

TERRIBLE CHANCES RUN BY MOTOR CAR DRIVERS WHO RACE TRAINS TO GRADE CROSSINGS

TERRIBLE CHANCES

A member of the Canadian Safety League recently went for a ride in the cab of an express train locomotive. Forthwith is a partial account of his experience.

"The curve, a mile or more in length was quickly passed and then the twin rails stretched straight away again. Slowly the throttle was drawn inward—forty-five, fifty, fifty-five, sixty miles an hour! Once more the illusion of the swirling roadbed as the International Limited hurtled itself furiously into the maw of the night.

Far off to the right in front of us two spots of light twinkled out of nowhere. The engineer reached upward, pulled a lever, and to the roar of the train was added a sudden ominous booming note. The sound sent a shiver of apprehension through me for I realized that in those two lights the engineer saw the beginning of horror. Once more his fingers flashed upward and the cab was riven by the wild drawn-out shriek of the whistle, deaf-

ening, nerve-shattering in its intensity. Still the two eyes of light came steadily onward.

So rigid was the engineer now that he might have been carved from stone. A second later his arm as if propelled by a tight-coiled steel spring, flashed over to the emergency lever. I reeled to the shock that followed and was thrown violently against the side of the cab. It seemed as if the giant of steel and fire was struggling to fling off mammoth arms that held it in leash.

What I saw as I regained my feet made me clutch the edge of the drivers seat in a very agony of fear. Not twenty feet away a hurtling form leaped into the blinding arc of our headlight. For an instant—hours long—the outlines of a small Sedan were etched with dreadful clearness against the white of the roadbed. It seemed as if no force "under Heaven could keep it from under our wheels. And then—it missed our pilot by inches and in one unforgettable flash I saw a child's wondering eyes and a woman's face—smiling."

MOUNT ROBSON CLIMBED FOR FIRST TIME IN FOUR YEARS

Jasper Park, Alta., July 26—Having concluded several conferences here with Hon. Charles Stewart, Minister of the Interior on the development of Jasper National Park, Sir Henry Thornton, Chairman and President of the Canadian National Railways resumed his western inspection trip this evening. He will visit North Battleford and Prince Albert Thursday and Melford, Tisdale and Swan River on Friday, reaching Winnipeg on Saturday. The head of the National System will visit the large pulp and paper plant at Pine Falls and the Railway's summer resort at Grand Beach. He will leave Winnipeg for Toronto during the week end.

For the first time in four years Mount Robson has been climbed. Monday at noon three members of the Sierra Nevada Club of California, which is now at camp at Robson, after a week in the Tonquin Valley of Jasper National Park, reached the summit. They were M. Olide, of Independence, California, a well known Alpinist; Marion Montgomery, of Chicago, who conquered the Matterhorn, and Don Woods, of Spokane Washington. Many attempts have been made in the past four years to reach the top of Robson, but none have been successful until this week. The peak, whose vast bulk towers up 12,972 feet is the highest in the Canadian Rockies

and it remained free for many years before finally it succumbed to the ingenuity and endurance of men. The climbing time from the high camp which was established at an altitude of 8,000 feet was 22 hours. With them were two guides, Hans and Heinie Fuhrer, of Jasper Park Lodge. At 9,000 feet Hans Fuhrer scaled and almost perpendicular ice wall to anchor the rope and permit the rest of the party to ascend. The Sierre Club members will leave Mount Robson Park on August 3 and will go to Vancouver by way of Prince Rupert and the inside passage by Canadian National Steamship.

SHANGHAI IS LOSING ITS OLD TIME LETHARGY

Shanghai, July 26—The last days of Shanghai as a paradise for working girls are at hand, say resident observers who have watched the gay, slow-moving city of a few years ago lose its smile and under the grip of western efficiency.

Once a mecca for girls from all countries seeking freedom from household cares, a fair wage and easy hours, the business community of Shanghai has been obliged by competition and the rush of affairs to adopt the habits of an American town.

Jobs for girls are scarce where once they were plentiful. Secretarial positions are almost never open to a newcomer and stenographers are not in the demand. There are more stenographers to be had and competition for jobs is keen.

MODERN VERSION

Lives of lyers oft remind us
If we would be whole and sound
Though we leave no fame behind us
We are safest on the ground.

Memory is one of humanity's greatest blessings. It gives you a picture of shady lanes, sylvan retreats and romantic places once visited, without annoyance from bugs and mosquitoes.

BEE RAISING HAS BECOME A BIG BUSINESS IN U. S.

By FREDERIC J. HASKIN In
Boston Traveler

Washington—A group of Socialists in the United States who can produce in a year a crop worth approximately \$20,000,000 is worthy of note. That its members number more than the country's population is amazing until it is explained that these Socialists are bees.

Huge Output

Figures on the production of honey, that sweet profit of the bees' industry, are not very accurate, because those of the bureau of the census are based on the number of farmers who keep hives; whereas, professionals in that business are usually situated in small towns and suburbs. However, officials in charge of bee culture of the bureau of entomology estimate that some 250,000,000 pounds of honey are produced annually.

East of the Mississippi most of it is produced within 25 miles of prospective markets. In the West much is shipped in carload lots to bakers, makers of candy and cough syrup and others at a distance, in addition to that used in home consumption.

This is a product which is exported, 12,000,000 pounds having been sent overseas in one year. Germany, which is the best customer, bought 8,000,000 pounds.

Aid in World War

Along with big business, these little workers were boomed by the world war when honey was used extensively as a substitute for sugar. Since then although there has been no amazing increase in its use, there has been a gain.

According to scientists the bee is the perfect Socialist. Here is an instance in nature of the complete submergence of the individual in the community. Each bee devotes its life to service for the colony.

