

Partial List of Automobiles Registered For This Season

The following list of automobiles registered with the Public Works Department for this season is an addition to the list published in the Mail last week. Further additions will be published each week until complete.

3971 M. Garfield White, Sussex.	8191 Charles M. Smith, 284 Guilford St., W. St. John.
4879 Jas. Albert McCullough, R. R. No. 1, St. George.	5618 J. A. Cleveland, Alma, Albert Co.
3367 Miss L. L. Murray, Douglas Ave., St. John.	5510 J. A. Cleveland, Alma, Albert Co.
3796 L. Tremaine Gard, 77 Charlotte St., St. John.	5669 Everett B. Moore, Pt. Wolfe.
4202 A. E. Baxter, 91 Coburg Street, St. John.	4322 E. E. Lewis, Waterside, Albert Co.
4332 H. J. Sheehan, c. o. Canada Brush Co., Ltd., St. John.	7354 E. R. McAlooney, Musquash, N. B.
4995 Jos. Moscovitz, Edmundston.	7451 Henry Rankin, St. Andrews.
5082 Geo. I. Higgins, 41 Victoria St., St. John.	8269 J. M. Barry, M. D., 112 Waterloo St., St. John.
7851 Myles H. Cronkhite, Pinder, York Co., R. R. No. 1.	8270 B. E. Smith, Moncton.
7904 John H. Higgs, Forest City, N. B.	8271 Samuel Burdick, 269 Chesley St., St. John.
8176 J. Eldon Wilson, 122 Charlotte St., St. John.	8272 Chas. T. White & Son, Sussex.
8213 F. H. McNaught, Newcastle.	4509 Geo. A. Kennedy, Passakeag, Kings Co.
8066 Major General H. H. McLean, St. John.	5479 C. Leonard Smith, Sussex.
3585 C. H. Mott, Waterborough.	5479 F. H. Deering, St. John, c. o. Colonial Hide Co.
5806 Alex. Corbett, 194 Union St. St. John.	5889 Colonial Hide Co., Moncton.
6504 C. Allan Beateay, St. John.	6247 Telephore Villeneuve, Maltais, Restigouche Co.
6757 E. W. Ward, St. Stephen.	6624 Fred Blue, Oxbow, Victoria Co.
6808 Miss G. H. Mowat, Beech Hill, St. Andrews.	6358 Wm. A. Stelper, 153 Mill St., St. John.
7108 Alfred Page, Woodstock.	4440 Geo. Dick, 46 Brittain Street, St. John.
7508 Alfred Page, Woodstock.	6765 Jerry Boutot, Baker Lake, Madawaska.
7591 Hawx & McLean, The Range, Queens Co.	7209 Geo. W. Kierstead, 424 Chesley St., St. John.
7324 H. C. Read, Sackville.	3108 Rev. A. V. Landry, Cape Bald, West'd Co.
7555 J. W. Y. Smith, Moncton.	3117 J. I. Davis & Son, 538 Main St., St. John.
7835 J. S. Gibbon, St. John.	3265 M. & H. Hallett, Millville.
7850 A. McMann, Newcastle Creek, Queens Co.	6639 Donald Fraser, Plaster Rock.
8111 J. W. Y. Smith, Moncton.	3272 Donald Fraser, Plaster Rock.
3477 Thomas Bell, St. John.	5539 Edward Young, McAdam Jct.
4669 W. H. Robinson, 142 City Road, St. John.	6664 Arthur Maxwell, R. R. No. 1, St. Andrews.
5905 Thos. Cozzolino, Browns' Flats.	3308 Dr. G. O. Baxter, St. John.
6380 O. B. Davis, Grand Falls.	7657 Alister Chamberlain, Berezford, Gloucester Co.
6677 Robert S. Longstaff, R. M. D. No. 1, Centreville.	7688 John Pettit, St. Rosette, Gloucester Co.
6709 Mrs. Bessie E. Baldwin, Sussex.	7926 Robt. Hickson, Stonehaven.
6831 Trueman H. Longstaff, Knoxford, Carleton Co.	7962 John H. Crandall, Moncton.
6893 Thos. E. Babinneau, Moncton Road, West'd Co.	8194 Wm. Donahue, 47 Waterloo St., St. John.
7044 E. Gilbert, 24 Mill Street, St. John.	5838 Wm. Donahue, 47 Waterloo St., St. John.
7512 Dan. P. Gillmor, St. George.	3223 A. L. Brenan, 715 Main St., St. John.
7697 W. O. Sulis, 23 St. James Street, St. John.	6440 Lewis Neilson, Salmonhurst.
7792 John D. Sirois, St. Andre, Madawaska Co.	6547 Earl Jarvis, Canterbury.
7239 G. R. Wetmore, Renforth, Kings Co.	6750 Edgar E. Orr, Rolling Dam.
3814 Consumers Coal Co., 331 Charlotte St. St. John.	6756 Albert Wood, Coverdale.
7116 N. B. Gas & Oilfields, Ltd., Moncton.	7634 Cuthbert Donald, Up, Blackville.
5453 Harry H. Scovil, 87 Seelye St., St. John.	3252 The Central Garage, 60 Waterloo St., St. John.
	6233 Dr. L. M. Curren, 177 Princess St., St. John.
	6462 Denis H. Bourgoin, Edmundston.

