

THE LIGHT-HOUSE KEEPER'S STORY.

FROM the lighthouse at Lobster Cove Head, Bonne Bay, Newfoundland, Mrs. W. Young sends her experience of Zam-Buk.

She says: "I suffered with eczema for seven years and to my great delight Zam-Buk has cured me. The disease started on my breast, and spread until it extended over my back. The itching and burning—especially when the affected parts were warm—was terrible; and yet when the eruption was scratched or rubbed, it turned to bad sores and caused great pain. I went to a doctor and tried various prescriptions, but seemed to get no benefit, so tried another doctor. Again I got no relief, so tried a third doctor, and then a fourth.

"Seven years is a long time to suffer, and I had got used to the thought that I never would be cured, when I saw a report in the *Family Herald*, telling how beneficial Zam-Buk was in cases of skin disease.

"I bought some Zam-Buk, and from the use of the very first box I saw it was going to do me good. I persevered with it, and the improvement it worked in my condition was really wonderful.

"It eased the irritation, stopped the pain, and the sores began to dry up and disappear. In short, I found Zam-Buk all that was claimed for it and within a very short time it worked a complete cure in my case.

"Since that time I have recommended it for several other cases, and in each it has proved its wonderful merit.

What Zam-Buk Cures

Zam-Buk cures Eczema, Ulcers, Blood Poison, Piles, Cold Sores, Chapped Hands, Scalp Sores, Bad Leg, Festering, Children's Eruptions, Cuts, Bruises, Scalds and Burns. All druggists and stores sell at 50c box or post free for price from Zam-Buk Co., Toronto. Refuse worthless substitutes.

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Zam-Buk

EVERY HOME NEEDS IT

Frave Act Saved Quebec Oil Plant

Quebec, Nov. 8.—With the leakage from an open tap from a tank containing 2,000 gallons of gasoline, catching fire and threatening to destroy the entire works of the Imperial Oil Company of this city, Albert Guigery, a cooper, in the company's employ, crawled on his hands and knees along the floor of the turning storage building, and turned off the tap from which the explosive fluid was pouring. Three streams of water were played upon Guigery by the fireman as he crawled toward the tank. He cut off the flow of gasoline and saved the company's property from complete destruction. The entire contents of the 2,000 gallon tank were consumed before the fire was under control.

Uncle Sam Has 238 Widows of

The 1812 War

Washington, Nov. 8.—There are now on the government pensions roll 538,000 soldiers and sailors, 321,932 dependents and widows and 362 army nurses according to the annual report of the pension bureau made public today.

These include 497,233 survivors of the civil war and 233 widows of the war of 1812.

To provide for all of them this year \$151,538,141 has been appropriated, a decrease of \$3,276,096 from last year.

It is estimated that there are 2,213,365 individuals in the military and naval service of the United States during the civil war, and that upwards of 75 per cent of them are now dead.

The report predicts that the abolishment of the pension agencies, effective January 31, 1913, and payment of all pensions direct from the pension bureau will result in a more efficient and economical administration, avoiding duplication of work and saving expense.

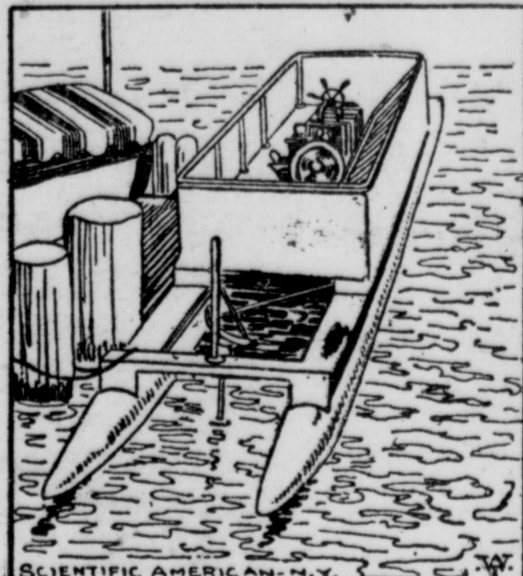
NOVEL POWER BOAT.

Tubular High Speed Catamaran Motor Craft of Light Draft.

A novel tubular power boat which draws only two inches without load and three inches with several passengers has been constructed by William S. Reed of Janesville, Wis. It has a speed of eighteen miles per hour when operated by a gasoline motor of only six horsepower capacity.

