

**CROSS THE ATLANTIC 805 TIMES.**

**Some Records in Ocean Travelling.**  
Some time ago it was stated as a rather remarkable fact that Mr. Samuel A. Crozer, an American millionaire manufacturer, had just completed his eightieth voyage across the ocean, but his performance, unusual though it is, sinks into insignificance beside that of some other travellers, both British and American.

Mark Twain, who is never in better health or happier than when he has the deep beneath his feet, long since completed his 120th trip, while Mr. Alfred Thorold, a well known Chicago millionaire, lays claim to having 147 crossings to his credit.

But for downright record-smashing in Atlantic crossing one must look to the servants of the various steamship companies, men who have spent the best part of their days in the service and have never missed a voyage for half a century or more. Dr. Brice, for instance, the genial and popular surgeon on board the Germanic, has crossed the Atlantic no fewer than 805 times, and though he is seventy-seven years of age he is confidently looking forward to the time when he will have completed his 900th trip.

During his 805 crossings Surgeon Brice has traversed something like two million and a half miles at the lowest estimate, which means, broadly speaking, a hundred times around the globe. During all these voyagings he has only been sea-sick on one occasion, but that, he says, was sufficient to enable him to realize the terrible sufferings endured by those who are systematically ill. There is no cure for sea-sickness, he declares, though he has seen people try every imaginable thing. The malady arises more from an excitable brain than anything else; some people being able to frighten themselves into sea-sickness. The stomach has really nothing whatever to do with the trouble, the most bilious people often being absolutely proof against the complaint.

Surgeon Brice, of course, has met almost everybody who has come prominently before the public during the last thirty or forty years. He declares, however, that he has never met Mrs. Langty, though she was once on board the Germanic. This happened when the vessel was in the Thames, and the directors of the White Star Line entertained the 'Jersey Lily' to a banquet on board.

Dr. Brice has been present during some exciting episodes. He was on board the Germanic when she sank in dock during a terrible blizzard, and she remained under water for twelve days. No one was lost or even injured, and the accident, terrible though it was, proved the wonderful stability of the White Star Line's most famous boat.

He was with Captain Grace on board the Atlantic, and can testify that the heroic seaman remained on the bridge for fifty-nine hours and then had to be literally dragged from the wheel. Dr. Brice visited his cabin at once, but the captain was then unconscious, and a few hours later breathed his last, dying from exposure and sheer exhaustion. But among all the dangers which Dr. Brice has faced, the one that stands the most vividly in his memory occurred when he was on the Allan Line and his vessel was the means of saving the lives of those on board the Harwuth, which was rolling helplessly in mid-Atlantic. "We saved every soul," said the genial doctor, "with one exception—a big Newfoundland dog, which the captain felt compelled to leave behind. He was a fine animal called Dick, and when I went with the rescue party and boarded the Harwuth I wished very much to save him with the rest. But the captain thought to do so would be to endanger human lives, so I put him in the finest state-room I could find, gave him a big plate of biscuit, a bowl of water, and left him. I have no doubt he went down with his ship like a sailor and a gentleman."

The most pathetic sight Dr. Brice ever witnessed was when the Montego went down. Every one had been rescued save a pretty little terrier, which had belonged to the captain. The sailors called to him as the vessel began to settle, but a number of rats, forced to change their quarters by the inrush of water below, had come on deck, and the terrier could not resist scampering after them. The men shouted to him, but he was far too busy, and so they had to leave him to his fate.

Though Dr. Brice undoubtedly holds the record for Transatlantic crossings, there is a purser named Joseph Wright for many years also in the White Star Line but now retired, who runs him very close. Wright has crossed the Atlantic 803 times, and at the present moment is therefore only two trips behind his rival.

**Small Monarchs.**

"It is curious," says the London Chronicle, "that Nicholas II., one of the greatest of living monarchs, should also be one of the smallest, from the physical point of view; and had he carried out his intention of visiting the king of Italy, we should have been treated to the spectacle of a meeting between two of the shortest sovereigns of their time. Yet the Czar, however small and slight of stature, has somewhat the advantage as regards inch-

es of King Victor Emmanuel II., who requires to get into the saddle, like Napoleon III., before he can be seen at his best. There is nothing in the appearance of Nicholas II. to suggest his sorship to Alexander III., who was almost a giant, or of Victor Emmanuel to recall the burly soldier-like figure of his father and his grandfather, the rollicking, fiercely moustachioed Re Galantuomo.

**Great Demand for Poultry.**

The Dominion Department of Agriculture has received communications from British dealers who desire to purchase Canadian poultry. One of the dealers, Mr. James Blackburn of Manchester England is at present in Canada negotiating for the shipment of poultry. He states that he would be glad if he received the names of Canadian poultry shippers so that the chickens could be shipped early in December.

For four years the Department of Agriculture has exported the chickens fatted at the illustration stations to Mr. Blackburn. The dealings have been perfectly satisfactory and the prices obtained for the chickens have been profitable. Mr. Blackburn said that he would like to handle 3,000 cases of chickens per week.

The Department has also received a letter from Mr. Wm. Rothwell, Manchester Eng. Mr. Rothwell says:—"There seems to be a very good prospect for all kinds of poultry this Christmas. If you can give or have any consignments sent me, you can rest assured of the utmost value being obtained. Cash and sales sent immediately goods are disposed of. The probable prices are as follows:—

Large cock turkeys plucked, 14 to 19 lbs, 9d to 10d per 1 pound.

