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- Pears, 2 lb. tins, reg. 35c each. Special, 3 for .85c
- Peaches, 2 1/2 lb. tins, reg. 45c. Special, 3 for \$1.10
- Peaches, 1 1/2 lb. tins, reg. 25c. Special, 5 for \$1.00
- Loganberries, reg. 35c. Special, 4 for \$1.00
- Red Pitted Plums, reg. 25c. Special, 5 for \$1.00
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STEAM ENGINE BEFORE WATT

Old Story About Inventor Playing With Tea Kettle has no Foundation in Fact

LONDON, May 16.—(By the Canadian Press)—James Watt was not the inventor of the steam engine, according to Prof. Edward Neville de Costa Andrade, professor of physics in the Artillery College, Woolwich, who made this statement in a lecture at the Royal Institution on "Engines." Prof. Andrade said: "It is often stated that James Watt (1736-1819) invented the steam engine, but this is quite untrue. More than 30 years before Watt was born both Savery (Captain Thomas Savery, military engineer) and Newcomen (Thomas Newcomen, English engineer) constructed steam engines which were actually used for pumping."

Prof. Andrade showed a working model of Savery's engine, which sucked up the water into a vessel by the condensation of steam, and then drove the water up from this vessel by the pressure of steam. Newcomen used these principles, he said, but introduced the cylinder and piston. The engine worked by causing a vacuum under the piston, which was driven down by atmospheric pressure.

IMPROVED OLD ENGINE

"The old story," said Professor Andrade, "that Watt was led to invent the steam engine by playing with a tea-kettle has no foundation. What actually happened was that Watt, who was practising as an instrument maker, was asked to repair a model of a Newcomen engine. In investigating the cause which prevented the model working he was led to seek for a better design, and ultimately invented the separate condenser, which was the essential advance that made the steam-engine an economic source of power."

Meat and Butter

- Shamrock Bacon, sliced, per lb. 60c
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- Boiled Ham, sliced, per lb. 60c
- Roast Pork, sliced, per lb. 60c
- Jellied Tongue, sliced, per lb. 60c
- Jellied Veal, sliced, per lb. 40c
- Corned Beef, Frey Bents, sliced, per lb. 40c
- Bologna Sausage, sliced, per lb. 30c
- Pork Sausage, 1's, tall, per tin 40c
- Shamrock Hams, per lb. 35c
- Picnic Hams, per lb. 25c
- E.C.D. and Glendale, 1's, 2 for 95c
- Capitol Butter, 1's, per lb. 45c
- Bulk Butter, 3's, New Zealand \$1.40
- 14's, Capitol Butter \$6.25

Premium Bacon

Average weight about 5 lb. each. Taking whole, special, per lb. 42c

- Flour—Five Roses or Purity, 49 lb. sack \$2.75
- Braid's Best Coffee, 1 lb. tin 65c
- Braid's Best Tea, 1 lb. tin 70c
- Lemon Biscuits in wooden box, about 7 lb. net, per box \$1.40
- Graham Biscuits in wooden box \$1.40
- Dollar Sodas in wooden box 75c
- Shredded Wheat, 2 pkgs. 25c
- Puffed Rice, 2 pkgs. 35c
- Kellogg's Bran Flakes, 2 pkgs. 25c
- Butter-Krust Toast, pkg. 40c
- Ormond's Dog Biscuits, pkg. 40c
- Corn Starch, 2 pkgs. 25c
- Casco Potato Flour, 2 pkgs. 35c
- Domoleo Molasses, 2's, tin 30c
- Domoleo Molasses, 5's, tin 65c
- Pride of Canada Syrup, 2 1/2 lb. tin 90c
- per 5 lb. tin \$1.70
- Bird Seed, pkg. 20c
- Bird Gravel, pkg. 15c
- Clark's Catsup, per bottle 25c
- Nabob Malt Vinegar, bottle 25c
- Welch's Grape Juice, bottle 40c
- Clark's Potted Meats, 3 tins 25c
- C. & B. Potted Meats, in glass 25c
- Cooked Ham, sliced, lb. 55c
- Premium Bologna, sliced, lb. 35c
- E.C.D. or Fraser Valley Butter, 2 lb. for 95c
- Golden Churn Butter, 3 lb. brick \$1.40
- Covichan Eggs, Extras, 3 doz. \$1.10

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rade, "that Watt was led to invent the steam engine by playing with a tea-kettle has no foundation. What actually happened was that Watt, who was practising as an instrument maker, was asked to repair a model of a Newcomen engine. In investigating the cause which prevented the model working he was led to seek for a better design, and ultimately invented the separate condenser, which was the essential advance that made the steam-engine an economic source of power."

PLACE IN HISTORY

"If Watt did not, correctly speaking, invent the steam engine, he nevertheless converted it from a clumsy and unreliable contrivance, used solely for pumping purposes, into a finished machine, using less than a quarter of the coal consumed by its predecessors. It transformed the face of industry, and placed England ahead of all her rivals as a manufacturing country at the beginning of the 19th century. Nearly every feature of an efficient modern reciprocating engine is to be found in Watt's later designs. Watt's governor, with the rotating balls, is used in a variety of forms on engines

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of all kinds at the present day, from the gas engine to the gramophone motor.

