

Common soaps destroy the clothes and render the hands liable to eczema.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar

"Meet Me Under the Clock.—Lucy."

Mr. Harry Furniss, the caricaturist of Punch, tells the following story: When Sir Christopher Furness first entered Parliament he had no title, so that confusion some times arose between himself and his namesake, who constantly spent much time at Westminster, making sketches to illustrate Mr. Lucy's "Essence of Parliament." A few days after Mr. Furness took his seat a ludicrous situation occurred:

"He asked to see me alone in one of the lobbies of the House of Commons. He held a note in his hand, strangely and nervously — so I knew at once it was not a bank note. 'I am very sorry. You are a stranger to me. I am a stranger to the House. This note from a stranger was handed to me by a strange official. I read it before I noticed the mistake. It is addressed to you.' 'Oh, that is of no consequence, I assure you,' I said. Oh, but it is — it must be of consequence. It is — of — such a private nature, and so brief. I feel extremely awkward in having to acknowledge I read it—a pure accident, I assure you!' He handed me the note and was running away when I called him back. It read:—'Meet me under the clock at 8.—Lucy.'"

The supposed lady of the assignation was his colleague, Mr. Lucy.

Magistrate and Drunkard.

At Southwark Court, a London paper relates, Henry Harris, laborer, was charged on remand of being drunk and disorderly. When first brought up he pleaded that in drinking beer and spirits he paid taxes. The more he drank the more taxes he paid, and therefore the State had no right to punish him for drunkenness. He now said he was very sorry, and asked the Magistrate to take a merciful view of the case. Mr. Taylor: You are the gentleman who last week indulged in a speech about the duties of the State. Well, it may please some people to know that you repudiate these silly remarks now that you are sober. Some individuals thought your remarks were most appropriate, and one person went to the length of writing me a letter, in which he said that my own head ought to be examined. (Laughter.) So far, the writer says, from there being anything nonsensical in what you said, he asserts that I must myself be mad, while your remarks were nothing but good, sound, common-sense. (Laughter.) You have not been here before, and you are discharged now.

The Progress of Canada.

It is a favorite habit of the superior American to treat Canadian progress with mild contempt. For some reason Canadian population has never increased in the ratio which is to be desired in any new country. But the advertisement given to the Dominion by the Prince of Wales' repeated reference to the illimitable resources yet to be tapped will no doubt have some effect, and the rapid extension of the railways will encourage settlement. The rate at which population increases, however, is no measure of Canada's general advance, and even the superior American will admit that the latest trade returns of the Dominion are remarkable. In ten years Canada has doubled her exports and nearly doubled her imports. To what extent the business of the past year has been affected by the preferential arrangement with the Mother Country remains to be seen when the full figures are published. The main point at the moment is that Canada had had a record year, and unless all information as to trade movement forthcoming recently is unreliable, there has been considerable improvement in the business with Great Britain. That improvement would have been much greater if the preferential arrangement had been reciprocal, and not as one-sided as everything at-

DISTRICT OF ALGOMA.

Some Facts and Figures of Its Recent Remarkable Progress.

The first surveys of the Canadian Pacific Railway were made in this district between Sault Ste. Marie and French River in 1871, and continued from that time until the first sod of the Canadian Pacific was turned at Fort William in 1875. Prior to that there were no railways in the district, said ex-Mayor George T. Marks of Port Arthur recently. There have since then been built or are building: (1) the Canadian Pacific; (2) the Canadian Northern Railway; (3) the Port Arthur, Duluth & Western Railway, now part of the Canadian Northern; (4) the Algoma Central & Hudson Bay; (5) the Manitoulin & North Shore Railway; (6) the Bruce Mines & Algoma Railway; (7) the Thunder Bay, Nipigon & St. Joe Railway—this has a partial subsidy, but no work has been done.

The original canal at Sault Ste. Marie was built in 1855. It allowed vessels of a draught of 12 feet of water, and with a carrying capacity of about 1,000 tons to go through. That lock, when built, was the largest in the world. Subsequently there have been built at the American Soo the Poe Lock and the Weitzel Lock. The maximum capacity of these is a draught of 20 feet for steamers and boats carrying 10,000 tons could go through. The original American lock was torn out to take the place of one of these. On the Canadian side of the Soo there is one of the finest locks in the world, with a canal equal to, if not greater, than the American.

Thirty-five years ago the only steamer plying between eastern points and Port Arthur was the Algoma, a small, old-fashioned sidewheeler. She had a capacity of about fifty tons of freight, and about fifty first-class passengers. She was supposed to make trips semi-monthly, but was often a month on the round trip. To-day there are six passenger steamers plying between here and eastern points—they make in the aggregate five trips per week each way, and carry an average of fifteen hundred tons, besides, from two to three hundred passengers. This is exclusive of tramp steamers.

Cargo steamers have been loaded at Port Arthur and Fort William with seventy-five hundred tons of cargo, or equal to two hundred and fifty thousand bushels of wheat.

The cargo steamers belonging to the Canadian lake marine which ply to Port Arthur are twelve in number, built of steel. There are besides this two composite steamers; that is, steel frame, and wooden planking. These boats combined have a carrying capacity of from one million and a quarter to one million and a half bushels per week; that is, between Port Arthur and Georgian Bay and Lake Huron points. This is as much wheat as can be brought in per week during the fall months from the west over one railway. The ordinary up-bound merchandise and the down-bound flour and other package freight is carried by the passenger steamers, which usually take care of all that.

The season of navigation usually closes about the 5th of December, and commences about the 1st of May, making it a little over seven months in length. This could be extended without any special cost for another month in the fall, say to the 1st of January. With ice-breaking steamers at either end of Lake Superior and an elevator near Sault Ste. Marie it could be extended at least a month longer than that in the fall, and open a month earlier in the spring, which would give a season of navigation of ten months at least. It may be possible to do even better than that, and keep open all the year around.

Not a Practical Philanthropist.

One day last winter when it was very cold a richly dressed woman stopped and gazed sternly at an ice wagon that was drawn up beside the curb on Walnut street, near Fifteenth. She stood there for ten minutes. Then the iceman came out of a certain house, and she said to him, "Driver, why don't you blanket your horses?"

"Because, lady, the kumpny don't furnish me no blankets," said the man. "Then," exclaimed the woman, "you should cover them with your coat." "All right, ma'am," said the driver, smiling. "You gimme your coat for the near boss, an I'll put mine on the off one."

The woman, whose coat was of seal-skin, could not think of a good retort to this, and she walked away in silence.

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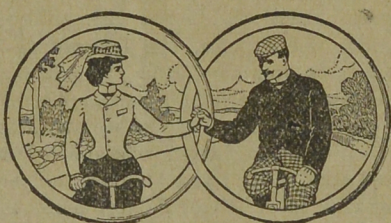
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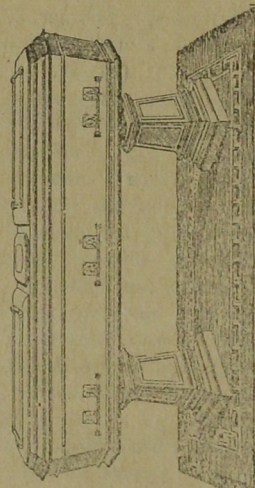
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March 21—dtf



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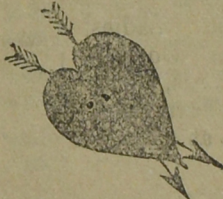
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