



The above map visualizes the present Chinese situation, which is described as having reached a crisis similar to that of the Boxer rebellion. The safety of foreign residents in the cities which have been captured by the Southern Cantonese troops, under the leadership of Bolshevists, is stated to be viewed with alarm. Hankow is now in the hands of the Cantonese, the southern troops now proceeding on to Fochow.

THE BOOK FLOOD.
Every publishing season books and new books, pour from the presses, and many are published every year. How many are published every year? An expert puts the figure at 200,000. What happens to this gigantic flood of reading matter? The bulk of the volumes published every year are fiction. The average novel sells around 1,500 copies. A few "best sellers" run into hundreds of thousands; others books fall together.
Those which cannot be sold mostly find their way back to the paper pulp from which they came. Many a hopeful young novelist has the mortification to be told that the remainder of his book is to be pulped.
How many books are there in the world to-day? One expert reckons that the world's total of books published since the days of the first printing presses is around 15,000,000. Figures from Washington show that the total number of transits for the year was 5,926, while total aggregated \$22,931,826.28.
Compared with the preceding fiscal year this was an increase of 524, or 11 per cent. in number of transits, the rate of production of the first and second quarters is maintained—and it is more likely to be increased than to slow down.
Yet one copy of every book that is published in Britain has to be deposited in the British Museum. Already that vast library is overcrowded, and transits which paid no tolls, and transits which will be like a century hence? It will probably be engulfed in the rising flood-tide of books.
Had the latter vessels paid the usual tolls the national revenues would have been increased approximately \$226,863.

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BIRDS, BEASTS AND FLOWERS ALL AMONG CONSIGNMENTS HUNDLED IN EXPRESS CAR.

Unusual shipment transferred by Canadian National Express from guinea pig to gold and silver bullion—All are given requisite care in transit.
"Almost everyone will remember 'Pigs in Pigs' and Ellis Parker Butler's description of the difficulties of the station agent, who received a consignment of guinea pigs and refused to hand these animals over until he had received payment for their carriage as 'pigs'. His difficulties are brought to mind by a present shipment of these interesting little animals, which was handed by Canadian National Express from Leicester, England to Lyndhurst, N. J.
Webster, arbiter of words, defines "pig" as follows:
"Cavy, N. Lat. Cavia from Brasilia Cabana, a quadruped of the Genus Cavia and the Guinea Pig. These cavies are rodents, having a short tail or none at all and bearing some resemblance to a pig. They are natives of America."
And to many people, the name will recall also the admonition given to children a couple of decades ago, that if one held a guinea pig up by the tail its eyes would fall out.
That nothing so dreadful happened to this particular consignment is shown by a letter reaching E. J. Wearling, European Express Agent, from the shipper, J. H. Lecky, Leicester, England, who states that the animals reached J. Simmonson at Lyndhurst, N. J., "safe and sound and in good condition."
While this was an unusual shipment, it was but one of many such which have been handled by Canadian National Express recently. Silver black foxes are moved by express so regularly that their handling has become almost a commonplace.
One hundred canaries which sang their way from England to Prince Rupert, B.C., were another out-of-the-ordinary shipment handled by the company recently. There have been royal swans from London to Toronto; Canadian beaver, from Jasper National Park to New Zealand and to Hamburg; deer, elk, bear and owls from Canada to England and to London; and a variety of other articles, including: dogs, cats and rabbits, some of them highly pedigreed and valuable; horses, cows and calves, with their veins containing the blood of animal blood, to and from race meetings and exhibitions; silks and other costly materials from the Orient; gold and silver bullion and precious stones; silk gloves and other manufactured articles from Canadian mills to Australia and other countries; and plants, flowers and shrubs grown in Canada, some of them consigned to Wenley and other exhibition overseas.
The increase of an express package are limited only by the dimensions of the door of the express car through which it must go to be carried. Sometimes the packages are so small as to require an attached car to provide room for address; at other times they are large enough to tax the strength of several men to load them.
But whether small or large, of intrinsic value or articles of merchandise, it is very seldom that anything happens to prevent their safe and speedy delivery in good condition and to the satisfaction of both shipper and consignee.
In the case of canaries, poultry and similar live stock shipments, the birds or animals are given careful attention from the moment they are turned over to the Express Company until they are delivered to the consignee.
Wherever such action may be necessary, the birds or animals are unloaded from the express car and the cages or boxes are cleaned and disinfected. Water and food is given as required and if the journey should be long enough to justify such action, the birds or animals are exercised in order to keep them in condition.
An instance of the value to shippers of such careful treatment is shown by the shipment some two years ago of a consignment of Canadian poultry to an international exhibition at Barcelona. These birds were so well looked after during their journey overseas that they were able to capture the highest honors of the show, and the loss of Canada, birds exhibited there was largely responsible for Canada being chosen as the place of holding the next meeting, which is to take place in Ottawa shortly.
Silver bullion from Cobalt to Shanghai moves via Canadian National Express as also have shipments of gold bullion moving from New York to Ottawa and London to Ottawa; the former for the mint and the latter for use in Oriental lands for the latter in payment of debts, silks from the Orient, consigned to firms in Canada or the United States are frequently handled through the large

