

BLINDNESS THREATENS

EMINENT U. S. NOVELIST

Booth Tarkington Paying Penalty for Years of Strain. Wrote With Pencil.

NEW YORK, Nov. 4.—Booth Tarkington is threatened with the loss of his sight.

Often called America's most representative man of letters, he is undergoing treatment by his friend and physician, Dr. John Ray Newcomb, Indianapolis eye specialist.

And against this physician's orders, he is working furiously against time, trying to finish several works already begun, before blindness can catch up with him.

Members of the firm of Doubleday, Page and Company, Mr. Tarkington's publishers, do not know his present whereabouts.

Having suffered from eye troubles for twenty years, Mr. Tarkington is now threatened with the loss of one eye, it was learned.

The difficulties with his sight date back to college days, when, at Princeton, Tarkington formed the Balbacca habit of writing every night until dawn, using up one lead pencil after another.

In spite of the strain on his eyes Tarkington has steadily refused to use a typewriter or dictate to a stenographer.

Method of Work. Tarkington revealed his own method of work in a letter to a friend: "I live in bath robes. I have a pencil machine and sharpen about three dozen pencils every night; write on a draftsman's drawing board, tilted, a card table at my elbow."

Frank Doubleday, president of Doubleday, Page and Company, could not be reached to-night, and Russell Doubleday was out of town, Nelson Doubleday, vice-president, said over the telephone from his home in Oyster Bay.

"I know Mr. Tarkington had a little trouble with one eye. He caught cold in it and he has been undergoing treatment for that. "It may be that he is going blind, I don't know; but I sincerely hope the report is untrue. I know he has been working very hard and correcting proofs, which does not seem as though his sight were impaired. He may be in Kennebunkport, though it is a little late for that."

Tarkington has won almost all the public honors possible to a man of letters. His novels include the famous "The Gentleman From Indiana," "The Turmoil," "The Middleman," and "Genteel Julia."



Hon. James G. Gardiner, premier of Saskatchewan, a distinguished visitor in eastern Canada.

Horses Purchased In Canada For Cavalry Purposes, He Claims

MONTREAL, Nov. 4.—Horses purchased in Canada by the Union of Socialist Soviet Republics were not bought for farm work, but for cavalry purposes, in the opinion of Duke Dimitri of Leuchtenstein, a colonel of Russia, Germany, and France, who was interviewed prior to his departure today for England on the Montclair.

The Duke is strongly of the opinion that Bolshevist Russia is preparing for war. The Government, he said, has the best secret service organization in existence. Some months ago, four bolshevik agents, he said, arrived in Winnipeg with the avowed intention of settling in the Canadian west. These men were interested in the purchase of 25,000 Canadian horses, which were to be shipped to Russia for cavalry purposes, so many animals having been killed during the many revolutions and civil wars.

Revenue From Liquor Stores Estimated At \$4,500,000

TORONTO, Ont., Nov. 4.—Net revenue from the Ontario Government liquor stores in the five months of their operation so far, may total \$4,500,000 or a million dollars in excess of the estimated total, the Toronto Star says today.

Want Tariff On Onions Raised

WASHINGTON, Nov. 4.—President Coolidge was asked today by Senator Sherman, of Colorado to raise the tariff on onions by fifty percent. The greatest raise allowed under the law, The Senator, who forwarded to the White House a telegram from the Uncompagnore Valley water users association of Montrose Colo., urged the increase.

P. E. I. Hooked Rugs On Exhibition

SPRINGFIELD, Mass., October 31.—Hooked rugs made by women of the Maritime Provinces have been on exhibition at the Artists' Guild here and have attracted much attention. The rugs were collected during the last five summers by Misses Gertrude E. and Ursula K. Toomey from fishing villages of Nova Scotia, Cape Breton, and Prince Edward Island.

The rug which won first prize at the Canadian Exhibition at Toronto three years ago is among those displayed. It has a lovely raised wreath of autumn leaves around the border, but it took first prize not alone because of its beauty, but because of the excellent workmanship of the center.

There are many rugs with the United Kingdom pattern, consisting of the English rose, the Scottish Thistle, the Irish Shamrock, and the Canadian Maple Leaf, intertwined in gay border patterns. These rugs are made beside the fireside in the winter evenings in the snug, weather-beaten homes in the fishing villages. Into these rugs the women weave pictures of their daily life, their surroundings and their tragedies.

