

THE DISPATCH.

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JAMES LOVED ENGLAND;  
CAREER OF NOVELIST

Famous Scholarly Novelist Studied  
and Wrote of Life in United States  
But Preferred England

Henry James, the novelist who lived most of his life in England and finally became a British citizen, was born in New York City April 15, 1843. His father was a clergyman, and famous Edinburgh, of the same name, attained fame as a psychologist of graceful pen. The family throughout was intelligent and cultivated, so it is not surprising to find an author from early years devoted to study and contemplation. Even before crossing the ocean for the first time Henry had been deeply interested in the society of other lands. He himself relates how he spent many boyhood hours pouring over the pages of Punch, absorbing English traditions and atmosphere, for which he conceived the greatest admiration. His four years, from 1855 to 1859, confirmed his suspicions of the superiority of European culture over the ramons of American society and when he returned it was to place a powerful microscope over his fellow countrymen and women.

Even before 1862, the year he entered the Harvard Law School, his story telling bent had asserted itself powerfully. It was his wont to shut himself up in his room for several days at a time, refusing food except what was brought to him and devoting his soul entirely to the task of evolving plots, characters and skilful descriptions and dialogue. The members of his family were enthusiastic over his literary productions and, contrary to the usual case, magazine editors soon shared their feelings. Finding that he could well support himself by his pen, his law went by the board.

At Harvard he came under the influence of James Russell Lowell and other Harvard literati. His work took on a deep scholarly tinge, which he maintained throughout his career. In 1869 he went abroad again, this time to make his residence in Paris. But he soon found that London and nearby spots in England fitted better his temperament and there he spent the major portion of his life, except when taking vacations in Italy.

TO AVOID FIRES

- Don't go into closets looking for clothing with a lighted match.
- Don't kindle fires in stoves with kerosene.
- Don't put hot ashes and coal in wooden barrels or boxes.
- Don't thaw out frozen water pipes with a torch or lamp.
- Don't allow waste paper and rubbish to collect.
- Don't use gasoline for cleaning in a closed room.
- Don't look for gas leaks with a match or lamp.
- Don't allow lace curtains near gas brackets.
- Don't allow oily rags near stoves or about the premises.
- Don't allow sawdust to be used in baspidors or on floors.
- Don't throw waste paper in a fireplace.
- Don't throw cigarettes or cigars away lighted.
- Don't keep matches in paper boxes or lying about carelessly.
- Don't use snapping parlor matches.
- Don't forget that matches are the beginning of many conflagrations.
- Don't hang your clothing near open fires or stoves.
- Don't fill lamps after dark, and never when lighted.
- Don't allow rubbish in hallways.
- Don't burn leaves and dead grass on windy days.
- Don't forget to have the chimneys of your home cleaned once a year.
- Don't fail to look twice at everything that looks like fire.
- Don't fail to give the fire department representatives every opportunity to make a careful examination of your property.
- Don't fail to notify the chief of the fire department of anything you may see that is dangerous and liable to cause fire, remembering that every day is fire prevention day.

Watch That Baldness

Each time a man lifts his hat his head experiences a sudden change of temperature, and it is this constant heating and cooling of his head which causes the hair to drop out in the long run. It is very seldom that soldiers go bald early, for they do not raise their hats, but salute. Another reason why men go bald is because they so often wear their hair clipped close to the head.

Empress Discovers Silk

The credit of making the first silk is given to S'ling, wife of Hoang-ti, Emperor of China, about B.C. Among the Greeks Aristotle—384-322 B.C.—is the first who mentions it. It was not until A.D. 430, however, that it began to be cultivated in Europe, the first eggs being then brought from India by some monks.

MANY SPORTSMEN DIED

The United States Lost Leaders in Many Branches

Johnnie Poe, the famous Princeton football player, met death, fighting with the Black Watch in France, September 25, 1915, and other prominent United States sportsmen whom death claimed during 1915 were: Lincoln Beachy, one of the most daring aviators, who perished after a fall into San Francisco Bay, March 14; Capt. George Knox, of the American aero squadron, who was killed in Oklahoma, August 12; "Tim" Hurst, the baseball umpire; Charles Littlefield, jockey and horseman; Michael Murray, "father of soccer" football in America; Blind John Condon, a Chicago race track owner; Peter De Lacey, the "pool room king"; Floyd McFarland, the international cyclist, and Eugene Cook, a chess expert.