Baron Shaughnessy on the C.P.R.

A Fascinating, Historical and Political Record

Lord Shaughnessy's report to shareholders at the annual meeting of the Canadian Pacific Railway Company, embodied a review of the salient features of the company's financial policy and progress leading up to its present stable position. It is shown that under the terms of the contract dated October 21st, 1880, between the Government and the C.P.R. the Government undertook to give, by way of subsidy, to assist in the completion of certain western sections of the system then in process of construction under government auspices, \$25,000,000 in cash and 25,000,000 acres of land suitable for settlement. Subsequently the cash subsidy was increased by \$10,000,000 and as an offset the land subsidy was decreased by 6,700,000 acres.

In view of the present high credit of the railway it is interesting to note that the company's desire in the early days to finance with capital stock instead of bonds, was demonstrated to be an impossibility, and as a consequence Parliament authorized the issue of \$35,000,000, 5 p.c. bonds and \$65,000,000 common stock.

Unfriendly influences at home and abroad so prejudiced the international money markets that the original \$65,000,000 stock only yielded an average of less than 46 p.c. of its face value. The unwillingness of investors to pay a higher figure for the stock in those days need not be considered extraordinary, however, when it is known that as late as 1895, when the railway had been in operation for over nine years, the stock was offered in the market as low as 33 p.c. with but few takers. In 1895 Baring Bros. of London were induced to find purchasers for the \$35,000,000 first mortgage bonds, and by this means the company was enabled to repay the loans from the Government, and to meet its floating debt.

The review goes on to describe the linking up of eastern Canada with the company's system which served thousands of miles of territory that was practically uninhabited. The eastern connection was imperative if the unremunerative territory was to be successfully developed.

The history of capital expenditure is an interesting chapter, not only in the history of the C.P.R. but also in that of the Dominion itself. After 1899, so rapid was the traffic development, it was necessary to provide substantial additions to traffic facilities of every description. From 1902 to 1914 inclusive, the records show expenditures for second tracks, reduction of gradients, terminals, work-shops, etc., of \$206,300,000; and for cars, locomotives, and other equipment \$130,000,000. To meet this expenditure of \$336,300,000 the directors appealed, successfully, to the ordinary shareholders of the company. In the thirteen years mentioned, the shareholders were offered and accepted \$195,000,000 par value of common stock for which they paid the company no less a sum than \$262,100,000. Out of this \$33,750,000 of bonds were paid off and retired, and \$26,200,000 was used to pay the cost of railway lines acquired or constructed, and of additional steamships, on which no bonds or debentures were sold. The remaining sum of \$202,150,000 was supplemented by the sale of preferred stock and equipment notes bringing in \$56,500,000 and making a total of \$258,650,000 to apply against expenditures of \$336,300,000. The difference of \$77,650,000 was provided from the surplus revenue of the company being a further contribution by the shareholders of that amount from surplus or "undivided profits."

