LESSONS FROM CHINA.

New" Things Which Have Been Pra-

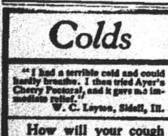
From Which Have Bean Prace Wood There For Conturies. From What has been learned about Chins is recens years the conclusion lies apperment that while Chinese en-gineering has proceeded quite success-fully along static lines, it has rested for conturies without such and the sector of contories without much progress in all that involves motion. Thus, while their ad structures are notable and frequent by beautiful, their machines for doing work and moving people and goods are rudely primitive. The curious Chinese wheelbarrow is a still. rudely primitive. The curious Chinese whielbarrow is still a most important factor in fand transportation, but what in the United States, for example, is con-sidered very modern "cage construction" for buildings, has been practiced by the Chinese for centuries, and is found all over China. This is one of many inter-enting observations made by Mr. Will-iam Barclay Parsons during a railroad survey in 1895, and recorded in his re-cent book entitled "An American Engi-neer in China." Another example of how the Chinese

neer in China." Another example of how the Chinese have, by centuries, anticipated some of our modern inventions, is afforded by the system of dividing up the hull of a boot by bulkheads as a protection against leakage, this with the Chinese, dating back further than the thirteenth century. The number of commencement in the Chi The number of compartments in the Chi-rass trading vessels depended upon the number of owners in a vessel. Mr. John H. Motrison, in an article in this magathe several years ago, told that in a harge vessel there were sometimes as many as one hundred, each partner ship-ping his goods in his own compartment which he fitted up to suit himself, and which we fitted up to suit himself, and which he fitted up to sur manness, and either went in person or sent one of his family to take charge of his property. There is thus some question whether the Chinese builthead or compartment sys-tem was designed for insuring safety of the vessel, rather than for the conveni-tion of history Cardior Monthly. pers.-Cassler's Monthly.

Queene of England.

The following is a list of the reign-ing Queens of England since the con-quest: a. Mande or Matilda, daughter of Henry L, horn 2102, was the rightful quest: 1. Mande or Matilda, daughter of Henry L, hore 1101, was the rightful heir to the throne, but her claim was set aside in favor of Stephen. She ättempted to gain the throne by arms, was crowned, reigned a short time, but, being defeated by Stephen, yielded her rights, and secured the succession to her son Henry. She married Geoffrey Plantagenet, and thus brought in the Plantagenet dynasty. 2. Lady Jane Grey, daughter of the Duke of Suffolk, referred ten daya, was beheaded in 1551. nged seventeen. 3 Mary, called 'the Moody' daughter of Henry VIII, crowred 1553, married Philip II, of Spain, reigned forke years. 4 Elizabeth daughter of Henry VIII, crowned 1538, ruigned forty-four years. 5 Mary, consott of William III, daughter of Janes IL, reigned fordy, reigned five years. 6 Anne, daughter, of Janes II, crown-ed syaz, anarried George, Prince of Denmark, had thirteen children, all of whom died young, reigned twelve whom died young, reigned twelve years, fa.Victoria, daughter of the Duka of Kest, born May at, 18:0, crowned June 20, 1837, reigned sixty-two years.—Ladies' Home Journal.

Almost exactly half the coal exported from Great Britsin in the last six months went to the four countries-



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t Should Be Approved IKB most other great publi

reforms, the movement in favo. of good roads is ex-periencing many difficulties, promoters many discourageand its ments. Like all other such movements me extent being utilised too, it is to so for private gain, and for the adver ment of commercial comm in one direction or another. All this and more, however, is a neccessary evil to the accompliablent of the great and enduring good which is involved. This great movement should con tinue to receive the active co-operation time to receive the matter to particular and approval of all progressive minds, It has within it the elements of the greatest possible social gains to the people of the entire country. When people of the entire country. When even a measurable degree of the pos-sibilities of the movement are realized, the St. Paul Globe remarks editorinily. it will advance with giant strides in every section of the country antil we have effaced this stigma of barbarisms which attaches to us on account of the

condition of our public roads. The convention of the National Good Roads Association in Buffale will re-suit in directing antional attention to

the movement. It will enlist the con certed efforts of the most thoughtful of its advocates, and will go a long way toward securing the final intervention of the State and local government