The boat consists of two cigar shaped tubes measuring a trifle less than one foot in diameter. On the tubes a platform fourteen feet long is mounted which has a railing of tubing with paraffin coated canvas sides and ends, secured by a molding at the bottom and hooks on the railing.

The platform on which the engine is mounted is three and a half feet wide and is made of matched flooring. The



TUBULAR CATAMARAN MOTORBOAT.

boat measures about thirty feet in length over all. The galvanized iron cylinders or tubes are divided into three chambers, an air pump keeping a moderate pressure constantly within them.

The rudder is located at the bow between the tubes. By this arrangement the boat is steered with little loss of speed in turning, the usual result when the rudder is placed at the stern. The boat attains its highest speed in a remarkably short space of time.

It is said that this novel motorboat leaves hardly any wake and that it throws only a three inch wave, for this construction gives the propeller an undisturbed body of water to pass through at all times.

It is maintained that the stern does not settle down in the water even when running at full speed. The skin friction is small.

SAND AND GRAVEL.

Increased Demand For Washed Material In Cement Work.

More than \$18,000,000 worth of sand and gravel was dug out for sale in the United States in 1909, according to a report just issued by the geological survey.

This notable increase in production is due in great part to the more extensive use of sand and gravel in concrete construction work, but larger quantities were also used as railroad ballast and filling. There was also a considerable increase in the use of molding sand. The production of glass sand in 1909 was but little more than that in 1908.

During 1909 the geological survey made field and laboratory studies of many kinds of sands and gravels in localities where federal buildings were in course of construction. These studies have shown great differences in the quality of sand and gravel used at different places for making concrete. Some contractors contend that run-of-bank sand gravel is the best for making cement concrete, but this contention is generally not sustained by practical trials and experiments. The most desirable material is that which is free from clay, loam or dust. Mica also is objectionable if present in large quantity, as well as pyrite or limonite. A coating of dust on gravel prevents its proper contact with cement, and the pebbles are therefore easily broken out of the concrete.

During recent years, particularly in the large building centers, there has been a greater general appreciation of the importance of using proper sand and gravel in cement concrete, so that leading architects and builders are requiring sound, clean, washed material.

To Keep Brasswork Bright.

Brass rails or other brasswork on launches or boats can be easily kept bright by the use of sperm oil. Some boatmen polish their brasswork only once with putz or polishing powder, while for the rest of the season they keep it bright with sperm oil, which is rubbed on with a very oily cloth. Before starting on a trip the brasswork is rubbed over with the sperm oil cloth to prevent the salt from reaching the brass, and on the return the salt is readily taken off, leaving the rail bright. This method was recently suggested to an automobilist, who found it to be a great success, because he could polish up his brass very easily after it had been left several days.

Scientific American.

To Blacken Light Woods.

To blacken light woods make a preparation of an ounce of borax, dissolved in a quart of water, with two ounces of shellac. The liquid is then to be

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joined until a perfect solution is obtained, then stir in two teaspoonfuls of glycerin and complete by adding a sufficiency of soluble aniline black to completely darken the liquid, which will now be ready for use.

Sea Water Cement.

The result of tests made by a large engineering firm recently to test the effect of sea water on cement sand mortar showed that the water reduces its tensile strength.

Uranium In the United States.

Uranium is found commercially in only two minerals in the United States—pitchblende and carnotite. Pitchblende, which is widely known because of its use as an ore of radium, occurs in quantity in the United States only in Gilpin county, Colo., where there are four mines that produce it. Carnotite occurs as a yellow powder in sandstones in Utah and Colorado.

SEVEN MODERN WONDERS.

Five Are Engineering Works, and None Is American.

Of the seven modern wonder works of the world not one is American. One of them, 400 years old, has its inspiration in religion—St. Peter's at Rome, the largest church ever built. The second, 100 years old, is the greatest triumphal arch ever erected, commemorating the victories of the great conqueror Napoleon I. The other five are modern engineering works. It is typical of the changed ideal of the ages that only one of the ancient wonders was utilitarian and only one of the modern wonders is religious, five being distinctly utilitarian. Yet noble ideals gave them all birth.