Not only are bees the Socialists of the insect world, but they are classed as the intelligencia. In living up to their reputation, which is the criterion for industry—"busy as a bee"—they have earned the name of being smarter than those other industrious insects, the ants, by the intelligence they demonstrate as they go about their tasks.

In spite of their socialistic tendencies, they are divided into classes with the familiar names denoting rank. However, these titles are merely classifications, for each bee has its task and renders service to its particular colony of the bee world.

Bee Classes

First of all there is the queen, who is as royally cared for as any reigning lady by the personal attendants who hover about her, feed her, keep her clean, and run her errands. After all, this is no mere homage, but the means of keeping her fit to carry on her work.

Her contribution to the colony is its creation. Functioning as a superlative egg laying machine she only is the mother of all the bees in the colony. Always a fully-developed female bee, sometimes she lays from 3000 to 4000 eggs a day during the season.

In the second class are the drones who, as the name indicates, are the lazy bees. However, they are not useless. There are not many of them in the community and they are allowed to live only to mate with the young queens. The queen has only one escort who dies at the time of mating. The other unlucky drones are shoved out of the nest and left to starve.

The proletariat compose the last class, known as workers. Although they do the work, they also wield the big stick, ruling the ruler. They shove the drones out to die and protect and develop the coming queens which the jealous reigning lady would kill.

They are undeveloped female bees who have always had the modern idea, for their work is not confined to the home. They are both providers and the caretakers. The younger workers generally do the housework, feeding the queen, the drones, and the baby bees, and acting both as nurses and governesses to the last named.

They clean and build the combs and store the food supply away to guard against the lean days. Their elders

go afield for nectar and pollen, their frayed wings testifying to their industry.

Work to Death

Aiding the warmth of the hive in the ripening of the honey, they help evaporate the water from the nectar by making currents of air with their wings. During the busy season the life of this class is short, for they literally work themselves to death.

The food supplies for the honey-making bees come from the flowers, different ones in different parts of the country yielding nectar. It is said that the kinds vary the flavor of the honey most noticeably. When there is not floral nectar, workers turn robbers. A candy factory, a housewife's jam, another hive, anything sweet in their prey. In order to prevent this bad habit, which is apt to bring disease into the apiary, it is necessary to feed the bees during nectarless times with syrups or food that will benefit and not harm them.

When the hive becomes crowded with children and supplies, the queen becomes restless. Having no recreation camps like farm mothers, she simply steps out one fine day, followed by most of the workers who have succumbed to the contagion of dissatisfaction. The brood, the coming queens, and the drones are left in the care of a few workers.

This exodus is known as swarming. These occasions, for the same queen will swarm more than once, and her mating with the drone, are the only time she leaves the home.

Bee Culture Old Industry

There are modern methods in bee culture, but nothing new about the practice itself. It is known that the production of honey was a science which interested the early Egyptians and Greeks. During pioneer times in this country bees and honey might have been classed among the natural resources, for the farmer who found a bee-tree on his place was considered most fortunate.

The hives of the old world, straw skeps, are no longer used, and are merely familiar symbols of bee culture. These picturesque bell-like apiaries have been supplanted by box-like structures which have the attributes which permit efficiency. They are strong, well built, and easy to keep clean on the inside by the bees and on the outside by the bee-keeper. When there is a large flow of honey, extra boxes or "supers" are added on above for honey storage. This is where the profit comes in for the bee-keeper. In the proper kind of hives it is possible to lift out both the brood nests and the frames for an inspection.

Many Kinds Bred

Apiarists are urged to wear veils when handling the bees to guard themselves from stings, not because they are painful, but because the odor of the discharged poison makes the rest of the bees difficult to handle.

Government experts advise amateur bee-keepers to start with the gentler bees, among which are the Caucasian. The black or German bees were first imported into this country, and the Italian are the most popular. There are many kinds of bees bred in the United States, each apiarist being a staunch booster of his chosen variety.

KNOW THEM BY THEIR ACCENT

New York July 26—Prosperity is to have an exact record of American dialects from the Harvard broad A to the southern drawl. Summer students at Columbia university who can speak the pure dialects of their native localities are making a disc library of Americanese. Each reads into a machine a bedtime story about a rat who came to a bad end. The story was prepared with scientific care to include the pronunciation of which carries.

"We certainly owe those Pilgrim fathers a lot of thanks.

"For paving the way to liberty?" "Yes and for bringing over so much furniture."

WHERE HE DREW THE LINE

Mr. Gilstock has made his pile and as was only natural decided that he must live in a better and bigger house also; this house had to be built by the best architect to be found.

In due course the architect arrived with a batch of elaborate plans which he explained to the merchant prince.

"Now the only thing to settle Mr. Gilstock" he concluded is the music room. Where do you want the music room to be?"

But Mr. Gilstock laid a firm hand on the desk.

"Look here" he said decisively "I must draw the line somewhere. You've made plans for a smoking room when I don't smoke at all; a study which I'll never use because I've nothing to study; a nursery when I haven't got a nurse; and a pantry when I never pant and I'm blown if I'm going to let you put up a music roof when I can't even play a note on a mouth organ."

IT WOULD BE ALL RIGHT

Scene—A picture theatre in Oxford street London.

Sandy (with his little son after inquiring the price of seats)—But ye'll no charge for the wee lad?

Ticket Office Man—Certainly we charge. If you don't pay the boy can't go in.

Sandy—Ah weel if you let him in for naething I'll see he doesna look at the pictures."

For gentlemen with cold feet, the intrepidity and courage of Arctic adventures is astounding.

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 Aberdeen and St. John Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George Street and University Avenue.
- 56 Lansdowne and Waterloo Row.
- 57 Grey Street and University Ave.
- 112 Aberdeen and Smythe Sts.
- 113 Northumberland and Argyle Sts.



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