One woman always weaves a ship into her rugs, often with a wreath of forget-me-nots about its border. In memory of her son who was lost at sea when a young man. There are several rugs picturing village scenes, with the little white church, the little red schoolhouse and the deacon's house, a flower bed before it, few of the rugs have pictures of the homes of the weavers.

One particularly interesting rug shows the weaver's children on a bridge near their home watching for their father's fishing schooner which is seen just lifting against the horizon. It is so finely wrought that the woman's fingers were raw from the constant handling of the course hemp yarn.

There is also a rug in the exhibition made by a Miemac Indian woman who was 102 years old and who lived in the Bear River country, one of the oldest trading posts in Canada. The collection also contains a lovely old rug of the "inch pattern" which is more than 100 years old and which came from the study of the president of a college at Wolfville.

KING EDWARD MADE CHANGES TO ENLIVEN BRITISH SOCIETY

Second Volume Of "The Life" Of The Monarch Brings Out Many Sidelights On His Friendships And Preferences.

LONDON, Nov. 4.—Although the Canadian Press has already furnished somewhat copious extracts from the second volume of "The Life of King Edward," by Sir Sidney Lee and published by Macmillan, a few further details there, in recorded of more personal matters concerning the late Sovereign may be of interest. One matter immediately after his Accession which demanded all the King's tact combined with his authority related to the future of Osborne House, Isle of Wight, which was always Queen Victoria's favorite residence and where she breathed her last.

Queen Victoria had often expressed a desire that both Balmoral and Osborne should remain an appanage of the British Crown. In regard to Balmoral King Edward had no hesitation in complying, but Osborne House was quite different.

Even if King Edward could have appreciated the unimaginative dullness of mid-Victorian aristocracy, neither he nor Queen Alexandra had any desire to add a fifth royal residence to the already overburdened royal exchequer. With Buckingham Palace and Windsor Castle as their State residences, and Balmoral and Sandringham as their private homes, they felt that Osborne would be a luxury not lightly to be borne.

King Edward eventually assigned Osborne as a training place for naval cadets, and also as a convalescent home for officers home from foreign service. "Meanwhile King Edward had to cope with a severe reprobation made by his sisters, who called his attention to the vehemence to the disregard of his mother's wishes as conveyed by her last will. The King was not prepared for this opposition, but it required all his tact, with some use of Kingly authority, to appease it and to justify the changes."

It may here be remarked that amidst all the changes which Osborne House has suffered, the rooms occupied by Queen Victoria, especially the room in which she died are to this day maintained as in her lifetime, and visitors are never admitted to them.

There is much of interest in the work concerning King Edward's friendships. While the majority of the officers of the King's household were distinguished soldiers who had seen service abroad the Court could not be regarded as military in tone. It is no surprise to those who remember vividly the Edwardian era to find that the author makes special mention of the late King's friendship for the Marquis de Soveral, Portuguese Minister to Great Britain. Wherever Edward went there went also the Marquis, who, as the author justly says, had great social and diplomatic gifts.

His unique position as the most popular man in London had been gained by a singular charm of manner and a tact equal to that of the King himself. Sir Sidney Lee remarks that after the Portuguese Revolution of 1908 and the King's death in 1910 Soveral preferred impoverishment and the comparative obscurity it entailed rather than to enrich himself by writing his memoirs.

Perhaps the King's greatest friend, though, according to this "Life," was Sir Ernest Cassel, the famous financier. King Edward showed his first public proof of this friendship by attending the wedding of Cassel's only daughter to Col. the Rt. Hon. Wilfred Ashley. Cassel practically controlled the King's investments and saw to it that they were not mismanaged. The author's remarks upon the dissimilarity between these two friends of the King—Soveral, polished, urbane, strict and diplomatically; Cassel blunt, naive and cordially disliked in some quarters. The King's inner circle also included three of the Sassoon brothers—a Jewish family of mixed descent. "There was some criticism at the time of the prominence in the King's circle of his Jewish friends, but they were more than balanced by friends of British aristocratic descent, among whom were the eighth Duke and Duchess of Devonshire, Lord Redesdale, Lord Carrington, and the three most brilliant shots in the country—the Hon. Evan Charteris, Lord de Grey, and the Hon. Harry Stonor."

Amongst the ladies who were admitted to the inner circle of the Court there are mentioned the Hon. Mrs. George Keppel—"of Juneteque stature, extremely stately, with regular features and a lovely smile"—Lady Paget, Mrs. Greville, Consuelo Duchess of Marlborough, Lady Londonderry, Mrs. Arthur Sassoon, Mrs. Willie James, and the acknowledged beauties, Lady Troubridge, Lady Londale, and Mrs. Cornwallis West. "King Edward was one of the most faithful and loyal friends, and although he had now passed the season when he could be nicknamed 'Prince Hal' he remained a chivalrous admirer of bright and witty feminine society."