DANISH MARKET FOR MISCELLANEOUS MANUFACTURED GOODS

Canadian manufacturers are not neglecting opportunities for trade with Denmark, but openings are very restricted for the sale of miscellaneous manufactured goods produced in Canada, writes Trade Commissioner L. D. Wilgress, Hamburg, in the forthcoming issue of the Commercial Intelligence Journal. Apart from the manufactured goods now being shipped, such as agricultural machinery and implements, garden tools, motor cars, tires, rubber footwear, leather, iron tubes, brass valves, and razors, the best openings for the extension of Canadian trade with Denmark to other lines of goods would appear to be in various kinds of tools, such as spades and shovels, axes, hammers, etc., and possibly also in writing paper, stationery, and books. There is a fairly considerable textile industry in Denmark, which supplies domestic requirements for most of the medium classes of goods, but at the same time there is a heavy importation of the finer textiles from Great Britain and of coarser textiles from other European countries. The United States supplies underwear. Practically the entire textile trade of Denmark is in artificial silk socks and stockings, cotton and woolen and silk underwear, and cotton duck.
Danish sources of supply for forest products are almost entirely exhausted on all sides as an immediate remedy for the depressed conditions in New Zealand writes Trade Commissioner C. M. Croft, Auckland, in the forthcoming issue of the Commercial Intelligence Journal. For the twelve months ended June 30 this year the imports showed advance over those for the corresponding period of last year, while the exports decreased considerably. The value of the exports for the year ended June was about \$6,000,000 pounds as compared with \$7,000,000 for the previous year. The value of imports, on the other hand, increased from \$1,000,000 pounds to \$2,000,000, leaving a balance of imports over exports of about \$1,000,000. The trend in New Zealand is to limit imports to those commodities for which there is a real demand. The statistics for the first six months of the present calendar year show that the imports have increased but have rather decreased slightly as compared with the first half of 1925; the exports, however, decreased by a larger amount, although the balance for the first half of this year was over 4,750,000 pounds.

ARGENTINE MARKET FOR APPLES.

Apples are the most important fruit imported into Argentina, and during the last few years they have been arriving in increasing quantities, writes D. Foster, from the office of the Trade Commissioner, Buenos Aires, in the forthcoming issue of the Commercial Intelligence Journal. Canadian exporters of fresh apples should be able to obtain a fair share of the demand. The principal source of supply is the United States, while smaller quantities arrive from Chile and New Zealand. Local apples are on the market from January to April, but do not compare in quality with the imported product, and as yet are not expected to affect importations in their recognized seasons. New Zealand apples arrive here from April to August, and North American apples from August to January. As each of these seasons overlap, however, a large stock on hand of the early arrivals of the following period. The most popular kinds are the Delicious, the McIntosh Red, the Winesap, and the Spitzenburg.

DUTCH MARKET FOR HONEY.

Canada should be able to take advantage of a splendid opportunity to enter the Dutch market for honey, writes Trade Commissioner A. B. Mudimann, Rotterdam, in the forthcoming issue of the Commercial Intelligence Journal. Buckwheat honey is chiefly imported from the United States, but only a small trade is done in clover honey. American buckwheat honey in favour and taste is delicate and of high quality.
Shipments move by fast freight service on passenger train time. One or two large and somewhat unusual shipments which moved recently, however, took the other direction, and consisted of large consignments of silk gloves and hosiery from Sherbrooke, Quebec consigned to Australia.
While not so unusual, the fruit service provided by Canadian National Express is of great importance to the growers of this country. During the season when soft fruits are being marketed, special care with their handling is taken, with a result that places their products on the markets of the larger cities in excellent condition. And then, during the Christmas season, special arrangements are made whereby the express company accepts shipments of Canadian apples, at special rates and guarantees their delivery in time for Christmas. This service has proven a solution of the problem of sending something distinctly Canadian to overseas friends and is being more widely patronized this season than ever before.

