together let no man put asunder."

Another new industry has been secured for Kingston, thanks to the untiring work of a few young citizens. This city's future lies in the hands of the young men of to-day, who will control her destinies tomorrow.

TIPS AND BRIBES. The railroads both in Canada and the United States have for the most part been passed into the hands of the government with no settlement of the tipping question. From the first number of the Commercial Bribery

and Tipping Review, a publication opposed to all forms of gratuities, we take the following paragraphs bearing on the situation:

"When, then, the United States Shipping Board found that some captains, mates, stewards and others on vessels taken over by the board were accepting commissions on orders they placed for goods needed on the vessels, the practice was characterized as commercial bribery and ordered stopped, and it was stopped. When the United States Railroad Administration took over the railroads and found that sleeping car porters depended upon gratuities for from one-half to three-quarters of their compensation, nothing was done to disturb the practice."

It is not imagined that Ottawa has any answer to such a simple and direct question. Probably it will be grandly dismissed as a minor problem. A refusal on the part of the public to give tips anywhere and at any time would quickly eliminate an evil that is closely associated with insidious forms of commercial bribery "higher up."

THE SAGUENAY DISTRICT.

In the Canadian National Railways Magazine for March H. K. Wicksteed, chief locating engineer, has a very interesting article on the industrial development of the Saguenay district and its pulp and paper industry in particular.

"The Saguenay," he states, "is a deep canyon cutting down to and below sea-level, and having the great expanse of Lake St. John available as a storage basin and regulator. This river was recognized from the earliest times, as being, next to the Ottawa, the greatest waterway of the east. Jacques Cartier made his first landing at its mouth, and founded the little church at Tadoussac, which still stands. The Jesuits soon built a mission there. About the same time, the fur traders found their way up the Saguenay, and at the close of the seventeenth century the Hudson Bay Company had several posts along its banks.

As early as 1760 the pioneer spirits of Quebec established little settlements on Lake St. John. Following the settlers came the railways—three lines were built through the district. Yet, despite the industry of the people, the wealth of their forests and the fertility of the soil, they prospered comparatively little because of their isolation.

"Then came the pulpwood era and the establishment of great mills at Oulatchouan, Chicoutimi and Jonquiere. With the war came the increased demand, and following the demand the higher prices; the country began to boom." Farms rose in value from \$20 an acre to \$200, villages like Chicoutimi became important towns, concrete buildings, churches, banks and hotels were built. The earnings of the Quebec and Lake St. John Railway, one of the Canadian National Railways' component factors, have been troubled, and so rapidly is the population and wealth increasing that, in another year or two, this line must be improved or supplemented.

"The expansion of the pulp industry means the development of waterpower, and in this respect the Chicoutimi district is gifted beyond probably any other equal area so far opened up." The Saguenay river drops 300 feet in a few miles from Lake St. John, and numerous streams and rivers tumble head over heels from great heights into the lake and river chasm. With millions of horsepower available, other manufactures should develop in the district. Sir Lomer Gouin, premier of Quebec, in his recent utterances on the importance and magnitude of the pulpwood industry in Quebec, emphasized the need for manufacturing the raw material in Canada, instead of exporting it to the United States.

"Consider the combination: a seaport as good as, say, Quebec, and nearer to the Atlantic, an enormous aggregation of waterpower within fifty miles, 1,000 square miles of the best agricultural land, much of it already under cultivation, peopled by some 80,000 thrifty and industrious Canadians, and traversed for its entire length by a modern railway. Beyond the settlement, hundreds of miles of forest wilderness and, in all probability, considerable mineral wealth, and a very healthy even if somewhat rigorous climate. Taken all in all, there are few more promising localities in the world than the neighborhood of Chicoutimi.

PUBLIC OPINION

Best Sign Missing. (Cleveland Plain Dealer) Some people won't believe that spring is coming at all, this year, because there are no bock beer signs.

Where Turkey Excels. (Baltimore American) In Turkey professional bakers are trusted up outside their shops. In America it's the customer who is tied hand and foot.

A Wise Proviso. (Grantford Expositor) The Ontario Conservatives are going to hold a provincial convention for Ontario this summer—provided a quorum can be drummed up.

Useless Now. (Guelph Herald) Canada possesses enormous nickel

resources, but the worst of it is that a Canadian is afforded very little opportunity to utilize a nickel, its value being so small.

Thanks, We All Knew That. (Kitchener Telegraph) It is announced that shoes will be lower. This means the shoes not the price.

Meanwhile Coal Soars. (Butter News) Much of the antagonism between labor and capital comes of suspicion about profits. The campaign in favor of nationalization rests upon the notion that labor earns more than it is paid. Mining will do more to encourage nationalization propaganda than for operators to increase prices unreasonably. It is not out of regard for the public that the miners protest but out of regard to themselves. They get a wage increase of twenty-seven per cent.; the operators add perhaps two or three times as much to the price of coal; the miners are disgruntled in face of this because they did not get the full sixty per cent. increase they demanded.

