

SOCIAL AND PERSONAL

(CONTINUED FROM FIFTH PAGE.)

Mr. Frank Stanley of Toronto spent several days here lately.

Mr. P. G. McKinnon of Kenilworth, who have been visiting Mrs. Woodworth at Clinton returned home on Wednesday.

Miss Ada Bigney spent several days with friends in town last week.

Miss Evelyn Smith was here from the Ladies college, Halifax for the Thanksgiving holidays. Mr. Fred Jamison of Dalhousie college Halifax spent a few days in town last week with his mother Mrs. Jamison.

Mr. Frank Darling of Toronto was in town on Monday.

Mr. John Blanchard has been confined to the house for several days by illness.

Mr. B. Edge of North Sydney is visiting Mrs. C. P. Shaw.

Mrs. Trenaman of Halifax has been visiting her sister Mrs. A. R. Robinson for a few days.

Miss Nellie Shand of Halifax, is in town this week visiting friends.

Miss Christie of Acadia Seminary Wolfville spent Thanksgiving in town with her friend Miss Nora Shand.

Miss Katie Frider of Halifax has been visiting her cousin Miss Ethel Shaw.

Mrs. and Miss Pittman of Halifax have been spending a few days with Mrs. Noller.

Mr. C. S. McCurdy spent Thanksgiving at his home in Truro.

Mrs. DeBarres and child of Yarmouth, spent a day with Mrs. C. Hensley last week.

Another very successful concert was given by the Young Men's Baptist club on Thursday evening.

They were greeted by a large audience who listened with much pleasure and appreciation to the very excellent program.

The proceeds of the concert were donated to the very successful fund for the purchase of a new organ for the church.

The death of Mrs. Mary Curry, another of our oldest residents, occurred on Saturday afternoon.

Although of a very quiet and retiring disposition, Mrs. Curry was much loved by all who knew her and will be sadly missed by a large circle of friends and relatives.

In the Baptist church, of which Mrs. Curry had long been a prominent and useful member, her loss will be particularly felt.

WOODEN LATHING DOOMED.

A Growing Demand for Nearly All Architects for Iron or Steel Devices.

One industry that is declining in this country is the manufacture of wooden laths. It is not owing to any general decrease of building, nor to business depression, but to the growing demand from nearly all architects for metallic lathing in the construction of the partitions of modern buildings. Metallic lathing is used less with a view to making the buildings fireproof than to making the walls and partitions stronger and less likely to crack. Ordinary wooden laths are nailed to the studs while still green or wet from exposure to the weather. It would make no difference if they were perfectly dry, for the mortar would quickly moisten them. Then comes the drying process. As the laths dry they twist and turn, cracking the mortar and weakening the wall. The wooden lath is doomed except for the construction of the cheapest of buildings. The advantages of any form of metal laths are so great that architects have no difficulty in persuading prospective clients to use them to the exclusion of wood.

The evolution of the lath is rather interesting. In the early days, just after the log cabin era in this country, a pasted wall was looked upon as a luxury. Standings were hewn from hard wood and the laths were rivin by hand from the straightest grained timber obtainable, and occasionally dressed with the drawknife or spokeshave when too thick for use. They were fastened to the studding with hand-made nails costing two or three shillings a pound, and before the rough coat of mortar and hair was put on, the lathed wall presented a rugged appearance, having no straight lines anywhere, and showing chinks varying from a mere crack up to fully an inch when a crooked lath came in juxtaposition to a moderately straight one. Then came the sawed laths, each one ripped from the edge of an inch and a quarter plank with a hand saw. Next came the laths, made one at a time with circular saws, and then came the gage-saw machine, which made scores of laths at one cut. These laths were cut from the log with a shaving knife and chopped into widths as toothpicks and cigar lighters are.

The next innovation was a metal lath made of thin sheet-iron strips, ribbed or having the edges turned over to give strength. Perforated sheet iron with ragged punctures, in which the mortar would clinch, succeeded the strips; and wire netting lathing was introduced. It was generally strengthened with ribs of coarser wire, and is still extensively used, not only for partitions, but for concrete floors as well.