It is related how Buckingham Palace during the Victorian epoch had degenerated into such dinginess that King Edward had humorously christened it "The Sepulchre." The work of rendering it suitable for the new monarch and his consort took more than a year, and King Edward and Queen Alexandra then removed there from Marlborough House, which had been their London residence for more than 40 years.

Only those with pretty long memories remember the "Drawing Rooms" of Queen Victoria, which were her only method of receiving ceremoniously and collectively high-born and otherwise great personages. These were exchanged for bright evening "Courts," which dazzled by their splendor.

King Edward's predilection in evening recreation "after performing various duties some of which were ungenial to him" was towards the theatre, "but most welcome were the small dinner parties, of selected friends, followed by a game of bridge." The author relates how, after Edward's accession "there was an end of that aloofness from the political and social leaders of the nation which the widowed Queen had observed so religiously. The changes that the King thus initiated were quickly followed by the leaders of fashion, and throughout the length and breadth of the country there began that rapid evolution from the dullness and decorum of the Victorian era to the more social brightness of the Edwardian era."

The only reference to the present Prince of Wales of any moment is connected with the visit of the Tsar and his family to England in 1909. "The Emperor was very cheerful and pleasant, but the Empress was nervous and sad. The unfortunate little Tsarevitch was with them, a thoroughly jolly little boy, who however would not play with King Edward when he made advances. The Tsar's children played on the beach at Osborne and bought postcards. A great deal of friendly and amused good feeling was also aroused by the visit of the Imperial party to Osborne, the Tsar's children were shown over the Naval College by Prince Edward of Wales. The Prince was then a cadet at Osborne."

Several Deaths Result From 60-Mile Gale

LONDON, Nov. 4.—A sixty-mile gale swept Ireland and part of England today. Several deaths and injuries resulted. Property, telegraph and telephone lines over a wide spread area were damaged. A 100 foot chimney at a Bradford mill was blown down. The 200 workers in the factory were not hurt. A huge crane was also blown over. An unfinished building in Southampton Row, London, crashed to the ground smashing shop fronts. The wreckage was strewn across the street thirty feet high in some places. No one was hurt.

Seas ran high along the southern and western coasts. Places were flooded and small craft were wrecked. The Spanish tanker Artus was in distress off Portland Bill, with other ships standing by.



All Akber Kiachik, commercial attaché of the Persian legation at Washington, a visitor to Canada in the interests of Persian trade.

Says Revolution Made Defeat Of Germany Possible

NEW YORK, Nov. 4.—A statement that the Russian revolution made the defeat of Hohenzollern Germany possible is made by Alexander F. Kerensky, Premier of the Government which came into being after the downfall of the Czar, in his book, "The Catastrophe, published today.

"I am quite convinced that the revolution alone kept the Russian army at the front until the autumn of 1917," Kerensky says. "That it alone made it possible for the United States to come into the war that the revolution alone made the defeat of Hohenzollern Germany possible."

In describing the efforts of the provisional government to restore the front in 1917, Kerensky denies that the revolution destroyed the authority of the officers and caused discord in the army. He said the authorities of the commanding body was killed long before the revolution, even before the war, by the whole system of army administration.

U. S. Newsprint Firms Moving Their Plants To Canada

TORONTO, Nov. 4.—"Canada has the world by the tail in so far as the newsprint industry is concerned," said A. R. Graustein, president of the International Pulp and Paper Company, who is in Toronto today. Fear of foreign competition in the field was groundless, he thought. Newsprint production in the United States was decreasing and the most important of American firms were moving their plants north of the border.

Airships For Canada Ready In 1928

LONDON, Nov. 4.—Air Vice-Marshal Sir Sefton Brancker, announced today that two dirigibles capable of carrying 100 persons each would be completed next summer.

Their first use, he said, would be in a Canadian experimental service by way of Bathurst on the west coast of Africa and the Azores so as to gain the aid of the trade winds.

An experimental airship route is being organized between England and India.

Australia In Great Peril

MELBOURNE, Nov. 4.—Sir Henry Cowan, Conservative member of the British House of Commons for North Islington, in a speech here last night on subject of migration, said that undoubtedly Australia was in great peril from incursions by people from the congested countries nearest to her. Australia, he said, should populate her vast spaces with men and women of the British race, but Australia was not helping to bring out these people. It would be unreasonable to ask Great Britain to pick men for her, he said.

