

Economizes eggs,
flour and butter;
makes the biscuit,
cake and pastry
more appetizing,
nutritious and
whole-
some

THE ONLY
Baking Powder
made from Royal
Grape Cream of Tartar

**ROYAL
BAKING
POWDER**
Absolutely Pure

Safeguards your food against
Alum and Lime Phosphate

CHRISTMAS STAMP CAMPAIGN

THE 1909 BATTLE AGAINST THE DREAD WHITE PLAGUE.

Available Beds in the Muskoka Free Hospital for
Consumptives Increased Three-Fold as a Result of
Last Year's Sale of Christmas Stamps. The Number
Can Be Doubled This Year If Everyone Will Help.



STIMULATED by the success of a
year ago the National
Sanatorium Association
have made large
preparations for the
sale of the Christmas
Stamp of 1909-10, issued
on behalf of the
Muskoka Free Hospital for Consumptives.

Nearly \$6,000.00 was netted from
last year's sale, making it possible for
the trustees to increase the available
beds for needy patients from an average
of fifty to a year ago to one
hundred and forty, the accommodation
to-day.

The trustees are hopeful that they
may bring the accommodation up to
300 beds as the outcome of this year's
sale of this little one cent messenger
of hope and healing.

The Christmas Stamp, as a means of
fighting the dread white plague, had
its origin in Denmark in 1901, the sale
from which has financed a hospital for
consumptives in that country. The
idea was taken up by the Red Cross
Society of the United States in 1907,
and interest has grown each year.

A year ago a Christmas stamp of
special design was put in circulation
by the Muskoka Free Hospital for Consumptives with the success already
indicated in this article.

The price of the individual stamp is
only one cent, but what wonderful
things can be accomplished by so tiny
an instrument. There is no reason
why everyone who writes a letter,
addresses a postcard, mails a newspaper
or parcel from this day out
should not use one of these stamps.

The educational value of the stamp
appearing on every piece of mail matter
would be enormous. One can
hardly figure up the material results,
it would mean a routing of the enemy

Tuberculosis that would bring hope
and joy and gladness to thousands of
homes and communities in all parts of
Canada.

The stamp of 1909 is more beautiful
than that of a year ago. The design
is as shown in this article, but printed
in red and green, and is of same size
as the regular government postage
stamp.

This Christmas stamp will not carry
any kind of mail, but any kind of mail
will carry it—and carry too the happy
Season's Greetings from sender to receiver.
The stamps will be done up in
envelopes of ten, twenty-five, fifty and
one hundred for ordinary selling, and
large users will be supplied in quantities.
The price for ten or for one
thousand is a cent each.

The banks, departmental stores,
drug stores, book and stationery
stores and many other stores will sell
them. Women's clubs, church organizations,
bible classes and Sunday
schools, public schools, and many
other organizations and individuals
will help this year as last year.

There would seem to be no reason
why everybody everywhere may not
help in forming an army of willing
workers to sell these stamps all over
the Dominion. The Muskoka Free
Hospital for Consumptives is in the
fullest sense a national institution
caring for patients from every
province in Canada.

The first issue of the stamp for this
year is one million, and these will be
put into circulation immediately, but
there can hardly be any reason why
the issue should not be increased
many times over before Christmas.

The direction of the sale of Christmas
Stamps is in the hands of Mr. J. S.
Robertson, Sec.-Treasurer, National
Sanatorium Association, 317 King
Street, West, Toronto, who will give
prompt reply to any enquiries regarding
the stamp.

Fashion Hint for Times Readers



SUMPTUOUS EVENING WRAP OF VELVET BROCADE.

The opera vestibules and the foyer of
the New Theatre, taken up comarone by
the fashionables, have been a revelation
this year in superb evening wraps. The
straight, simple military cape of last season
has been superseded by magnificent,
draped garments, made of the richest fabrics
produced by the weaver's loom. Brocade
velvet, with rose-colored flowers on a
mauve, was used for this luxurious wrap,
the square collar being of gold lace, lined
with violet velvet, and a heavy gold tassel
giving a graceful line at the back.