How French Fatten Fowl

For fattening poultry in France the epinette is the favorable plan. It is merely rows of cages, with a separate compartment for each bird, generally 10 inches square, and opens at the top. No place is allowed for improvement. Some of the epinettes can accommodate fifty to one hundred birds. The bottom of the cage is in open work, and below a moveable board strewn with ashes or sawdust to receive the droppings. In front a trough for food and an earthen vessel for water. The cellar of the fattening house is kept warm, and the light gradually diminished till darkness is secured on the fifth day. Only when being fed is daylight re-admitted, and then even many prefer to employ a lamp.

Shirt Has 23-inch Collar

What is thought to be the biggest shirt ever made was turned out by a factory at Parsons, Kan., for George N. Nicklor, of Ames, Ia. The shirt was an 83-inch waist, 23-inch collar, 16-inch chest, and 28-inch arms. It is made of cheviot and cost Nicklor \$14. Nicklor weighs 495 pounds and is only 5 feet 6 inches in height.

Utilizing Glass Dust

One of the characteristics of modern industry is the utilization of wastes that were formerly thrown away. One of the newer and more surprising illustrations of this is the utilization of glass dust which accumulates in the factories. This is now melted and molded into blocks, which form an extremely efficient and useful material for paving streets.

Substitute For Towels

The infinite variety of electrical devices received a recent addition in a drying machine that is intended to do away with the towel. A current of hot perfumed air is blown from an adjustable funnel on either hands or face. The current is regulated by a pedal. The salient advantage of this substitute for the towel is apparent.

If you can make good bread from some flours, you can make better bread from

PURITY FLOUR

and more loaves to the barrel too. Buy it and see for yourself.



More Bread and Better Bread

German Warships Visit England

London, April 25.—German battle cruisers appeared off Lowestoft, Eng., to-day. Announcement of the appearance of the German warships was made in an official statement. Local naval forces engaged the raiders, and also British light cruisers. The German warships retreated in twenty minutes. The German warships opened fire on the coast before departing. Two men, one woman and a child were killed. The material damage apparently was small.

In the engagement two British light cruisers and a destroyer were hit, but none of them were sunk.

The following official statement was made:

"This morning the German battle cruiser squadron, accompanied by light cruisers and destroyers, appeared off Lowestoft. The local naval forces engaged it, and in about twenty minutes it returned to Germany, chased by our light cruisers and destroyers.

"On shore two men, one woman and a child were killed. The material damage seems to have been insignificant, so far as is known at present. Two British light cruisers and a destroyer were hit, but none were sunk."

(Lowestoft is on the North Sea coast to the north east of London. It is almost opposite The Hague. On previous occasions during the war attacks on the English coasts have been made by German warships. The most important raid was made on December 16, 1914. The towns of Scarborough, Whitby and Hartlepool, about 150 miles north of Lowestoft, were bombarded, and about 130 persons were killed. Aided by a fog, the German vessels escaped. On January 24, 1915, a further attempt of the kind was made, but the German squadron was met off Dogger Bank by the British battle cruiser squadron under Vice-Admiral Sir David Beatty. On being sighted, the Germans made for home at high speed.

Lowestoft, now raided for the second time by warships, is the most easterly town in England, an important fishing station and a fashionable seashore resort.

Its population is 30,000. This town has been attacked on several occasions by German air craft.

LONDON, April 25.—An attack on German positions on the Belgian coast by British warships is reported in an Exchange Telegraph despatch from Amsterdam.

The despatch says the following message has been received in Amsterdam from Flushing.

"Several British warships accompanied by destroyers and other vessels, yesterday bombarded Zeebrugge and the German batteries off Heyt Blancheborgh and Knoche. The bombardment was one of the heaviest since the beginning of the war, and also of the longest duration.

"The damage done at Zeebrugge is said to have been enormous. The harbor and docks were hit several times, and some ships were sunk.

"British aircraft also threw bombs on German batteries."

Enthusiasm Reigns  
All About Verdun

BY HENRI FERRER.  
(Toronto Sunday World.)

A friend, who so far is the only American journalist permitted to visit Verdun, has come back to Paris with a most heartening tale. The thing which struck him, most, he tells me, was the invincible confidence of everybody,

from generals on the headquarters staff to simple soldiers, muddy and tired from the battle.