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ECONOMIC CONDITIONS IN NEW ZEALAND

The reproduction of purchases abroad as far as possible is being advocated on all sides as an immediate remedy for the depressed conditions in New Zealand writes Trade Commissioner C. M. Croft, Auckland, in the forthcoming issue of the Commercial Intelligence Journal. For the twelve months ended June 30 this year the imports showed advance over those for the corresponding period of last year, while the exports decreased considerably. The value of the exports for the year ended June was about \$6,000,000 pounds as compared with \$7,000,000 for the previous year. The value of imports, on the other hand, increased from \$1,000,000 pounds to \$2,000,000, leaving a balance of imports over exports of about \$1,000,000. The trend in New Zealand is to limit imports to those commodities for which there is a real demand. The statistics for the first six months of the present calendar year show that the imports have increased but have rather decreased slightly as compared with the first half of 1925; the exports, however, decreased by a larger amount, although the balance for the first half of this year was over 4,750,000 pounds.

IMPORTANT WINTER WORK.

(By Henry J. Moore.)
It is surprising how much essential work there is to do during winter. So important is it that time cannot be found to perform it when the crops are in full growth and demand the fullest attention. In every garden a system which will contribute to neatness should be adopted. Certain requisites must be made or purchased if neatness is to be maintained and all greatest perfection. As an aid to correct naming and propagation of garden subjects, other requisites must be provided.
Stakes will be required for many flowering plants, including Dahlias, Roses, Delphiniums and perhaps some flowers as Carnations, also supports for Paenulae. Labels and boxes must be made or repaired. They cannot be dispensed with.
Screens for soil, Layering pins for Carnations, handles for garden tools may be required. Garden frames to be made, repaired or painted.
Flower pots to be washed. These are other important things should not be neglected at this time.
For the different kinds of garden plants different sized stakes will be required. For Dahlias, stakes 1 1/2" by 1 1/2", Rose, 3/4" by 3/4"; Tomatoes 1" by 1", and of any suitable length.
For Carnations wire stakes with a coil at the top are best, these may be made in length. For the Paenula either wire or wooden hoops supported on legs of the same material will do.
Layering pins for Carnations, Black Currants, and Raspberries, and large stakes for use in the garden, should be made of galvanized aluminum or copper wire, none of these being suitable.
Stakes of wood should always be smoothed and be painted green with the exception of about a foot at the lower end, which should be dipped in creosote or other preservative. So treated, the stakes, if made of pine, should last many years.
Of garden ladders there are certain standard sizes. These may be made of any soft wood; pine, however, is good, as when smoothed a good writing surface is produced, especially when painted white as it should be. The four-inch ladder for seed pans is the smallest made, the 12 inch the largest. From the five-inch to the eight-inch, inclusive, the ladders are chiefly used for potting. The remaining large sizes are adapted for use in the flower or vegetable garden.
Screens of various sizes are useful articles. Without these it is impossible to properly prepare the soil for potting and seed-sowing purposes. The frame should be about four inches deep, and the screen be of heavy galvanized material. For the sifting of the coarsest grades of soil, chicken netting of the desired mesh will do. Good sizes are one-inch, half-inch and quarter-inch, and for sifting soil for seeds the galvanized fly screen as is used on screen doors is splendid.

LIGHT FED SOWS HAVE STRONGEST LITTERS.

Nine brood sows were experimented with at Napier, N.S., in heavy and light grain feeding during last winter. Three were fed a heavy grain ration outside three a light grain ration outside, and three a light grain ration inside. The outside sows had sleeping quarters in portable hog cabins and the inside sows in the main piggery. The heavy-fed sows received eight pounds of grain per day for two months after weaning, their Fall litters then seven pounds per day until farrowing in the Spring. The light-fed sows received six pounds per day for the entire period until Spring farrowing. All sows fed during winter during the Winter as green feed. The heavy-fed sows outside farrowed 35, of which 15 were raised; the light-fed sows, we are two inches taller



Here is a recent studio portrait of Lady Thompson, wife of Sir Thomas Thompson, directly related to the famous poet laureate, Lord Alfred Tennyson, whose spiritual beauty in profile now gives her an amazing likeness to Rossetti's famous "Joan of Arc." She was Miss Millicent Tennyson D'Erdout before her marriage.