In settled communities in the East it is possible for the Western travele here and there to see long stretches of public roads in the distinctively agricultural regions, removed many miles from centres of city population. in as condition as our city streets. And it invariably happens that in such localities as are thus favored the superior degree of comfort and prosper-ity which prevails among the people

makes itself palpably clear. There can be no doubt that the spread of free rural postal delivery will have an encouraging effect upon the good roads movement. Congress should enact such laws as would operate to withhold from the localities whose roads are neglected the privileges of free rural delivery. A pre-mium might thus easily be act by the Federal Government upon the improvement of local roads. If the advantages and disadvantages involved in the administration of local roads could in some such way be brought home to the people of the several iocalities which are well enough popu-lated to entitle them to free postal de-livery, it would not be long until there was a general awakening to the great importance of the movement.

Of course, the great difficulty which will be encountered at the outset is the comparatively great expense of transforming mud cuts, such as most West ern country roads are, into decent thorocyllares. Their maintenance will be comparatively inexpensive. Their establishment will, however, be beyond the immediate resources of many con munities otherwise willing to make the necessary improvements. As the States advance moneys to their several counties, for one or other public use, they should stand ready to do so with rence to the good roads movement. refe The good results coming from the ca tablishment of passable highways would be promptly repaid. With the holding of the Ruffalo con-

rention for good roads it is not un-reasonable to believe that the more-ment will have entered upon a new and highly encouraging phase.

Agitation For Good Reads. Some sage has said that the civilination of a country is shown by its roads. This being true, it is to be hoped that the solution now making head in different parts of the country will not censo until we are well pr vided for in this way as the best of the ancients. Of course our railroade surpass all their facilities for transit, but if our ordinary roads were to be left as long without care as some of the prelimore highways that have been discovered in various parts of the world, they would look like "the roads in Scotland before they were made." But ilsure has already been progress, and the methous of Meendam, whom Scott referred to as the "Colossus of Rosds," are being applied in a modi-Led form in every part of the country that boasts of gravel-pits. Roadbuilding has become a science worthy the stiention of the most skilled en-gineers, and experie are slready abcond in the land. The Province of Outarie has for some years pa setting an example that might be fol-lowed with prost in all our States. lowed with prost in an our strates, 'she government employs an engineer to overnow road-builking and to teach the art to all music/pattien willing to warm. In this souncy the agitation has been loft largely to interested parties, the liferetian and auto-achies internate, but the good work is grow-ay, as shown by the convention re-catly held in Budala-1he Observer, a harper's Weekly.

Geoeraphic fenerance. In spite of all that has been written, it spite of books, magazine articles and sewspaper articles, in spite of lectures, streeptice arbitrary in parts of sectures, fact remains that the bulk of people can the mainland know very little about us. It was only the other day that one of the teachers passing through to Manila commented upon the fact that Houselulu had the appearance of an American town. The reply was, "Why, this is an American town. You are still in the United States." And then she said, "Do you know I always thought that the Hawaiian Islands belonged to Japan." This dameel was going to help to teach the Filipinos geography. It is to be hoped that Asiatic geography is of a somewhat better brand than her commographic views upon the Pacific-Hono huin Star.

201 gest in the World,

Walter Baker & Co., Ltd., Dorches-ter, Mass. are the largest manufactur-ers of cocca and chocolato in the world. They received a go ld meda m the Paris Exposition of last year. This year they have received three gold medals from the Pan-American exposition at Buffalo. Their goods are the standard for purity and excellence.

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Johuny-"huy, er-u'm-m-" Teacher - "Come! Come! Supp

A great big boy were to strike a little a great big boy were to strike a little fellow, what would you call him?" Johnny-"I don't dast to tell yer Ma'an." - Catholic Standard and Times.

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Worth Knowing About.

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The girl who refumes an offer of mar-iage is usually very much surprised when he young man takes her at her word.

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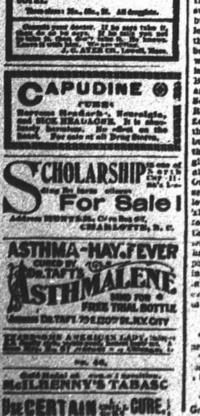
Only three bottles of your Vegetable Compound cured me, I became regular, without any pains, and hardly know when I am sick.

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