He says that Verdun is the place to go to get cheered up. The atmosphere there is so charged with the electricity of enthusiasm and never say die that it would change the gloomiest pessimist into an optimist in three breaths. At Verdun, and everywhere within range of the battle there is only one answer to questions regarding the likely issue of the long fight: "The Germans will never put a foot in Verdun. Not only so, but they will not be able to make any appreciable advance from their present positions. They did their worst in the first days, when we had fewer men and munitions, now we could hold back the whole German army."

One interesting thing my friend told me was that in reality the Germans, who they claim to have gained a lot of ground, are actually occupying practically the same ground they held a year ago, and from which the French drove them. It is evident that the slight falling back of the French was dictated more by strategic reasons than because of force majeure. They retired to higher and stronger positions, and now any advance of the Germans must be over a sparsely sheltered valley covered by the French batteries, which know the exact range of every knoll.

The Germans have so persistently circulated the report that Verdun is a strong fortress that it cannot be too often insisted that for long months there have neither been guns nor soldiers in the town. The French have learned from the speedy fall of Antwerp, Liege, Namur, and other strongholds, that against heavy guns stone walls and cement fortresses are of no avail. So Verdun was dismantled.

The town itself, though here and there it had suffered from shells, still stood up bravely and showed comparatively little sign of damage. Compared with Arras, or even with Senlis, it seemed untouched.

From a height above the town my informant had pointed out to him line after line of trenches and barbed wire entanglements which stretched far across the valley on all sides. An officer of artillery said to him with pride: "The Germans have to take, all that before, they reach Verdun. They don't seem too eager to begin."

Germany Hates Ribot And  
Fears Him Also

BY HENRI FERRER.  
(Toronto Sunday World.)

Ask any Frenchman who is the finest statesman which the allies have produced in the present generation, and ninety-nine out of every hundred will promptly reply, M. Alexander Ribot, the present minister of finance. He is at that age, seventyfour, when a man may expect to spend the rest of his days in the quiet and peace of his home. But M. Ribot is a monument of restless energy, foresight, and genius.

Germany fears and hates him with the intensity she measures out to English statesmen, not only because of his genius, but because Ribot understands England probably better than any living Frenchman, and is a very great admirer of that country, and its political institutions. At times, indeed, his love and admiration for Great Britain have exposed him to taunts of his political opponents, who once jeered him as L'Anglais Ribot.

The finance minister also has a tie with America, before he married the daughter of Mr. Burch, who was a Chicago banker. There is a little romance attached to this union. The lady first married one of M. Ribot's schoolfellows, and on his death the widow and her

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Production and

"GAIN or no gain the cause before the farmers of Canada is a year—they must produce abundantly in order to meet the demand, and I believe this to be especially true in regard to live supply of which must be particularly affected in this vast MARTIN BURRELL, Minister of Agriculture.

THE FOLLOWING STATEMENTS ARE BASED ON REPORTS CONTAINED IN "THE AGRICULTURAL WAR BOOK, 1916," PUBLISHED BY THE DEPARTMENT OF AGRICULTURE, OTTAWA

**LIVE STOCK**—The herds and flocks of Europe have been greatly reduced. When the war is over there will be a great demand for breeding stock. Canadian farmers should keep this in mind.

**MEATS**—In 1915 Great Britain imported 664,508 tons of beef, mutton and lamb, of which 364,245 tons came from without the Empire. Out of 430,420 tons of beef only, 104,967 tons came from within the Empire.

The demands of the Allies for frozen beef, canned beef, bacon and hams will increase rather than diminish. Orders are coming to Canada. The decreasing tonnage space available will give Canada an advantage if we have the supplies.

WRITE TO THE DOMINION DEPARTMENT OF AGRICULTURE AND TO YOUR PROVINCIAL DEPARTMENT FOR BULLETINS ON THESE SUBJECTS

Tens of thousands of Canada's food producers have enlisted and gone to the front. It is only fair to them that their home work shall be kept up as far as possible. The Empire needs all the food that we can produce in 1916.

PRODUCE MORE AND SAVE MORE

MAKE LABOUR EFFICIENT

SAVE MATERIALS FROM WASTE

SPEND MONEY WISELY

THE GOVERNMENT OF CANADA

THE DEPARTMENT OF AGRICULTURE

THE DEPARTMENT OF FINANCE