that was used to be. This, of course, was bound to happen. So much was clear to anybody who had pondered on the adaptability of Nature, to anybody who had ever heard, for example, that when the First Atlantic cable was laid Nature promptly invented a new kind of sea beast that could eat it. For in full century women have been living in a man-made world, and it is but in the inevitable course of evolution by desire (Darwin's off-hand sort of evolution is very dowdy now-adays) that feminine legs and arms have lengthened out to fit their surroundings. In the ancient world women had things made to fit them—sphyng wheels, nursing chairs, milking stools, baking troughs, and embroidery frames. Even the size of looms was limited by the range of a woman's arm, and looms, so cloth, and if cloth, so the very design of garments—which designs persist in peasant costumes to this day. But with the age of steam and iron men began to build excitedly a public world of their own size, and later on women had to come out and live in it. A railway train may have a ladies' only compartment but never ladies' only sized seats. Telephones and witness boxes, airplanes, and taxicabs (think of the delightful small size of a Sedan chair) are man size. So are restaurant tables and chairs, knives and forks. The only attempt to make anything in a restaurant woman-size was the introduction, in certain cheaper grades of that romantic Byronian affair called a "lady's portion" of food. There is no report that Frenchwomen are growing taller, and this surely must be because French writers have the humanity to rush with footstools when any five-foot-one diner sits at their tables. English and American men, having for so long callously left their women folk dangling, must now endeavor the result with fortitude.

CHARLOTTE BRONTE AGAIN.

She found in her Brussels teacher, not a man whom she fell in love with, but a man whom she might have loved. But though her heart was hot with the dream, she came back to the stifling cares and burdens of Harrogate, and in all points anxiously fulfilled her duty as a clergyman's daughter. She demure, reserved, punctilious, all this she was to her neighbors, and nothing beyond. But when we read her books, we see that her dream life was utterly different. Her heroines are all of them, to use Rousseau's phrase, "children of Melchizedek." They were orphans, free to make their own course, free to work and to find, and if that may be, the glory of love. When love comes they have no tyrannical relatives to consult; the world has no claims upon them. For Charlotte Bronte the ideal life was that of a man and a woman who chose each other from all the world, and were sufficient to one another, fearing no man's frown, asking no man's favour. She did not despise the adornments of existence, but the heart of life was love. When we consider the chains which held her fast to duty through her darkened and anxious years, with the perfect freedom which she allowed to the children of her imagination, we cannot but feel that in many ways Charlotte Bronte's life was a true tragedy.—W. Robertson Nicoll—"People and Books" (Hodder & Stoughton).

ARE WOMEN GROWING?

There comes another piece of evidence in support of Oscar Wilde's theory that nature always copies, are writes Edith Shackleton in the London Standard. A Californian professor (they seem to have time for anything in California) has been measuring lots and lots of young women, and declares that generally which 15 were raised; the light-fed speaking, we are two inches taller than we used to be. This, of course, was bound to happen. So much was clear to anybody who had pondered on the adaptability of Nature, to anybody who had ever heard, for example, that when the First Atlantic cable was laid Nature promptly invented a new kind of sea beast that could eat it. For in full century women have been living in a man-made world, and it is but in the inevitable course of evolution by desire (Darwin's off-hand sort of evolution is very dowdy now-adays) that feminine legs and arms have lengthened out to fit their surroundings. In the ancient world women had things made to fit them—sphyng wheels, nursing chairs, milking stools, baking troughs, and embroidery frames. Even the size of looms was limited by the range of a woman's arm, and looms, so cloth, and if cloth, so the very design of garments—which designs persist in peasant costumes to this day. But with the age of steam and iron men began to build excitedly a public world of their own size, and later on women had to come out and live in it. A railway train may have a ladies' only compartment but never ladies' only sized seats. Telephones and witness boxes, airplanes, and taxicabs (think of the delightful small size of a Sedan chair) are man size. So are restaurant tables and chairs, knives and forks. The only attempt to make anything in a restaurant woman-size was the introduction, in certain cheaper grades of that romantic Byronian affair called a "lady's portion" of food. There is no report that Frenchwomen are growing taller, and this surely must be because French writers have the humanity to rush with footstools when any five-foot-one diner sits at their tables. English and American men, having for so long callously left their women folk dangling, must now endeavor the result with fortitude.

Seven hundred and fifty thousand dollars in gold is buried annually in the mountains of dead persons in Austria alone, said the Vice President of the Ansthan Dental Association. He estimates that \$100,000,000 to \$150,000,000 are lost to the world each year by similar burials.