This remarkable financing, made possible only by the faith and cour-

age of shareholders, put the company in a position efficiently and economically to deal with a large and ever-increasing volume of traffic, at the same time enabling the directors substantially to reduce the bonded debt. Notwithstanding the low price at which the original \$65,000,000 common stock was sold (\$46.00 a share) the entire \$260,000,000 of this common stock now outstanding has yielded to the Company's Treasury in cash an average of \$112 for each \$100 of stock, and if the sums provided for capital out of surplus earnings are considered (a quite proper calculation, as those earnings were at all times applicable for dividends) the shareholders paid an average of \$143 for each \$100 of stock that they held.

The explanation of the company's extraordinary success in face of the above record, is to be found in the company's policy of keeping down the annual fixed charges, while extending its rails into new productive territory as opportunity offered; also in the economies attending the long haul of traffic over one huge system, eliminating heavy tolls for switching and other kindred services between connecting companies.

A brief reference to the Ocean and Coastal Steamship branches is to the effect that this property is secured by a comparatively small demand on capital account, and has a present market value in excess of \$65,000,000. Other properties and assets of the company were purchased or developed by the surplus income held in trust for the shareholders.

Something About the Land Grant.

The company's Land Grant, "which is a source of serious anxiety to financial doctrinaires who have only half studied the subject," is treated at considerable length in the review. As late as 1888, when the railway had been in operation for some time, the Dominion Government consented, as a consideration for some concessions under the Charter to guarantee the interest on \$15,000,000 Land Grant Bonds, but would in no circumstances guarantee the payment of the principal which would have given the security increased market value, although the bonds had fifty years to run and only represented a value equal to 75c. per acre. This did not reflect much confidence on the part of the Government towards Land Grant values, and there is no doubt that at that time the Government could have recovered the whole Land subsidy at the price per acre just mentioned, i.e., 75c. For many years this Land Grant was a drag on the Company's development. Interest had to be met on the Land Grant bonds, whose proceeds had been devoted to the purposes of the railway, and although considerable sums were spent on immigration propaganda and land sales were disappointing and unsatisfactory, the prices yielding to the company only from \$1.50 to \$2.50 per acre, after selling expenses had been paid. It was not until 1898 that agricultural lands in Western Canada attracted buyers in any numbers, and even in that year when 348,000 acres were sold, and in the three subsequent years, the net return was only \$2.80 per acre.

Shortly after the C.P.R. contract was made, the Federal Parliament commenced to vote grants of land in very large areas by way of subsidy for the construction of railway lines in western Canada, to many companies incorporated for that purpose. Most of these companies never materialized, though much good land was bestowed by them, thus necessitating the C.P.R. going further afield

to satisfy the last 3,000,000 acres of its Grant. The company was compelled to accept lands along the line west of Medicine Hat, in the "semi-arid" district, where there was little or no water, which made the lands practically valueless. To recover this tract it was decided to adopt a plan of irrigation, and an expenditure of \$15,000,000 was made in the construction of works and ditches comprising an area of 2,240,000 acres. Of this area, not previously worth five cents an acre for practical purposes, portions now served by the ditches command high prices.

The company has expended approximately \$17,000,000 in the encouragement of immigration, and to forward the sale of such lands as it had received. Branch lines of railway were also constructed to open up the territory for prospective settlers.

Of the original Land Grant 14,000,000 acres have been sold to date, yielding approximately \$94,000,000, or an average of \$6.72 per acre, from which, however, must be deducted the expenditures during thirty years for immigration propaganda, agencies, commissions, etc., together with irrigation costs, making the net return less than \$5.00 per acre. On the 14,000,000 acres thus far sold, taxes to the amount of \$20,000,000 have been paid into the Public Treasury.

The "Ten Per Cent Clause."

In regard to the much discussed "Ten per cent clause," the review states that the suggestion made in some quarters that the spirit and intent of this Clause was to limit the company's dividend to ten per cent is entirely out of harmony with the clear, unquestionable language of the instrument. The Clause had no more relation, direct or indirect, to the C.P.R. dividends than it had to the dividends of any other railway company, or of any commercial or industrial corporation. Seventeen per cent instead of ten per cent per annum might properly have been distributed from the average earnings of the railway had the directors not been convinced that a prudent and conservative policy was in the best interest of the property.