Within a few years scores of patents have been granted for metallic lathing and in almost every instance they have been for making steel plate lathing provided with slits or perforations to hold the mortar. Several varieties are designed to get more surface out of the metal sheet than by mere perforating and are known as expanded metal lathing. One company has had almost a monopoly of expanding metal in this manner by the use of an ingenious machine upon which it has patents here and abroad. The sales run up to considerably more than one million dollars a year in the United States, it is said. This lath is said fully to double the width of the original plate from which it is cut. Recently another company has produced a machine by which even more expansion is gained by an ingenious form of cutting and corrugating. All this is clear gain, and the effort is being directed to getting the greatest stiffness with the lightest metal, which means more gain to the makers.

A RAILWAY IN MINIATURE.

An English Clergyman's Way of Gratifying One of his Whims.

In the quiet garden of an English clergyman there is a miniature railway, so carefully constructed, so faithfully copied from the great working systems of the country, so replete with fascinating examples of engineering skill, that not only many ordinary people, but even Princes and Princesses, have been eager to see it in operation. The clergyman who owns the garden, and who made the construction and operation of the tiny railway system a diversion and pleasing hobby, is Rev. Harry Lancelot Warneford of Osborne Terrace, Windsor, whose skill as an amateur engineer is equalled only by his success as a musical composer.

The entire line of the railway is one hundred feet long, and extends beside the four-foot wall of the garden from 'Chicago' the terminal station at one end, to 'Jericho' the terminal station at the other. 'Crews' is the only intermediate station. The gauge of the track is 2 1/2 inches, and along the line are bridges of different patterns, trestles, culverts, and cuts, while the embankment which now supports the track is accurately ballasted, with the material of alternate layers of ashes and earth, to insure perfect drainage. Railway signals, switch cabins, telegraph poles, and electric wires extend beside the track, all in exact proportion. Best of all, the tiny locomotive which whisks the little trains from Jericho to Chicago in ten seconds, under favorable conditions, is an exact pattern of the great locomotives of the most important lines in the United Kingdom.

This locomotive is the beginning of the whole system. It weighs fourteen pounds, and was presented to Mr. Warneford about three years ago, and the new owner, with the enthusiasm of the amateur, set to work to run it for the entertainment of his children and himself. The toy locomotive would not run on the carpet for the reason that the wheels could not get a proper grip; so Mr. Warneford took up the carpet and laid down tiny wooden rails. The next step was to transfer the whole track out of doors, where it soon gave place to a longer track, better constructed, and about sixty feet in length. This track was a low-level system, but the builder found that in wet weather many parts of the system were under water; so he rebuilt the line, making it 100 feet long, and laying his track on the finely constructed embankment before mentioned.

Behind the Jericho station, which is neatly divided into waiting rooms just as a regular station is, is a concealed electric trolley for running the signals of the road. There is also the necessary tunnel gauge, or semi-circular loop at just the height of the tunnel-rod further down the line, to prevent cars from being loaded too high to allow their entrance.

At about twenty-five feet from the starting point there is an admirably equipped signal cabin, containing six levers. Outside the signal cabin are little white posts, on which are painted the necessary gradient marks. The next thing is a deep cutting. When snow drifts into the cutting Mr. Warneford takes the opportunity of running his tireless little engine through a dirt several feet in thickness. For this picturesque operation and ingeniously constructed snow plough is called into requisition. Over the cutting there is the usual foot bridge for the convenience of supposed Lulliputian residents on either side of the line. After the cutting comes the great cantilever bridge, in the construction of which Mr. Warneford took for his model the far-famed Forth Bridge. This beautiful little model bridge is twelve feet five inches long, including the approaches.