Lost Island That Rises From Sea

LONDON, Nov. 4.—Falcon Island is still bobbing up and down in the South Pacific having recently reappeared.

This island has a remarkable reputation among mappers for playing hide-and-seek. It was first seen in 1885, and its cliffs were then reported to be 150 feet high.

The island was put on the map, but soon afterwards it bobbed below the waves again. It was lost for several years, but in 1888 there was another eruption, and it came up out of the ocean piping hot. Once more it vanished; then in 1900 it was discovered by the British naval authorities about six feet high.

Falcon Island has since continued its vanishing tricks, but this time it appears to have made a determined effort to be observed, for it is reported as being in its right position, 45 miles north of Nukualofa in the Tongatabu group, and its size is considerable.

A survey makes it 1,730 yards long lying north and south, and 1,430 yards broad east and west. It is estimated that the sides of the island are over 300 feet high, sloping up gradually to the edge of the crater.

FINGER-PRINTS SENT BY WIRE NOWADAYS

Criminal Identification Bureau at Ottawa Source of Speedy Information.

(Canadian Press) OTTAWA, Nov. 2.—The transmission of finger-prints by telegraph has recently taken the place of the old-time communication by mail, with the result that finger-prints can be wired by the Criminal Identification Bureau of the Royal Canadian Mounted Police at Ottawa to the most distant point in the Dominion instead of being sent by the former slow method through the post office. The problem of speed in the matter of sending finger-prints has been solved by Inspector Edward Foster, chief of the bureau.

At the convention of Canadian police chiefs in Vancouver some time ago, Inspector Foster demonstrated that the forwarding of finger-prints over long distances was a matter merely of time. The demonstration was regarded as satisfactory. Previous attempts at telegraphic communication of finger-prints had failed hence the gathering of chiefs headed with pleasure Inspector Foster's definite telegraphic code, which was based on the scientific reading of prints. The result has been that for some months the system has been in actual use, and has proved of great value to the police authorities in various parts of Canada.

The following is a description of finger-prints sent by telegraph from the Criminal Identification Bureau to Vancouver recently: "Right hand, ulnar six, ulnar eleven, ulnar six, whorl outer, ulnar thirteen; left hand, arch, ulnar one, ulnar seven, whorl inner, ulnar fourteen."

To the layman this code does not mean anything but to anyone of the ten finger-print experts in the Ottawa Bureau it is as clear as the finger-prints themselves and can be interpreted just as accurately. In the example here quoted the telegram informed the chief of police of Vancouver that the bureau had no records under the finger-print classification given by the chief as quoted. This meant that some one in Vancouver who was charged with a crime had never been convicted of an indictable offence in this country and this would react in favor of the accused when he came to trial.

The Canadian Criminal Identification Bureau operates quietly and, as already intimated, is invaluable to the police authorities throughout the Dominion. Even habitual offenders against the law do not know how their unsavory records pop up so quickly after they have been gathered in the files. This class of undesirable uses names and discards them just as occasion seems to arise to use or discard them, but the bureau pays little or no attention to names in the cases of accused persons—the depend on the finger-prints for identification.

In the file rooms of the bureau there were 171,450 records of criminals on a recent date, each of these being available for reference at a minute's notice, and subject only to one call, the finger-print. In the first nine months of this year there were 156 identifications of criminals made for the Ottawa police by the finger-print experts. The charges against these included theft, false pretences, housebreaking, forgery, arson and gambling.

Successful Cruise In Canadian Arctic

(Canadian Press) OTTAWA, Ont., Nov. 4.—Canada's 1927 patrol of the Canadian Arctic has been a marked success. Carried out under most unusual ice and weather conditions—such as the coldest Arctic navigators now in service have seldom experienced—the cruise was completed within the schedule time of 51 days. At Lake Harbour, on Baffin Island, a new post was also established.

Continuous fogs, coupled with the prevalence of easterly winds and gales instead of northwest winds usual in the summer, made navigation of the official party's ship, the S. S. Boethic—extremely difficult. In the patrol of the Arctic waters north of the magnetic pole this condition was especially true. Here the navigators had to find their way by judgment, born of experience. Here, too, the easterly winds packed the ice in dense masses along the east coast and in the bays and inlets which precluded the drifting of the vessel towards the middle of Davis Strait.