The total capital of the C.P.R. is \$623,000,000 which contrasts with the actual cost of the company of \$637,000,000 exclusive of \$31,000,000 of railway constructed by the Government and handed over to the Company. It is also exclusive of \$131,000,000 provided from surplus earnings, land sales, etc., expended on the property and written off without being capitalized, so that based upon cost, the transportation system represents an outlay of \$518,000,000 or about \$61,000 per mile.

The conservative financial policy of the directors cannot be better illustrated than by the fact that the net earnings per mile required to meet annual interest charges on the G. T. R., C. N. R., G. T. P., and the N. T. R. would suffice to cover the annual interest charges, dividends on the preference stock, and seven per cent dividend on the common stock of the C.P.R.

Extraneous investments, including steamship lines, railway companies outside Canada, Government securities and loans, money set aside for investment, unsold lands, amounts payable on lands already sold, coal mining and other properties, are appraised at \$253,000,000 which is substantially below the market value. Many of these properties and resources had little or no value when they came into possession of the company, but were developed and safe-guarded until they became profitable.

5420 Mrs. C. M. Swanton, 216 Waterloo St., St. John.	7620 Mrs. M. A. Phelan, St. George.
6018 Frank Lakeman, Grand Manan.	7650 Dr. John R. Nugent, 104 Waterloo St., St. John.
6089 A. M. Rowan, St. John.	4727 Miss Gertrude Buckley, Newcastle.
6150 Leonard L. Guphill, Grand Harbor, Grd. Manan.	5564 Scott D. Guphill, Grand Harbor, Grand Manan.
8248 The Enterprise Foundry Co., Sackville.	3262 J. H. Duddy, 16 Canterbury St., St. John.
3298 W. M. Kent, North Head, Grand Manan.	5122 B. E. Gallagher, St. John, P. O. Box 88.
3891 Frank T. Mullin, 65 Smythe St., St. John.	5138 A. Ernest Everett, 91 Charlotte St., St. John.
3892 Dr. E. B. Chandler, 26 Botsford St., Moncton.	5797 A. B. Craswell, Grand Manan.
5372 A. S. Belyea, 66 Leinster Street, St. John.	7516 Wm. Cooke, Evandale, Kings Co.
7618 Hugh Graham, Forest City, York Co.	8017 Dominique H. Legere, St. Anthony, Kent Co.
7696 Murray & Gregory, Ltd., St. John.	7889 J. E. Melanson, 164 High St., Moncton.
7734 R. M. Owen, Pettitodiac.	8273 C. E. L. Jarvis & Son, 74 Pr. Wm. St., St. John.
7865 Beverly R. Kinney, Florenceville.	8274 Gandy & Allison, St. John.
6467 Sam H. Havens, R. R. No. 6, Woodstock.	3875 J. E. Stackhouse, Bloomfield Sta., Kings Co.
6870 Joseph I. Mosher, 9 Harding St., St. John.	4142 Lloyd Butland, Alma, Albert Co.
6881 H. P. Robinson, St. John.	5381 Geo. Wallace, Great Salmon River, St. John Co.
7195 P. H. Levasseur, Crockett, Madawaska Co.	6531 James McMann, Grand Falls.
7250 Emile Long, Baker Lake, Madawaska Co.	6644 Thom. R. O'Dell, St. Andrews.
3321 David Ogilvy, Oxbow, Victoria Co.	6645 S. V. Skillen, St. Martins.
6396 N. N. Gregory, 266 Prince Wm. St., St. John.	7881 Thadde Deschene, Ste. Anne, Mada. Co.
3125 Dr. C. M. Kelly, 108 Waterloo St., St. John.	6570 Hon. F. B. Carvell, Minister Public Works, Woodstock.
6473 Dr. C. M. Kelly, 108 Waterloo St., St. John.	7274 Edmond Ebbett, R. R. No. 1, aHrtland.
3497 Wm. Connors, Black's Harbour, Charlotte Co.	8113 True Harris Upsalquitch, Restigouche Co.
6762 Wm. Connors, Black's Harbour, Charlotte Co.	6220 W. R. Stewart, St. John, care of Canadian Con. Rubber Co.
3124 W. A. Ferguson, 107 Queen St., Moncton.	8276 J. W. Lister, Moncton.
4876 W. A. Ferguson, 107 Queen St., Moncton.	7724 D. H. Saker, Chesley St., St. John.
5865 L. H. Outhouse, Beaver Harbour, Char. Co.	3294 City Land & Investment Co., St. John.
6670 H. A. & W. B. Branscombe, Moncton.	5074 J. Ritchie Hoey, 190 Charlotte St., St. John.