In the middle of the line is the inevitable tunnel. Over the tunnel there is a great mass of earth and bricks, which, in summer, is completely covered with gorgeous nasturtiums, and it should be remarked here, that the whole length of the track is, for the greater part of the year, gay with flowers of every kind. Just before entering the tunnel, there is a large printed notice to the driver to 'reduce speed'; and

here, too, is situated the cabin of the fog-signalman—a real triumph of ingenious mechanism. Out of the side of the little cabin (the whole of which lifted up a hinge) projects a short, steel arm, which is struck by the engine in passing. Simultaneously a weighty iron hammer is acted upon, and this in falling explodes a cap and a small charge of powder. At that moment, too, a quaint little signalman, wearing a blue tie and a hirsute appearance, pops his head out of the window, carrying in his hand a stiff white flag.

It is interesting to note the appropriate muffled 'roar' of the train as it passes through the tunnel, on the other side of which is yet another notice to 'whistle.' Just here is Crews station. A little further on the track is carried over a 'ravine,' on a beautifully made American trestle bridge, five feet six inches long.

Although unique in many respects, the Jericho-Chicago line cannot claim absolute exemption from accidents. One day the locomotive started from Jericho and all went well until the tunnel was reached. There the trucks jumped the track and the powerful little engine went plunging through them in true railway style, eventually jumping the rails itself near the Chicago station.

After the tunnel comes a little 'skew arch' bridge of masonry brick, and two feet six inches long; then a double suspension bridge copied after one over the Thames on the Great Western railway. Mr. Warneford very justly dwells upon the astonishing amount of detail which has been introduced into his miniature railroad. Signals, for example, are not only correct in every respect, and worked by levers and wires, but they are properly guyed down and have tarred bases, so as to prevent the rotting of the wood.

ELEPHANTS IN INDIA.

No One Allowed to Shoot Them Without Special Permission.

Nobody may shoot an elephant, says the London Telegraph, on the Annamite or Tipparah Hills, or anywhere else throughout India and Ceylon, without special permission, unless it be a 'rogue' or plainly dangerous and destructive. The capture of the wild elephant and his careful training are things carried out under an admirable and scientific system, which gives to the administration in all its branches, and to the native courts, a superb staff of massive and faithful servants, the commission and artillery elephants.

Although they will seldom or never breed in captivity, the grand creatures are easy to keep and manage, invaluable for many special purposes, and at their demise whatever tusks they may carry go to the world's stock of ivory. The older it is the better generally its quality. But in any case how senseless it seems to extirpate the living source of this beautiful commodity, as the reckless hunters and ignorant native chiefs and merchants are still allowed to do in Central Africa! When shall we see the Governments of these various regions sensible enough to perceive and proclaim that live elephants are very much more valuable even commercially than dead ones, and that the preservation of these stately and serviceable animals shall be henceforward a fixed policy for African benefit.

It has been truly remarked that directly the native and foreign hunters are convinced that one live elephant is worth dozens of tusks, they will be as keen to preserve the animal as they now are to exterminate him. We might plead earnestly, even upon the ground of aesthetics and natural science, for the protection in future of the noble beast, whose majesty and tranquility of mien so well become his silent haunts and philosophic, harmless existence. The ears of those, however, who massacre the innocent giant to cut from him twenty or thirty pounds of material for paper knives and shoe horns would be closed to such remonstrances. The best hope of all who understand the value of the elephant for Africa is that even the most ruthless of his assassins may come to learn that they are destroying their own markets. The rest is for official authorities to do; but certain it is that if decided measures be not promptly taken there will be no elephants to save, and we shall see in another continent the shameful human sin and folly perpetrated which has stripped America of every free living vestige of her noble droves of bison.

SKUNKS AS PETS.

Mr. Maynard Who has tried It, Says It Is Easy to Domesticate Them.

