

## AERIAL ACROBATS

Paris, Nov. 17.—Crowds of Parisians journeyed to the Buc and Juvisy aerodromes yesterday to witness exhibitions in aerial acrobats by Maurice Chevillard, driving a biplane, and Huck, the English aviator, in a monoplane. Huck flew upside down several times, and both heard Chevillard made a number of consecutive aerial loops and went through a variety of other spectacular performances.

## Great Britain has Ideal Aeroplane Gun

New York, Nov. 18.—A cable from London to the Herald says Great Britain has acquired what the war office considers the ideal aeroplane gun. It is the latest model of the air-cooled gas operated Lewis rifle, already experimented with by the United States Army. Firing upward of one thousand shots a minute, it is to be made a weapon of offence for aeroplane in the British service. An unofficial test of the new gun is to be made at the Bisley range on November 27. The aeroplane gun, invented by Col. Isaac Lewis was first successfully tested at College Park in April, 1912. From the simple experiment of seeing one officer pour service rifle bullets into targets, while travelling fifty miles an hour, aeroplane strategists foresee that armed forces below will be at their mercy. The effectiveness of the fire reminded one of a gardener playing a hose on a flower bed. The gun weighs only fifty pounds and shoots with no recoil or flame. It has an automatic air-cooling device whereby the barrel is kept continually cool by a blast of air, and, after a certain temperature is reached, increased rapidity of fire tends to reduce the temperature.

Contributions Monday to the \$4,000,000 fund being raised for the Young Men's and Young Women's Christian Association, amounted to \$171,281, bringing the grand total to \$2,555,426.

## Thaw Case Comes Up Again on Nov 18

Concord, N. H., Nov. 14.—Counsel for Harry K. Thaw and the state of New York were notified to-day that Judge Aldrich of the District Court, would hold a preliminary hearing here on November 18th, in connection with the Habeas Corpus proceedings instituted by the Matteawan fugitive. Two matters will be considered, the motion of the state of New York for the dismissal of the proceedings and the proposed amendment to Thaw's petition for the issuance of a Habeas Corpus writ. The proceedings were begun soon after Thaw's arrest in New Hampshire and were suspended pending Governor Feltner's decision on the question of extradition.

## Why the Panama Earth Slides

Before the United States Government undertook the work of building the Panama canal, an International Board of Engineers was appointed to determine the slope necessary for the banks in order to ascertain the width of the cutting to be made. All these engineers erred in their calculations, and as a consequence there have been a succession of "slides" into the channel since cutting.

How the mistake occurred is stated by Dr. Vaughan Cornish in The Scientific American. The engineers found a rocky formation below the earth to be excavated, and counted on this rock as a foundation to build upon. It has since been found that this rock is so formed that it disintegrates on being touched by rain water, and then flows like sand. Hence it is, although the canal banks only have one-fourth the steepness of slope originally counted upon, that "slides" are continually occurring. Constant dredging will be necessary to keep the channel clear.

A commission composed of a member of the British Indian government and an East Indian of industrial experience, is visiting the crown colonies to which indentured immigration is still permitted for a thorough investigation into the conditions of employment of East Indians, and generally into their position and treatment in these colonies.

The use of the automobile for lumber operations in the wild and districts of the State of Maine seems to be assured fact by the experiments which the Grand Northern Paper Company has been carrying on recently.

## Railway Building In South America

We have been so engrossed in the carrying through of great railway enterprises in Canada that we have overlooked the expansion in the same direction that has been going on in South America at the same time. Yet what has been accomplished there is quite as notable as any of our own accomplishments. Chili, one of the minor republics of the South, has just completed a life which parallels in a way the building of our own Canadian Pacific in that the Chilean line covers the country in which it is built from end to end. Chili is like a great whip lash extending along the coast of South America from the borders of Peru almost to the southern extremity of the continent. A line of railway has just been completed which extends from north to south over this entire distance, nearly 2,000 miles.

But this line, located near the coast, was a simple feat in engineering compared with other lines which have built up against or over the Andes. The principal scenes of operation in these lines were in Ecuador and Peru. The principal port of Ecuador is Guayaquil, which was linked by rail with Quito, the capital, in July, 1908. The completion of the enterprise, involving a climb of the Andes, was effected at a cost of \$17,000,000. The climb up the mountains was stoutly contested by nature's almost impassable barriers; and before reaching the city of Riobamba, which might be termed the halfway point, there are 29 deg. curves and grades of 4 1-2 per cent., the climbing of which requires powerful locomotives which pull only a few cars. The distance from Guayaquil to Quito is 220 miles, the rail journey requiring two days—the first day in making the ascent to Riobamba and the second in travelling along the very roof of the world to the capital city.

In Peru the difficulty in railway construction have been enormous. The Oroya road from Callao on the coast to Oroya, 138 miles distant, begun about 1869, and built under the guidance of the late Henry Meiggs, includes in its route the famous Galera tunnel, 15,665 feet above the sea. To-day this railway, known as the Central Railroad, stands as one of the most wonderful in the world, owing to the engineering difficulties that were overcome in its construction. For 88 miles there is not a single down grade, while bridges, tunnels, and curves are innumerable.