6922 Dr. J. V. Anglin, St. John.	5768 Lt. Col. J. L. McAvity, St. John.
8225 H. L. Codner, 3 Cranston Ave., St. John.	5897 P. B. Holman, 52 King St., St. John.
6415 Guy Long, Farmerston, R. R. No. 6, Car. Co.	7129 Christie Woodworking Co., St. John.
7017 Mrs. Maude H. Clark, St. Andrews.	7782 Ernest Senechal, Anderson, Restigouche Co.
7802 Thos. W. Riordon, Box 120, Riordon, Glou. Co.	7846 Mrs. Wallace Matthews, L'Etete, Charlotte Co.
3091 Maurice H. Tufts, Great Salmon River, St. John Co.	7690 Thos. J. Durick, St. John.
4454 Rev. M. T. Murphy, North Devon, York Co.	3505 F. E. Whelpley, 32 Sydney St., St. John.
5028 B. R. Violette, St. Leonards.	5973 Thomas Stewart, R. R. No. 2, Florenceville.
6162 O. W. Wood, 78 Sydney St., St. John.	6940 G. L. Dakin, Grand Harbour, Grand Manan.
6232 G. J. Schmidt, Moncton.	3385 Thos. H. Gabsraith, Lorneville, St. John Co.
6348 James Robertson Co., Ltd., St. John.	7447 Dr. O. R. Paters, Rothesay.
7387 Ernest Vail, Brockway, York Co.	7723 Mrs. E. S. Saker, St. John.
7453 Canadian Oil Co., Ltd., St. John.	6920 H. F. Rogers, 147 Prince William St., St. John.
7692 Arthur H. Purdy, 247 St. George St., W. St. John.	3667 R. A. Chapman, 138 Alma St., Moncton.
3126 N. A. Hornbrook & Co., 16 King St., St. John.	3948 A. H. Seeley, Moncton.
4674 N. A. Hornbrook & Co., 16 King St., St. John.	5974 Stanley M. Wetmore, 127 Queen St., St. John.
4926 F. H. Neve, M. D., Rodney St., St. John.	7330 Jas. F. Douglas, St. Stephen.
5601 John E. Collins, Mispec, St. John Co.	6883 Whitfield S. Ebbett, R. R. No. 1, Hartland.
5972 John W. Kilpatrick, Florenceville.	6587 Dr. J. Newton Smith, Box 1, Hampton.
5997 Wm. F. Roberts, St. John.	7294 Wm. Forest, Windsor, Carleton Co.
5348 Neil A. Guphill, Grand Harbor, Grand Manan.	7472 Grant & Horne, St. John, P. O. Box 397.
8267 John T. Durbin, St. John.	3163 Lady Tilley, 223 Germain St., St. John.
6324 D. C. Pirith, Campbellton.	7421 C. J. Kinney, Andover.
4961 Robert McAllister, Gilbert's Lane, St. John.	8275 Allan G. McAvity, St. John.
6151 Chester L. Guphill, Grand Harbor, Gr. Manan.	3167 Rev. D. F. Leger, Cote d'Or, Kent Co.
6719 Can. Fairbanks Morse Co., St. John.	3185 Maritime Nail Co., Ltd., St. John.
7548 R. M. Egers, Salmon Creek, Chipman No. 1.	3186 Maritime Nail Co., Ltd., St. John.
7796 K. M. Livingstone, 34 Millidge Ave., St. John.	6040 F. B. Schofield, St. John.
8235 L. D. Spence, 178 Chesley St., St. John.	6739 Miss Edna G. Simon, 74 Waterloo St., St. John.
3330 G. D. Perkins, Florence.	7615 Carl Christensen, New Denmark, Victoria Co.
3540 St. John Iron Works, Ltd., Vulcan St., St. John.	8112 C. R. Snelgrove, Military Supply & Transp. Depot, St. John.
7694 Hilton Belyea, 58 Middle St., St. John.	4271 Warren Vaughan, 7 Pine St., St. John.
7991 Archille H. Levesque, St. Andre, Madawaska Co.	6636 J. Allan Margison, R. R. No. 1, Centreville.
8268 Dr. T. E. Bishop, 173 Germain St., St. John.	6824 Archie Little, R. F. D. No. 4, Harvey Station, York Co.
5255 Talbert T. Towers, Dorchester, N. B.	3417 Lorne S. Smith, 38 Garden St., St. John.
3346 Martin McGuire, 4 Exmouth St., St. John.	3375 James S. Gregory, St. John.
7884 W. Arnold Smith, Upper Greenwich, Kings Co.	3146 Leavitt Benson, Seal Cove, Grand Manan.
5443 C. H. Kerr, 39 Waterloo St., St. John.	6315 Geo. W. O'Neill, Fredericton.
6148 Russell P. Cahill, Sackville.	6336 Chas. L. Wood, 297 Rockland Road, St. John.
7040 Gunns, Ltd., St. John.	6871 J. Willard Smith, St. John.
7563 Alfred Trenholm, Cape Spear, Bayfield, West-Morland Co.	3785 Norman Johnson, Milltown.
8195 Rev. Canon A. W. Daniel, Rothesay.	7709 Nashwaak Pulp & Paper Co., St. John.
8135 Geo. W. Brown, 39 Golding St., St. John.	6060 Dr. F. C. Bonnell, 22 Germain St., St. John.