At the meeting of the Boston Scientific Society recently C. J. Maynard of Newtonville spoke quite at length on the much maligned American animal, the skunk, giving the results of some five months' observations of one which he has domesticated. Mephie, for that is her name, was captured while quite young and being of affectionate disposition, has become greatly attached to her captors, and during the last half year has had free range of Mr. Maynard's house and grounds, has made a trip in cars and stage to his summer home on Cape Cod, and has been handled and stroked by hundreds of persons, including many ladies. She is kind, timid, good-natured, playful. During this time she has afforded opportunity for constant study, and Mr. Maynard knows more now about this peculiar American product than any other living person. He is able to correct many statements heretofore made that are not true; he finds that it will escape fire there is a possibility of so doing, and defends itself only when cornered, and that before its attack it gives a number of warning signals quite as pronounced in character as those of the rattlesnake or the cotton-mouthed moccasin, so that one who sees the signals may escape the denouement by



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THE YOUTH'S COMPANION, Boston, Mass.

remaining absolutely motionless. The creature will then blink away, for it depends itself only with great reluctance. As to attacks on the barnyard, Mr. Maynard thinks that much of this kind of damage is due to other animals, for so well as he can judge the animal is afraid of the hen, and if at all destructive could catch only young chickens.

TO IMPROVE A BAD MEMORY.

A Few Simple Rules by Which one May Recall Minute Facts.

You can cultivate your memory just as you can cultivate your muscle, and it will improve steadily up to a certain point. The science of memories, as it is called, has recently been studied anew in Europe, where some surprising results have been achieved in the experiments that were tried.

It has been found, for instance, that a man who had a poor memory for you had been enabled to so strengthen his mind by assiduous cultivation that he could, without the slightest apparent trouble, recall minute facts, giving dates and names. He could recite whole passages, word after word, after reading a book.

A French scientist, however, has pointed out that this is done at the expense of the other intellectual powers, and that the whole of the man's mental energy had been diverted to a single channel. He was so busy remembering dates and names in history that he forgot his dinner.

It has also been claimed that a memory of facts is cultivated at the expense of the judgment, and that a due sense of proportion of large events rarely accompanies the recollection of names and dates.

Here are four fundamental facts to be borne in mind by those who would improve a bad memory:—

1. That our remembrance of anything depends principally on the force, duration or iteration of attention we devote to it.
2. That the habit of attention increases with acts of attention.
3. That ideas are recalled by ideas which by likeness, contrast or otherwise, are adapted to suggest them.
4. That the faculty of remembering is strengthened by efforts of remembering.

Some men have a remarkable memory for names. Others can as readily recall dates or numbers. There are others who can neither recall names nor dates, but who never forget a face.—New York Journal.

READ FOR OTHER PEOPLE.

Men Who Runsk Libraries for the Benefit of Public Speakers.

Visitors to the Astor library have observed that certain persons appear there with great regularity, and two or three faces seem to be as permanent a feature of the place as the busts and white columns. These regulars are there at all hours of the day, and at all seasons of the year. One man in particular seems to spend all his time within the walls of the library.

A man whose work on a certain subject took him regularly to the library made an effort to see what subject was absorbing one visitor whom he had noticed at work whenever he had been in the library during the two years preceding. For a month he observed the man, and found that during that time the man had been reading industriously volumes relating to four different subjects, and taking copious notes from them. He did not look like a man who was reading for the purpose of general cultivation, and the books he had been using varied as widely in subjects as the history

of the Spanish drama and the Chinese metaphysics.

The hopelessness of learning anything about the man's occupation from his own observation led the interested inquirer to ask one of the library officials who the regular visitor was. Then he learned that the fellow, like many of the others noticed at work in the library, was a regular reader employed to do for others the reading and investigating necessary for particular work. Usually this man and other like him are called upon to dig out only the facts relating to certain phases of a subject, or out their work extends over a much wider range. They are known to the officials of the library, and in this way they are brought into contact with persons who are looking about for somebody to undertake the required labor of reference and reading.—New York Sun.

Freshening Feather.

Old feather pillows should be put on the grass during the summer rain and allowed to become thoroughly wet occasionally, then taken and fastened on the clothesline, dried in the wind and sun and beaten with a small stick to stir up the feathers. This seems to put new life into the feathers and freshen them.

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