AMERICAN SHIP GOES TO PIECES

TEN LIVES LOST OFF OREGON COAST

Captain and Wife Among Survivors of Overdue Emily Reed.

Portland, Ore., Feb. 14.—The American ship Emily Reed was wrecked last night off the Oregon coast and broke in two.

She was out 111 days from Newcastle, N. S. W., for Portland with coal.

Ten seamen were lost, while six were saved, including the captain and his wife.

Story of Wreck.

Portland, Ore., Feb. 15.—The survivors of the American ship Emily Reid, 111 days out from Newcastle, N. S. W. coal laden, which went ashore on the Oregon coast, with a loss of 10 lives, were brought to Bay City this morning and are now quartered at residences in that town. The ship will be a total loss as well as the cargo of 2,110 tons of coal.

The vessel was consigned to the Pacific Coast Coal Company at Portland. Owing to the long passage of the ship twenty-five per cent. reinsurance was offered on her. During the last few days heavy weather has prevailed off the Oregon and California coast.

The chronometers of the Emily Reid were out of order the master worked her too close to the shore before he discovered his error. Captain Kessel was endeavoring to make Tillamook rock. He was correcting his latitude but was too far to the eastward. When he discovered his position it was too late to wear ship and she struck on one of the most dangerous places on the Oregon beach.

The Emily Reed struck bow on the beach. There was a heavy sea and a strong tide running. When she hit the beach her back broke and the forward end took a list to port.

An effort was made to launch a lifeboat. It was put over the side with three men in it. As soon as it hit the water the boat was swamped and the occupants were drowned before the rest of those on board could render assistance. The mate was washed overboard and drowned while trying to direct the movement of the men from forward. The captain stuck to the ship.

The second mate and three men in his watch were stationed on the main deck. When the forward portion of the ship listed they succeeded in making their way aft. By clinging to that portion of the ship until daylight they made their way ashore. It was then low water.

At a late hour this morning there was scarcely anything left of the ship. Her coal cargo is strewn along the beach for several hundred yards and it is doubtful whether any of it can be saved.

WAR CLOUD NOT OF JAPAN'S MAKING

Philippines Bishop Says Her Export Trade is Bound Up With U. S.

San Francisco, Calif., Feb. 15.—Bishop T. A. Henrick, of the diocese of Cebu, Philippine islands, said yesterday that he is sure there will be no war between the United States and Japan if the initiative rest with Japan.

The bishop has been in the Philippines for four years, arriving here yesterday on the liner Korea. He is on his way to Rome to make a report of affairs in his diocese to the Pope. The bishop, who is a New Yorker, came by way of Japan. As a resident of the Philippines he was deeply concerned in the rumors of war and determined, while in Japan to learn of the situation at first hand. His position gave him access to sources of authoritive information, and what he learned he said satisfied him that the war cloud was not of Japan's making.

"Seventy per cent. of Japanese exports come to this country," said the bishop. "Japan is financially crippled but determined to recuperate and the Japanese realize that war with America would not only mean loss of her best market, the only market for many of her most profitable products, but that in the event of war they would be unable to borrow money to carry it on."

CANADIANS FOR OLYMPIC.

Delegates Wait on Sir Wilfrid Asking for Government Grant.

Ottawa, Feb. 15.—The leading athletic organizations of the Dominion are here to-day conferring with Col. Hanbury Williams in connection with the Olympian games to be held in London, England, next summer. A meeting is being held in the governor-general's office.

This forenoon Col. Hanbury Williams and delegates waited on Sir Wilfrid Laurier and asked for a government grant to send Canadian athletes to the games. The premier promised a favorable consideration of the request.

Black Watch Chewing Tobacco
A new sensation. A real pleasure. The big black plug.
2270

TIMBER SALES IN B. C.

Action of T. S. Smythe Against Imperial Trading Co., Etc., is Dismissed in Toronto.

(Special to the Times.)

Toronto, Feb. 15.—Chancellor Boyd in the non-jury assizes this morning dismissed the action of Thos. S. Smythe, acting as assignee under the seal of Peter Ryan, against T. L. Kinman, John Brophy and the Imperial Timber & Trading Company, in a dispute for a commission arising out of sales of some timber limits in British Columbia.