Plucked turkeys, 12 to 13 lbs, 8d to 9d per 1 lb.

Plucked turkeys, 9 to 11 lbs, 7d to 8d per 1 lb.

Plucked chickens, 8d per 1 lb.

Plucked ducks, 7d per 1 lb.

Turkeys in feather, 6d to 7d per 1 lb.

I trust that I may have consignments from Canada.

Mr. Hare, Chief of the Dominion Poultry Division, stated that these approximate prices should offer substantial inducements to Canadian exporting firms to ship poultry to Great Britain. The poultry should be forwarded in a steamship equipped with cold storage. The railway and steamship companies will inform shippers when suitable steamships will leave St. John or Halifax. Even on small consignments of poultry, the freight charges will not be over one cent per lb.

The chickens fatted at the illustration stations have been sold in Toronto, Montreal, St. John, N. B., Halifax, N. S. Sydney, C. B., and Charlottetown, P. E. I., and also to dealers in other smaller cities. The price obtained for the fatted chickens in Toronto was 11 cents per pound, in Montreal, 13 cents per pound; and in the cities in the Maritime Provinces, with the exception of Charlottetown, 11 cents per pound. The chickens were sold at Charlottetown at 10 cents per pound.

The fatted chickens sold to the merchants gave perfect satisfaction and it would be to the interest of farmers to fatten their chickens before they are marketed. The department could have sold several times as many fatted chickens if an extra number could have been bought from the farmers in the vicinity of the fattening stations. A Charlottetown merchant stated:—"We have a reply from the party to whom we shipped the last lot, and he speaks of them as being very fine, and expressed surprise that we could produce such chickens in this country." Almost any farmer in Canada can produce fatted chickens equal to the government chickens at little extra expense for labor and feed.

**Schwab, a Text.**

(Boston Advertiser.)

Schwab, the most glittering example of a laborer elevated to great power, industry and finance, the scapegoat of whales of Wall street in murky manoeuvres lately ventilated for a gaping public, furnishes a striking text for a sermon on the craze for quick profits.

His letters to Nixon, making certain propositions for manipulation of the now celebrated shipbuilding company, are held up as evidence of deep iniquity; yet they are quite in harmony with frequent transactions in the past, known to the business world. While yet a young man Schwab pushed his way from humblest employment in Carnegie's steel mills to the presidency of the steel trust, a combination dwarfing all others in all time. He was the incarnation of arguments offered in refutation of the dismal theory formulated in Markham's line on Millet's Man with a hoe. He was proof of American possibilities for rugged force unaided by previous financial, social or scholastic equipment.

But he lacked the moral stamina necessary to support his fortunes. Sudden possession of great wealth and intimate association with great manipulators of paper wealth turned his head. Speculative excesses have put a period to his brilliant business career. His reputation is hurt in the public eye. His story is an illustration of peril in sudden riches and of the danger besetting a Newfoundland dog who tries to play the game of the fox.

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**WOMEN AS FARM OWNERS.**  
Increasing Numbers who are Studying Agriculture.

The number of women in the United States who are studying agriculture grows larger every year. Nearly all agricultural departments of Western universities and colleges admit women on equal terms with men, and there are a number of Eastern institutions where they are welcomed. Secretary Wilson so far approves of women as farmers that he frequently addresses classes in the Columbia Normal School, Washington, where there are forty women pupils, and elsewhere. It is Secretary's Wilson's hope that agriculture, or the first principles of the science, will soon be a part of the curriculum in every rural school, and this will mean that thousands of women will have to take normal courses in agricultural science in order to fit themselves for teachers.

In Western schools and colleges of agriculture are many girls who have inherited, or expect to inherit, large farms, which they will manage themselves. Others study special branches of farming, such as dairying, small fruit growing, market gardening, etc. Women are well fitted for these branches, and have made them profitable in so many parts of the country that all doubts of the wisdom of this choice of a profession seems to be dispelled.

A new kind of special farming has recently engaged the attention of women in the Eastern States. At the fruit and flower shows given every autumn in New York, much interest has attached to experiments in growing cultivated varieties of chestnuts, pecans, walnuts, etc. Larger tracts of land in southern New Jersey have been planted with choice nut trees, the Italian and Japanese giant chestnut chief among them. One young woman went into partnership with her brother in planting twenty acres of land owned by them, and a few years later resigned a well-paying position in a New York law office to attend to the growing business of their nut farm. She looks after every detail of the work—the gathering and shipping of the crop, and the correspondence, and will probably one day become the sole owner of the property.

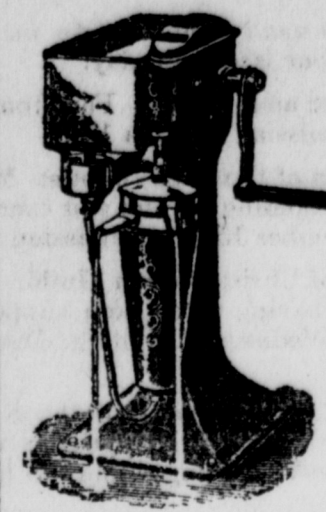
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