The Reason Why

Why Do Birds Go South in Winter? We know why birds go south in the winter. The necessity of finding food to live upon has everything to do with that. As food grows scarce towards the end of summer in the farthest northern places where birds live, the birds there must find food elsewhere. They naturally turn south and when they find food, they have to divide with the birds living there. The result is that soon the food becomes scarce again and both the new-comers and the old residents, so to speak, are forced to seek places where food is plentiful. So both of these flocks, to use a short term, fly away to the south until they find food again and encounter a third flock or group of the bird family crowding the locality and exhausting the food supply. So in turn each flock presses for food upon the one in the locality next further to the south until we have a general movement to the south of practically all the birds until they reach a point where the food supply is sufficient for all for the time being.

From the Book of Wonders. Published and copyrighted by the Bureau of Industrial Education, Inc., Washington, D.C.

Object to Sunday Sport. Boston, Mass., April 10. — The New England conference of the Methodist Episcopal Church yesterday adopted resolutions opposing local acceptance of the legislation providing for Sunday sports. A committee of ministers appointed by Bishop Hughes later presented the protest of the conference at a hearing before Mayor Peters on ratification of the law by this city. Speakers urged a similar action in all other communities in the States.

Many men seem to commence in the middle to make both ends meet.



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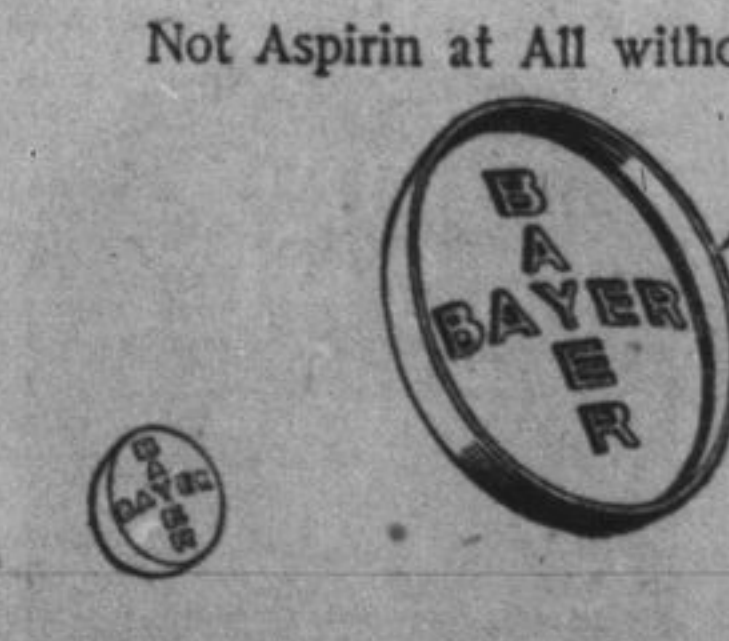
A MODERN INSTANCE.

My neighbor, Swatson, passing wise, believed in lots of exercise. He took long tramps through dales and dells, and swung huge clubs and iron bells, and all his frame was hard as nails; he was a model for all males. And he would come to me and say, "Why do you loaf the livelong day? You are too fat for any use; for such a waist there's no excuse. Why don't you walk twelve miles or nine, and have a shapely form like mine?" And he is dead and in his grave, while I sit here and sing and rave. He was so bilthy three weeks ago! Then came the flu and laid him low. The same disease mixed things with me, and lost his pep and had to see. The rules of health are tiresome stuff; they make life's sledding doubly rough, and I have always let them slide, and I hang on, where health fans died. I do not sit up in distress, to count the symptoms I possess. A dozen scouts, and more than that, have told me I'm too beastly fat; I ought to follow where they led—and I hang on, and they are dead. I eat too much, and I despise all modern forms of exercise; and still I live and write my verse, while wise men engage the hearses.

—WALT MASON.

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Canada—East and West

Dominion Happenings of Other Days.

The Strathcona Horse. On the 10th of April, 1900, the SS. Monterey, with the Strathcona Horse, arrived at South Africa with the dashing horsemen of Canada, who had gone to the assistance of the Motherland in her fight with the Boers of South Africa. She had cleared from Halifax on the 17th of the previous month.

The horse was a gift to the empire from Lord Strathcona, who raised and equipped the troops for service. The unit was composed of some of the finest horsemen and best shots of the western plains gathered quickly by the authorities for a blow at the enemy.

The vessel was hardly out of sight of land at Halifax when many of the 599 horses on board became sick, and by the time Cape Town was reached the 647 officers and men on board had lost 183 horses by death and accident. "I wish we'll be Strathcona's Foot by the time we reach Africa," was the laconic view of one trooper, who expressed, however, the fear of the lot as the voyage continued.

Excitement was created on another occasion by an alarm of fire. But there was no panic among the men, with whom their commander, Colonel Steele, worked as hard as anyone. When the transport arrived at the port the men were supplied with new mounts, and in a short time they were ready to take up the pursuit of the Boers, who were beginning to see the end of the struggle as they were concerned. The unit made a glorious name for itself in all the engagements they fought, and established a reputation in the ranks of the foe for being deadly shots with the rifle.

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