"The finger of Watt governs speed and smooth playing of the record of the latest piece of dance music, which may commend his memory to many for whom his engineering achievements make no appeal."

VAPOR ENGINES

In the earlier portion of his lecture Professor Andrade demonstrated that steam is by no means the only substance which can be used for working an engine. The vapor of any liquor, such as alcohol or other vapor, could be used. One could, in fact, work a toy engine by putting methylated spirit inside the boiler, and boiling water outside—a fact which the lecturer proved before the eyes of his audience.

Engines were once made which worked entirely by hot air, but they were enormously bulky. With four cylinders, each 14 feet in diameter, the hot air engine developed only 300 horse power. Liquid air was another means of propulsion, and the juvenile portion of audience applauded heartily when the lecturer started a small model engine propelled by this method across the floor of the lecture hall. In practice, however, water—and water-vapor called steam—was, he said, by far the most convenient substance to use in any engine with a boiler.

EARLY DAYS OF SLAVE TRADE

BOOK TELLS OF ITS ACTIVITIES AND SUPPRESSION BY THE BRITISH

Time, which mellow all things, has clothed the negro slave traders with a mantle of romance they ill deserve, so that today there is a great reading public eager for details of their adventures. The Marine Research Society, of Salem, Mass., has been well advised to devote the latest of its volumes (the fifteenth) to an account of the slave ships, and it may well prove to be among the most popular of these admirably produced volumes. It is a very readable book, put forward not as a history of events, but as an illustrated account of the trade as conducted at different periods and by different nations—a piece of narrative full of life, color and adventure.

With the ethics of slaving, it is not intended to deal here. It was sometimes pleaded to have been to the advantage of the slaves. The time-honored custom among the African negroes was to make slaves of the captives taken in their tribal wars, and often great numbers had to be killed by their captors for fear they should rebel and endanger their master's safety. An eighteenth century slave captain, William Selgrave, who published in 1754 an account of the trade in London, affirmed that from it proceeded benefits outweighing the real or pretended mischiefs and inconveniences, "and let the worst that can be said of it, it will be found, like all other earthy advantages, tempered with a mixture of good and evil." As has often happened in the world, it was the movement to suppress the slave trade that produced some of its worst vils.

FARED WELL

Originally, the slaves were carried across the Atlantic from the African coast to work the plantations in America and the West Indies, under conditions as good as, or even better than ordinary passengers, simply because they were valuable cargo, the return from which depended on their safe arrival in health and strength. When the traffic was made illegal, it partook of the nature of smuggling, and overcrowding was resorted to in order to make one profitable venture pay for several failures. Thus were produced or accentuated the cruelties and horror of the "middle passage," when the ships were always trailed by man-eating sharks. It is remarkable how large a portion of modern history is covered by the operations of the slave ships. At least two decades before Columbus sailed from Palos, a slave market was set up at Lisbon for the sale of negroes from the Guinea coast. By 1502 the first shipload of Africans had been landed at Hispaniola to work in the mines. For nearly four centuries the slave carrier plied to and from the Guinea coast, until the abolition of slavery in Brazil in 1868.

AN ENGLISH ADVENTURER

The first Englishman to engage in the slave trade was Sir John Hawkins in 1562, whose successes inspired other merchant adventurers. Exactly a century later a company was chartered with the

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Duke of York at its head, to carry on "a trade to Africa," and it was when this company brought gold dust to England in quantities that Charles II. ordered the minting of a new gold coin of the value of 21s., to be known as a guinea.

It was in 1807 that the slave trade was abolished by law in Great Britain, followed by Denmark in 1812, Holland in 1814, France in 1818, and Spain in 1820. To enforce the suppression of the African slave trade, British war vessels were sent to the West Coast. They had a long coastline to cover, but one by one the well-known slave factories were destroyed and the fleet grew smaller.

Carefully selected narratives illustrate this aspect of the subject with its many stirring encounters and opportunities for gallant service. For the pictures to the volume, the authors are largely indebted to the Macpherson collection. The volume is indeed a remarkable one, and should be in every naval library.—South China Post.

ONE THING HE KNEW.

Marshal Joffre, who was in command at the Battle of the Marne, is as modest as he is brave.

That he is also witty is proved by a story going the round of the Paris clubs just now.

Political opponents have recently taken to belittling his share in the great victory, saying that if it hadn't been for Gallieni—and so forth.

The other day a young French girl, after listening to a lot of idle chatter of this sort, put the question plump and plain to Joffre himself.

"Marshal," she asked, "who did really win the Battle of the Marne?"

The old soldier smiled grimly. "I can't tell you that, mademoiselle," he said, "but if things had gone the other way I know who would have lost it."—Stratford Beacon-Herald.

Father Joseph Allard, O.M.I. of Smithers arrived in the city on yesterday afternoon's train from the interior, being here on ecclesiastical duties.

WESTHOLME THEATRE

WEDNESDAY and THURSDAY, 7 and 9 p.m.

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