His Lordship, in his judgment, said he concluded on evidence that the sum of $26,440 claimed by the plaintiff to be the commission agreed upon was only contingent upon the sales being effected at $221,000 and $220,000.

V IAGE SWEPT OVER FOUR MIES

MOSSVILLE RUINED BY DREAD TORNADO

Two Killed, and Only Four Houses Intact, in Mississippi Town.

Mossville, Miss., Feb. 15.—Four whole buildings and two halves of buildings are the only habitable abodes in this village to-day. The remainder of the structures were blown down and many of them swept outside of the town by yesterday's torando.

Two negroes, Alex. Wingham and his wife, are dead, and Edward Camp—the other persons painfully injured. Of the other persons painfilly injured at this place all are rapidly recovering.

Reports reaching here from other towns in the tornado path give five other fatalities, only one of which has been confirmed.

The buildings left standing here are two residences, the cotton gin and a shoot house. The buildings which the storm cut into are the Gulf and Ship Island railroad depot and a residence. The station agent happened to be in the half of the depot which was left standing, and which narrowly escaped destruction, when the other half of his habitation went down in a heap and then flew away in a pyrmiad. Inhabitants of Mossville claim that their village was scattered at least over four miles of territory.

GERMANY'S AIMS IN MOROCCO

London, Feb. 15.—A dispatch to the Times from Tangier says that the Sultan, Abdul el Aziz, is disappointed at Germany's attitude in regard to Morocco, and contemplates appealing to the powers and proposing that the French army of occupation be removed in favor of Papal troops.

INDIAN PRINCE IN SAN FRANCISCO

Heir to Nizam of Hyderabad Will Seek Health Cure in England.

San Francisco, Feb. 15.—The Prince of India, His Highness Nawab Sultan Mulk Bahadaur of Hyderabad, and his royal entourage, arrived in San Francisco today on the Pacific Mail liner Korea after a tour of several months in Japan.

His visit to the Orient was made chiefly for the purpose of regaining his health, and at the present time he is en route to England to consult a number of eminent physicians in the hope of gaining a permanent cure for his illness.

The Prince is the only heir of the Nizam of Hyderabad, and with the death of the ruler would come into a dominion almost as large as France. The party will start immediately for the East, intending to sail on the liner Baltic from ew York direct to London.

UNION JACK IN SCHOOLS.

Alberta Premier Led Attack on Opposition Leader's Resolution.

Edmonton, Feb. 15.—Premier Rutherford led the House in an attack on Mr. Robertson's resolution to compel all public schools in Alberta to fly the Union Jack. The premier did not think such necessary, but approved of the resolution favoring the idea, but it must be voluntary. Mr. Robertson is leader of an opposition of two.

MOVING PICTURE SHOWS.

Ontario Government to Deal With Question of Public Safety.

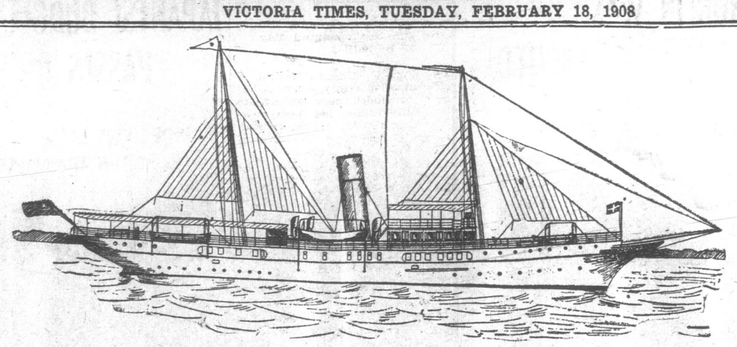
Toronto, Feb. 15.—The provincial government is to introduce legislation to provide for the public safety in moving picture shows.

JAP CONSUL RECALLED.

Tokio, Feb. 15.—The recall of Mr. Miyaoka, consul for the Japanese Imperial embassay at Washington, has been gazetted. He will be succeeded by Mr. K. Matsui, now filling the same position at the Japanese embassy in Paris.