Yet combating the elements successfully the Boethic slowly ploughed her way into the Port of Godhavn, Greenland, on the afternoon of July 23. There the official party was received by Governor Rosendahl of Greenland and Mrs. Rosendahl. Many Greenlanders took advantage of the occasion to visit the ship, where moving pictures of previous expeditions and of Canadian scenes were shown.

Practically all the islands in the Canadian Arctic archipelago were visited and posts were established. The only part of the program which could not be completed was the proposed visit to the Canadian Government cache on Melville Island. Abandonment of this call was necessitated owing to the complete closing of Barrow Strait by ice.

Eskimos at the posts and villages visited were in good health. Hunting in walrus, had been good in the year since the previous inspection and the natives were generally well supplied with food and clothing.

Dundas Harbour, on Devon Island, was visited on July 27. In addition to the usual supplies, materials were left at this port to enable a detachment of the Royal Canadian Mounted Police to complete repairs to post buildings which had been unroofed about a month previously in one of the worst storms ever known in the region.

Passing on to Craig Harbour, on the southeast shore of Ellesmere Island, it was found that ice blocked the way. Moving up northward into Smith Sound, Etah, on the Greenland coast, was first touched, and then a dash—the most anxious piece of the voyage—was made across the sound to Bache Peninsula. The sea was crowded back into the fiords and inlets owing to heavy east winds but eventually the post at Bache Peninsula was reached in safety.

Landing her supplies speedily the "Boethic" under steam, headed for Rice Strait, which connects Buchanan Bay with Smith Sound. Continuing her cruise by way of Craig Harbour the ship's head was finally turned to the east, and after touching at Port Peppard and Arctic Bay she proceeded to Pond Inlet. A call was then made at Clyde Inlet and then the course of the Boethic was directed to Lake Harbour, on the south shore of Baffin Island, where the new post was established. Three days were spent at Lake Harbour and the vessel, calling at Port Burwell, completed her voyage by returning to North Sydney, N. S.

C. N. R. Architects Now In Halifax

(Special to the Guardian.) HALIFAX, Nov. 4.—Mr. Walter Pratt, general manager of the hotel system of the Canadian National Railways, arrived in Halifax last night on the Ocean Limited from Montreal to complete the details in connection with the building of the combined station and hotel, which the company is erecting immediately.

Mr. Pratt is accompanied by Mr. John Schofield, Architect for the Canadian National system, and Mr. John S. Archibald, prominent architect of Montreal, immediate past president of the royal architectural institute of Canada. Mr. Archibald and Mr. Schofield are associated in the design and construction of the Chateau Laurier extension at Ottawa. Mr. Schofield is the designer of Jasper Park Lodge, Minak Lodge and Pictou Lodge, three of the most unique and outstanding summer hotels in Canada.

These two architects will be associated in the construction of the combined station and hotel here, although Mr. Pratt was reluctant to discuss the details of the plan considering the time inopportune, as the visit may result in changing some of these details. He stated in an interview on his arrival that both the station and hotel would be of a character to impress the newcomer to Canada and the visitor to Halifax and in every sense be a fitting portal to the Dominion.

The hotel, he said, will have in the neighborhood of two hundred rooms but the foundations and superstructure will be built with the thought of adding further accommodation as circumstances require. In addition, to the sleeping rooms provision has also been made for dining rooms, public and private, and ballrooms which will enable the citizens of Halifax to hold public and private functions and to attract conventions to the city. In the construction of both the station and hotel, Mr. Pratt stated materials and labor from within the Maritime Provinces would be employed to the largest possible extent.

TOOTLER SURPRISES LONDON MOTORISTS

Pedestrian's Queer Device Secures Safety In Midst Of Congested Traffic

LONDON, Nov. 4.—The "tootler" is a bright idea of a Southampton man who recently asserted the rights of the pedestrian by having a motor-horn attached to his walking stick and tooting it when he wished to cross the street.

A Londoner was fascinated with the idea and tried the experiment here. He relates his experiences as follows: "All pioneers are misunderstood. I carefully selected an efficient motor-horn. It was a terror for its size. I clamped it on to my walking-stick, and as I walked I honked and walked sedately across—to the blank amazement of the policeman on traffic duty and the apologetic speechlessness of a bus driver."

"My first crossing was Gray's Inn-road at Holborn Bars. There was a steady stream of traffic. I honked and walked sedately across—to the blank amazement of the policeman on traffic duty and the apologetic speechlessness of a bus driver."