THOUSAND MILE RAILWAY LINE ACROSS AUSTRALIA

Estimates of Nearly Four Million
Pounds Placed Before the Commonwealth Parliament

(Standard of Empire.)
After many delays the report of the
consulting engineer to the Commonwealth
government on the proposed Transcontinental
Railway (H. Deane), linking up the
eastern states with the west, has been laid
on the table of the house of representatives.
The report shows the line would
open up a vast area of new pastoral country.
By providing a means of transport
it would shorten by several days the time
occupied by mails between eastern Australia
and the Mother Country, and at the
same time strengthen the defence of
the western states by making available
the military forces of the more densely
populated states in case of need.

The transcontinental line would link
up Port Augusta, in South Australia,
with Kalgoorlie, which is railroad in western
Australia. It would thus complete the
girdle of steel round Australia through all
the mainland capitals from Perth to Brisbane.
The length of this link would be
1,963 miles. A gauge of 4 ft 8 1/2 in. has
been assumed, and a ruling grade of 1 in
80, and minimum curvature of 20 chains
radius adopted. The water supply, the
route states, is the most difficult question
to solve. Large areas are subject to periodical
drought, and underground water is rarely
obtainable. Water must be conserved in
covered reservoirs on account of the climatic
conditions. The rolling stock is estimated
at a service of one locomotive, one passenger
train per day each way, and one goods
train each way on every second day.
Earthworks are for the most part light,
and culvert and bridge requirements are
small. The route will tap 25,000,000 acres
of pastoral country, capable of carrying
at 20 acres per sheep, 1,250,000 sheep, 100
cattle, 500 horses, and one good
pasture. The route will tap 25,000,000 acres
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LIVERPOOL CHERISHES FAME OF SEYMOUR

Rare Nerve of Noted Admiral—
The Tale of an Ancient Mariner

Liverpool holds and cherishes memories
of Admiral Seymour. Old ocean plays no
small part in the ways of the city on
Mersey, and where others may forget,
Liverpoolians remember what otherwise
would long have been lost in the misty
haze of time.

From one of these "shore ancients" comes
a story of the British admiral and an
echo of a great beautiful liner, lying
at rest these many years under the
restless surge of Fire Island, hitherto, we
may believe, unheard. There may be no doubt
that the admiral's communication to the
Evening Post was one of those "Mersey
barnacles," who boomed and stormed
when command of the beautiful steamship,
turned from the even lanes of commerce
to serve as a naval auxiliary in the course
of years actually was given to the dapper young
naval officer.

Liverpool, as the "shore ancient" says,
was strong in its beliefs then, as now,
and not slow to assert decided opinions.
Those were the days, he adds, when the
rough bluff, sailor sort of ship commander
was the special pride of Liverpool.
Of those deep-chested, square-jawed
men who when they came on deck cast a
shadow from rail to rail, and whose voice
of command caused the deck to quiver and
loosened the funnel stays.

"But," says the ancient, "this smart
young dandy-finished ship commander
was actually called upon to command the
Mayor of Liverpool (seated, no doubt, in
a sea green chair, with tapestries of kelp
depending from the executive windows),
wearing lavender kid gloves and twirling
gold eyeglasses, which so offended orthodox
opinion that many were the gloomy
recesses, and also much waiving of
heads. Such sinning against Liverpool
opinion was duly commented upon in the
newspapers, and whatever Atlantic folk
and others were congregated.

"We," adds the ancient, "the Oregon
sailed to manœuvre with the fleet in the
"Narrow Seas," where her commander tried
out his beautiful ship. In less than a
week he had so mastered the Oregon's
qualities, good, bad and indifferent, that
possibly there was not a commander in the
Atlantic trade that would have dared to
so handle and so master the great quality
ship architecture. There are moments
alive today who tell with admiration how
Capt. Seymour used his ship.

"The skill of a skilful seaman is beyond
all criticism; you see, admire and wonder,
knowing that such was never made in
schools. Critics were close at hand, and
the crew, of course, obeyed, but the engineer
concerned for his shining 'beasties,'
was said to have rushed to the bridge
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