RAINSTORM IN NEW YORK.

Rochester, N. Y., Feb. 14.—For the past twenty-four hours western New York has been in the grip of a rainstorm that has melted the snow so that many streams are overflowing. Trains in all directions are late, as the rain has been accompanied by thick fog at times.



LIEUTENANT-GOVERNOR DUNSMUIR'S STEAM YACHT DOLAURA.

Finest Steam Yacht on Pacific Coast

Hon. James Dunsmuirs' "Dolaura" Which Is now Nearing Completion, Will be of Highest Quality--Lieutenant-Governor Will Take Cruise in Mediterranean.

Victoria will soon be able to boast of the finest equipped steam yacht on the Pacific coast. She will be the Dolaura, now approaching completion in the shipyards of Fleming & Ferguson at Paisley, Scotland, and will be the property of Hon. James Dunsmuir, the Lieut.-Governor of the province. The Dolaura is expected to be launched by the end of the present month, and after a cruise in the Mediterranean the vessel will be sent across the Pacific ocean to Victoria, where she will be kept for the convenience and pleasure of her owner.

The building of the steam yacht arises out of the intense love which Mr. Dunsmuir has acquired within late years for fishing and hunting.

During the earlier years of his life Mr. Dunsmuir gave exceedingly close attention to business, and took but little recreation. Within the past few years, however, he has been in a position to give rather more time to recreation, and has developed a wonderful passion for shooting and fishing. The steam yacht Thistle was fitted up by him to suit his convenience, and while lacking speed the vessel was made exceedingly comfortable.

The loss by fire of the Thistle resulted in the Lieut.-Governor letting the contract for the Dolaura, the first steam yacht on the Pacific coast. Moreover it is doubtful whether there is anything superior to her sailing out of New York, and in British waters there are few but which she will compare most favorably.

The owner has sacrificed everything else to comfort on the yacht. It is in fact a model home, which is what the Lieut.-Governor desires.

Always a great lover of his home and his family, Mr. Dunsmuir will make his initial trip on the Dolaura in company with all the members of his family. He expects to leave shortly after the legislature prorogues for England. He will then proceed to Marseilles, where he will meet the yacht in the Mediterranean, and will make a cruise of the famous sea, following the coast line all the way around.

The majority of his family are now in the Old Land. The remaining members of the family, Mrs. Dunsmuir, little Miss Dola and Mrs. Robin Dunsmuir, will accompany the Lieut.-Governor when he leaves. Robin Dunsmuir left a few weeks ago and will superintend the furnishing of the steamer.

After a cruise about the Mediterranean, the yacht will likely proceed by way of the Red Sea, India, China and Japan. She will then make the trip across the Pacific to Victoria. Robin Dunsmuir will accompany her on the route. The Lieut.-Governor, Mrs. Dunsmuir and other members of the family will come home by the usual trade routes of the Atlantic.

The Dolaura is called in honor of Mrs. Dunsmuir, whose maiden name is Laura and her youngest daughter Dola. She was designed in this city by R. L. Newman, a marine architect of wide experience in England and the United States, and who now prefers to make his home in Victoria, where he follows his profession of consulting engineer. As the head of Cramp's shipyard at Philadelphia, Mr. Newman designed every class of vessel afloat, including battleships and cruisers. Some of the vessels built from his designs are on the Pacific coast. These include the Nevadan, Nebraskan, Texan, Mongolian and Manchurian.

Mr. Newman is an acquisition to Victoria. His presence here ensures a consulting engineer equal to the best, and the fact that the yacht alluded to has been designed throughout, both as to hull and engines by him, shows his merit.

He spent three months in Paisley superintending the construction of the yacht in its early stages, ensuring perfect work.