Though the total mileage of Venezuela's eleven lines of railroads does not exceed 800 miles, it includes two tracks that are somewhat unusual. One is that of the Bolivar, the oldest in the



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country, begun in 1873, connecting the seaport of Tucacas with the copper mines of Aroa and with Barquisimeto, and having a gauge of 24 inches only; the other, that of La Guaira-Caracas Railway, which "climbs a circuitous route from the port to the capital, 3,000 feet above sea-level, travelling a distance of 23 miles, while the air-line between the two cities is only 8 miles." Travelling on this railway is something of a luxury, the first-class fare being about 11 cents a mile. The Grand Venezuela Railroad, connecting Caracas with Valencia, is about 112 miles long and is said to have cost \$80,000,000. It is a German enterprise, and the road passes over 212 viaducts and bridges and through no less than 85 tunnels.

In Argentina, railway building has been, in the main, similar to that over our own prairies.

In Argentina the traveler to-day rides over the boundless plains in one of the fastest and most sumptuously equipped railroad trains to be found in South America. The reason of this is that the extreme broad gauge (5 feet 6 inches) is largely used. The Argentine system, it is said, had its origin shortly after the Crimean War, when England found herself possessed of rolling stock from Russian railways. Contractors purchased some of these cars and locomotives and shipped them to Argentina, where 13 miles of railway were constructed westward from Buenos Aires. This short line with its Russian equipment inaugurated train service in 1857. Between that date and 1909 the mileage grew to 16,000 miles.

To-day there is a total mileage exceeding 20,300 miles, of which more than 16,000 miles belong to private corporations and more than 3,000 are owned by the Government. About 88 per cent. of invested capital is from foreign sources, mainly British, the English capital engaged amounting to £198,902,829 (\$994,514,145), and showing a profit of more than 4 per cent. The passengers carried during the year numbered 68,457,090. Many new roads are projected, and "for many years to come Argentina bids fair to hold the mileage record among the nations of South America."

—Toronto Weekly Star.

## Oil and Safety at Sea

Owing to the gales which prevailed while the Velurmo was burning it was impossible for the ships which first appeared on the scene in response to the wireless call to launch their boats. In fact this was not rendered possible until a ship carrying a cargo of oil arrived and poured some of the fluid over the waves. Prof. Ray Lankester, writing in the London Daily Telegraph says that so small a quantity as a pint an hour is sufficient to secure a zone of calm water round a ship—sufficient space for boats to be launched in with safety. It does not seem much to require that all ships should carry—say, for safety, a hundred gallons—and the simple apparatus necessary for its use.

## Why He Wasn't "Dead."

Sheffield Ingalls, Lieutenant Governor of Kansas, believes in giving young America a full chance to enjoy all there is in wholesome boyhood play. He tells the following story to show how some youngsters are hampered:

Gordon, seven years old, was

playing bandit, and for some time had been staggering around, as if badly wounded, without actually toppling over as a victim of the imaginary bullets of his playmates. A neighbor watching the game, called to him:

"Gordon, why don't you fall down?"

"I can't," answered the boy, crossly. "I ain't allowed to. If I had my old pants on I'd have been dead long ago."

## Rheumatism

## Cured by Booth's Kidney Pills

T. E. Foster, of St. John St., Fredericton N. B., says: I have found more actual relief from Booth's Kidney Pills than in all else I have ever tried for rheumatism. The pains



in my limbs have lessened greatly and I am better and stronger than in years previous. My appetite has built up and I eat and sleep better than I have in years.

three years. My general health is greatly improved and can credit this only to Booth's Kidney Pills.

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## Mail Order Houses Buy Newspapers.

From The Dry Goods Review.

The big departmental stores continue to extend their interests in or control of the daily newspapers in Toronto, Montreal, and Winnipeg. A large interest in, if not the control of, another Toronto daily has just been acquired. This makes three dailies in Toronto in which these mail order houses are financially interested. In Montreal it came out in legal proceedings recently that one of the oldest daily papers there passed some months ago into the hands of the chief owner of a rising mail order house which aims to monopolize the trade in Eastern Canada. There are now nine dailies in Toronto, Montreal and Winnipeg, which are known to be owned, or controlled by, the big store and financial interests, and while posing as the mediums of public opinion are the organs of these interests. The trade of these houses has grown enormously in these cities where these dailies circulate, but in the other cities and smaller places where there are good local newspapers, they have not made the same gains, because the local newspapers are well edited and are loyal to their local merchants and refuse to carry the advertising of the big city store. The only way in which the big dailies can make headway is by cutting their prices. They get \$3 to \$5 a year in Montreal, Toronto and Winnipeg, but sell in other cities at 50c to \$1 a year. This does not pay for the white paper on which these newspapers are printed, but the heavy deficits are made up by subsidies through big advertising contracts and in other ways, and by the low postal rates. The merchants and newspapers outside of these three big centres should get together and insist that no newspaper should have the privilege of the mails which has a lower subscription price outside than in the centre in which it is published or which sells at less than the cost of the paper used.



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