MOTHER AND CHILDREN HAD AWFUL COUGHS WERE CURED BY DR. WOOD'S NORWAY PINE SYRUP.

Mrs. Arthur Appleyard, Novar, Ont., writes: "This past winter my children and I had awful colds and coughs which we got by being in drafts. I tried a number of different remedies for us, but got no relief. I thought I would try Dr. Wood's Norway Pine Syrup, and I found it a most excellent and sure cure. It gave relief to the tickling in the throat and stopped the cough, and with a few bottles we were all cured."

Dr. Wood's Norway Pine Syrup is a remedy that has been on the market for over twenty-five years, and we can recommend it as being, without doubt, the best cure for coughs and colds that you can possibly procure. There are a lot of imitations on the market, so when you ask for "Dr. Wood's" see that you get it. Put up in a yellow wrapper, three pine trees the trade mark; price 25c. and 50c.; manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

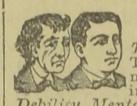
English Historian

(Continued from page 2)

nothing that evermore may be used. "What is this?" you ask, "and where the enemy?" And the answer comes back, "No enemy ever took this town; they merely passed through here, in retreat, and wrought the havoc passing through."

And of the third zone, in Scriptural phrase, where was the abomination of desolation. "For there huge quagmires of mud, fishy like dead men's eyes, stretched out through the bedevilled earth. There were the remnants of the great war machine, desecrated, in obscene bits, mocking the intention of man. There were legs in martial boots; there heads in helmets, there buckles and straps and broken bayonets, and blasted bombs and bones piled high rattling in the wind; and the rotting bodies of man and mule; there was war gone mad and mocking at itself."

Then of the battle zone where all our hopes are in the deciding; where our youth with their fair bodies, oppose a living wall to stay the beast and preserve the world to us. "Lights, red, green and blue, but going to heaven; there screams follow upon the hisses of war's inferno, and hisses upon screams; there broods day and night a red blanket of dust; there all the world shakes in upheaval of exploding mine; and, as you approach nearer, forms emerge from dugouts, mud coated, faces blacked, unrecog-



Wood's Phosphodine.
The Great English Remedy.
Tones and invigorates the whole nervous system, takes new blood in old veins, cures nervous debility, mental and brain worry, despondency, loss of energy, palpitation of the heart, failing memory. Price 21 per box, six for \$5. One will please, six will cure. Sold by all druggists or mailed to plain pkg. on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., TORONTO, ONT. (Formerly Widdows)

UNSKILLED LABOR SPILLS SOMETHING

When Wives Persuade Husbands to Do Unusual Work There is Liable to be Trouble.