The steam yacht Dolaura is a type of boat that is coming to the front in the principal yachting centers within the last two or three years. Heretofore yachts were mostly built as single deck boats of graceful appearance rather than comfort and sea-going qualities. Men of leisure who have the money to spare now look for something more than general appearance; they have this combined with comfort and speed and to satisfy this demand the shelter or shade-deck type has been developed. The Dolaura is a shelter-deck ship of the most modern kind. Her length is 218 feet over all, 32 feet beam, 15 feet moulded depth to main deck, and 22 feet 9 inches moulded depth to shelter deck. She is built of steel throughout, and as little wood as possible has been used in her construction by the special request of the owner, to reduce the possibility of a fire to a minimum. She is built to class 100 A1* British Lloyds, and the designer in developing the scantlings, has made her even stronger than that. The shelter deck has been kept clear of all houses and obstructions as far as possible, keeping the aft deck from the wind screen entirely clear for entertainment and dancing purposes. On this deck is located the pilot house, chart room, captain's and mate's staterooms and a large commodious smokeroom. The interior finish of this room is in mahogany and the exterior of this whole group of rooms is finished in heavy panelled teak.

Immediately aft of the engine room skylight is a large screen finished in teak, so that those desiring more air than can be found in the smokeroom can find it here, as it is completely screened from both wind and rain. This deck is also arranged for the accommodation of the boats, which will consist of the following: One 25 foot, high-speed gasoline launch fitted with a 15 h. p. Kelvin motor. This machine holds the record for speed in Scotland. One 25 foot lifeboat, one 20 foot gig, one 14 foot dingy, and four 12 foot shooting punts. These latter are the same in type as is used for shooting around the marsh lands of the south of England. She is fitted on this deck also with a large powerful steam windlass for handling anchors and cables; also an electric hoist for handling boats, and right aft is the steering gear.

The main deck is devoted entirely to the accommodation of the owners, their guests and servants; forward is located a large servant's hall, and staterooms and other accommodations for cook and waiters. Immediately aft of this on the starboard side is a large and commodious galley and on the port side a large pantry fitted with steam tables and all modern appliances. The pantry has a door entering immediately into the main dining room, which occupies nearly the full breadth of the ship, with a depth of 16 feet. This is arranged to accommodate 24 people comfortably, with one large rectangular table in the centre and small tables in the corners. This room is pannelled in dark Flemish oak, and the upper panels are filled in with claret-colored burlaps. The roof of this room is cut into uniform rectangles and the beams inclosed in Flemish oak, and the main panels finished in white and gold, giving a very handsome finish. Immediately aft of the dining room is a large drawing-room 18 feet deep and 24 feet broad. This room will be entirely panelled in Spanish mahogany and the top panels filled in with pale blue silk tapestry. On the aft side of this room will be a very handsome and massive fireplace built into the ship, the smoke pipe of which will be led into the main funnel, the beams overhead will be inclosed in mahogany and divided into uniform rectangles, the main panels of which will be painted a flat white and relieved in gold. The fireplace is fitted with permanent heavy iron dogs, to which a brass coal basket is easily attached, so that either a coal or wood fire can be readily arranged for. The lounges in this room will be covered also with pale blue silk brocade

On the starboard side and aft of the drawing-room is situated the library. This room is entirely panelled in golden oak and the roof finished in white relieved with gold. The top panels will be filled in with pale blue brocade tapestry, and the lounges and seats will be upholstered and covered in royal blue leather. On the inboard side of this room will be a large bookcase with leaded glass front, and on the forward end of the room will be an oak writing table, in the centre a large oak library table on which will be arranged suitable reading lights.

In the passageway leading to the library there will be two smaller rooms, one of which will be used as a linen room, and the other as a cloak room. Immediately opposite on the port side and opposite to the boiler casing will be situated two rooms for the accommodation of four maids, between which will be arranged a large and commodious bath-room finished in white tiles for their use, and immediately aft of this on the same side will be a large gun-room. This room will be devoted entirely to sport and fitted with large cabinets for the accommodation of guns and other sporting accessories, and on the port side will be a special cabinet arranged for fishing rods and tackle. This room will accommodate all the usual sportsman's gear, and outside this door, on the other side of the passageway will be a large drying room built into the boiler casing, so that the wet clothes after a day's shooting can be thoroughly dried and made ready for the morrow's sport.