Of the utilitarian works the Suez canal easily comes first. It shortens the sea route from northern Europe to the orient by 5,000 miles, between certain ports more than half. The canal was begun in 1859, estimated to cost \$30,000,000 and to be finished in 1864. Its actual cost was \$80,000,000, and it was opened in 1869.

The next great engineering work was also French, the Eiffel tower, rising 1,000 feet into the air, at once the highest structure erected by man and the prototype of modern American steel construction, which, as a matter of course, followed when passenger elevators or lifts were made practical.

The third great wonder is the Fifth of North bridge—cantilevers, similar to three pairs of great Eiffel towers, each pair joined at its base, stretching out horizontally 900 feet without end support. This bridge is massive in design because wind pressure is more dangerous than train load.

The fourth modern wonder is the St. Gothard tunnel, twelve miles long, under the Alps. There was a Brenner railroad route over the Austrian Alps, a Mont Cenis tunnel under the French Alps, but Italy, Switzerland and Germany combined to divert the century old trade between south and north to a shorter new route, the key to the situation being the long tunnel, more than twice as long as any American railroad tunnel.

The seventh and last of the modern wonders are twin cousin ships, the Lusitania and the Mauretania, subsidized and designed to restore to Great Britain the blue ribbon of the sea.

Of these seven wonders one belongs to Italy, one jointly to Italy and Switzerland, three to France and two to Great Britain. An ideal definitely conceived in advance and tenaciously realized is manifest in each, and in most of them other efficiency principles are applied, in some only in embryonic vestiges, in others in advanced form, notably in the two steamers, which as to cost, time of completion and performance realized expectations.

—Engineering Magazine.

So It Does.

We are told that the "smallest hair throws a shadow." And so it does. It throws a shadow over your appetite when you find it in your food.

Inconstancy with ourselves is the greatest weakness of human nature.—Addison.

Sacred Spot Cause Of Many Clashes.

The one spot which more than any other has controlled the history of Europe, says the Christian Herald, lies, strangely enough, not in Europe itself but in Asia. For the possession of the site, where Christ "suffered, was buried and rose again," more men have been slain than for any other. An immense number of lives were laid down during the Crusades, and for six hundred years before the Crusades, and even to the present time, a constant stream of pilgrims has poured into Jerusalem to worship at the spot made sacred by the crucifixion of Christ.

From the fourth century after Christ until fifty years ago this site was generally conceded to be within the Church of the Holy Sepulchre. Now two sites dispute the claim of being the actual Golgotha. This latter claimant is known as "Gordon's Calvary," though to an American, Dr. Harlan P. Beach, of Yale University, is due the actual discovery of it, General Gordon, the hero of Khartoum, having first obtained for it general recognition.

Adrianople.

When wars break out fate has a way of selecting the most obscure places and giving them historic fame. Most of the world's greatest battles have been fought in or near little villages theretofore practically unknown, say The Winnipeg Telegram.

Perhaps fate has some similar intention in regard to the war now going on in the Balkans, but from present indications the decisive struggle is likely to take place in the immediate vicinity of a city that has already figured in history, not once but on numerous occasions.

Adrianople, towards which the Bulgarian columns are now pushing, possesses a name with a familiar ring. An old Thracian town, rebuilt by the Emperor Hadrian, and named after him, it was the scene of a great battle between the Romans and the Goths away back in the fourth century. A thousand years later the city was wrested from the Byzantines by Amurath and became the capital of the Turkish sultans. In 1829 it was occupied by the Russian general, Diebitsch, and it was by the terms of the treaty signed there that Turkey lost the northeastern coast of the Black Sea and the foundations of the present Balkan nations were laid.

In the Turco-Russian war of 1877-78 Adrianople was the objective point of the Russian armies. It so happened that another Turkish stronghold, Plevna, became the scene of the most stubborn Ottoman resistance. Nevertheless it was not until the Russians had occupied Adrianople that they were in a position to dictate peace terms, afterwards much amended by the Congress of Berlin.

Fatalists themselves, it is evident that the Turks have long believed that Adrianople would once again become a historic factor and that the issue of the struggle that has at last begun would be decided there. It was that belief which caused them to build their strongest fortifications at the old town and which is now causing them to mass their forces in that vicinity.

If a great battle or a series of great battles shall be fought within the next few weeks on the hills surrounding Adrianople, it will prove that fate has been more logical and less capricious than is her custom.



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