(Chicago News.)

"I persuaded my husband to paint the kitchen roof," said Mrs. Terwhitt, with a sigh, "and I wish I hadn't done it. He spilled a can of green paint over the edge of the roof and it ran down the side of the kitchen and made the worst mess. Also he spoiled a good suit of clothes and dislocated his knee cap against the chimney, and has been in such a temper ever since that a bear with a sore head would seem amiable by comparison."

"I sometimes think," confessed Mrs. Passenger, "that wives would do better by letting their husbands 'gang their ain gait,' as the Scotch saying is. Yet it's hard for a woman to see things undone that should be done and not say a word."

"This spring when the trees began budding I noticed that a large branch on the elm in front of our place was dead. I told Mr. Passenger about it and said it should be sawed off at once, and he said he'd send a man out when he went downtown to do the job."

"I said, 'Why not save delay by doing it yourself?'"

"He said he would take my advice and saw the limb off, although he considered it a dangerous task, for he hadn't climbed trees since he was a boy and was unused to athletic feats."

nizable, to ask you how the war is going, and which side is winning today. "And also there human nature once more has proved itself divine for, in these dugouts of mud, in sublimity of brotherhood, man springs to the chance of giving his life for his comrade and the Briton, needing a war to make him to know, has found how it is with sturdy British hearts. So, day by day and week by week, and year by year, the battle of all history where our fates lie in the balance, travails on—to victory.

"To take our luck as it comes to us, and our medicine as it tastes, that is what the war has taught us, and despite the loss and the tears, as yet unwarmed away; despite the fierce sacrifice and the soul's upheaval, this war has been worth to my country what of agony it has cost."

So spoke one of the greatest living Englishmen, who has seen and felt and been a part of that whereof he spoke.

A SAD TRAGEDY.
It often happens—your sore corn is stepped on. Why not use "Putnam's Corn Extractor." It cures in one day. Absolutely no pain with "Putnam's." Use no other, 25c. at all dealers.

But he got a handsaw and climbed laboriously up the tree, with the aid of a ladder, saying mean things all the time. I'd have given anything I owned to have recalled my foolish advice when I saw and heard him. My husband was a mule driver when a young man and his command of language would attract attention anywhere, and he was quite fluent as he ascended the tree, so the neighbor women put their heads out of their windows in order to catch the general drift of his rapid fire remarks.

"Finally he reached the position he aimed at and began sawing at the dead limb. His soliloquies became louder and more smoky as he proceeded and every minute I hated myself more bitterly for having suggested such a performance.

"At last I saw the big branch begin to sag and just then I noticed Mr. Shrimp coming along the street in his old top buggy. He is painfully deaf and didn't hear me when I shrieked a warning. He drove right under that big branch just as it fell, and it flattened the top of his buggy down on him, squeezing him together like an old concertina, and it was sickening the way he yelled.

"O rushed out and stopped the horse and the neighbors came to the rescue and we managed to drag Mr. Shrimp from the wreck, and just then there was a great agitation of the elm branches and my husband came down like a falling star or a thousand of brick and landed among us. He had leaned out of the fork of the tree where he was seated, rubbing at what was going on below, and lost his balance, and if he hadn't landed on a pile of grass the boys had raked up his backbone would have been driven up through his hat.

"Now Mr. Shrimp demands payment for his wrecked buggy and says we'll have to pay his doctor bills and a bonus to soothe his lacerated feelings, and my husband groans every step he takes and accuses me of having ruined his spine, and I'm a most unhappy woman."

In a Cup of
INSTANT POSTUM
No Waste-No Worry
Less Sugar-No Tea
or Coffee Troubles
Delicious Flavor