"At the Kingsway traffic jam, I got behind the policeman as he blocked the stream of traffic. Honk, honk, honk. The policeman turned and glared at the coal-lorry behind me. 'Got a date?' he asked the unwitting driver. Then he spotted the horn. All right, sir, he grinned and, stopping the crossing traffic, waved me on. The pedestrian was two up."

"By the time I got as far as Tottenham Court-road, I had entered fully into the spirit of the thing. I was the Complete Pedestrian, the Apostle of the Rights of the Pedestrian. I honked my defiance to the world at large."

"I shook off a following trail of messenger boys by jumping on a bus that took me to Piccadilly. This is the circus where pedestrians are put through their paces and taught to 'jump to it.' That's all wrong, and as I stood and watched the traffic rushing past oblivious to my querulous honking, I fretted and fumed. I stretched out an inquiring toe and drew it back hurriedly, as a taxi flashed past in a cloud of black language from the driver. Something must be done. I took out a red handkerchief, tied it to my stick, honked, and waved my flag. The torrent was stemmed. The buses drew up out of sheer amazement. I waved on the crowd that was patiently waiting, and like the first crossing the Red Sea, ushered my band of pilgrims across the road. I walked down Haymarket. There was a Rolls-Royce in front, cruising along with dignity and I honked impatiently. A heavy furred glove reached out and waved me on. I trotted alongside and passed on. Crossing Pall Mall I demanded precedence over a furniture-moving van. The driver laughed. He made derisive remarks and showed no disposition to accede to my demand. By this time the crowd was becoming uncomfortably facetious at my expense, so I caught a taxi and called it a day for the tootler."

Woman Survivor Of Indian Mutiny

(British United Press) LONDON, Nov. 4.—The cries of soldiers' wives and daughters at the top of Fort Lahore during the Indian Mutiny when they looked out and saw, through a cloud of dust, the mutineers advancing, is the most vivid memory that flashes through the mind of Mrs. R. Sumner, of Brixton, who claims to be the only woman now surviving who went through the mutiny with the 14th Light Dragoons.

Mrs. Sumner, who is ninety-five years old, was born in India and still proudly calls herself "The Daughter of the Regiment."

Once a year she attends the ball at Tidworth given by the 14th Hussars, as her regiment is now called, and everyone gives her a great reception. She sometimes attends regimental dinners, when she is hailed as the "Grandmother of the Regiment."

TWO CAVE-BROWNE CAVES IN THE ROYAL AIR FORCE

LONDON, Nov. 4.—There are two Cave-Browne-Caves in the Royal Air Force. They are brothers, and confusion is quite easy, so the Service has solved the problem in its own way. One of these Cave-Browne-Caves is "Mark I," and the other "Mark II." It is the latter—his full title is Group-Captain H. M. Cave-Browne-Cave—who is in command of the four flying battle-ships which left Plymouth on Oct. 17 on a 25,000-mile cruise to Singapore and around the Australian continent.

NEW POPULAR SONG BY FAMOUS WRITER

LONDON, Nov. 4.—Fred E. Weatherly, K. C., the world's most famous song writer who has more than 1,600 published songs to his credit, has sent the "Daily Express" a new song which he has written on the eve of his seventy-ninth birthday.

Among the songs which have made Mr. Weatherly's name known to millions of concertgoers all over the world are "The Midshipmite," "The Old Brigade," "Friend of Mine," "Up from Somerset," and "Roses of Picardy."

Mr. Weatherly's new song runs as follows:

GLORY BE TO ENGLAND! Come rally up for England, and sing a song with me, A song of all that England is, and all she yet will be! A song that makes our pulses beat, and keeps us proud and strong, "Glory be to England—the land where we belong!"

Oh, sing it, sons of England, wherever you may sail, The great Sea-Mother loves you and will not change or fail; Her heart for you is beating; her arms are safe and strong, "Glory be to England—the land where we belong!"

Then sing the pride of England, that leads us like a star, That lifts and leads us upward and makes us what we are; And that shall be our blessing, and that shall be our song— "Glory be to England—the land where we belong."

has yet been planned, for the crews will practically live in the air for a year, and the machines are so equipped that it will be possible to sleep on board in comfort and to cook meals.



Few cases have stirred so much interest among Indians as the one recently tried in Montreal in which the charge of obtaining money wrongfully to prosecute claims of Indians for lands involving millions of dollars failed. This picture shows people connected with the case. Orrin J. Kellogg, Mrs. Laura Cornelius Kellogg, Chief W. K. Cornelius and George Thomas.