On this deck aft of the machinery space is the owner's private accommodations, consisting of a large sitting-room, bedroom-room, bath-room and clothes-room. This suite of rooms will be panelled in mahogany throughout, the beams overhead incased in mahogany, and the ceiling finished in white and gold. The lounges and seats are all stuffed with the best horsehair and upholstered in the best pale blue silk brocade. In the centre of the owner's stateroom is fitted a massive brass bedstead, and the bath-room immediately aft of this will be finished in white and tiled, the bath proper being of solid porcelain of the Doulton make, and the wash basins of Venetian marble with silver fittings.

Another feature is, that all these rooms, including the drawing-room, sitting-room and owner's state-room, instead of being fitted with the usual small round side-lights, will have instead large rectangular windows set in heavy brass frames with rack and handle for lifting up and down. Immediately aft of the owner's private suite of rooms and connected with the same by vestibule, is arranged the suite de luxe, consisting of two state-rooms, one dressing-room and one bath-room. These are finished in all respects the same as the owner's accommodations, all in Spanish mahogany with upper panels filled in with pale blue silk brocade and the ceiling in white and gold.

The space under the main deck is devoted primarily to the machinery of the ship, which will be referred to later. The aft cabin flat is arranged to accommodate six large state-rooms for guests and three very up-to-date bath-rooms in conjunction with the same. The wood-work of these latter rooms is all light finish for the purpose of helping the light effect, the main panel frames being of prima-vera, and the centre panels of very rare Austrian figured maple, with the ceiling in white. All these state-rooms, instead of having the usual wooden bunkers, are to be fitted throughout with very heavy brass beds, and the bath-rooms each furnished entirely with the Doulton fittings.

On the forward cabin deck and immediately in front of the main coal bunker, are six very commodious state-rooms for the accommodation of the ship's officers, including the chief engineer, assistant engineer, quarter-master, and one large room for the butler and steward. These rooms open out into a main centre room which forms the officers' dining-room. On the same flat is the linen locker and bath-room, and immediately forward of this is the space for the crew's quarters. Special attention has been paid to the comfort and accommodation of the crew, each man having his independent locker. A large and well-fitted bath-room immediately forward of this right in the bows of the boat, fitted with shower bath and all modern conveniences.

The propelling machinery consists of a pair of twin screw triple expansion engines, with cylinders 15 inches H. P., 24 inches M. P., 39 inches L. P., all having a common stroke of 24 inches. The boilers consist of two Scotch boilers 11 feet 3 inches in diameter, and 12 feet 2 inches long, fitted with the Howden draught. This installation will be capable of developing 1,600 I. H. P., and will easily give the required speed of 14 knots.

One of the most interesting features of this installation is the Howden draught, as it will enable the owner, by varying the revolutions of the engine that drives this installation, to vary his speed from 14 to 10 knots. There are two sceptre bronze propellers 8 feet 3 inches in diameter and running about 150 revolutions.

Another interesting feature is the electric lighting installation. This will consist of a 13.2 kilowatt turbo electric generator, which runs practically noiseless. This is arranged in conjunction with the storage battery, so devised that when running and the lights are not taking the total power generated, it is being absorbed into these storage batteries. When this battery, of which the several cells are units, is charged to their maximum capacity, they are cut out automatically. The battery is of the sufficient capacity to store the equivalent of 80 16 c. p. lights for seven hours without undue falling off of the light, which means that on retiring, the crew will stop the dynamo and there will be sufficient power stored in this manner to light the ship at night without fear of being disturbed by any vibration of the electric light engine.

In connection with this system there is also fitted a 14 inch mirror reflector, hand controlled projector, or search-light, with a 20 ampere fitted light. This is located on top of the pilot house and will give excellent means of making landings and picking up buoys at any hour of the night.

Another interesting feature is the installation on this boat of a refrigerating machine capable of maintaining a compartment of 300 cubic feet at the freezing temperature and manufacturing not less than 200 pounds of ice in 24 hours. This will prove very useful for the storage of provisions and provide the necessary ice for all domestic purposes on board the vessel.

The coal capacity is considerably over 200 tons, and for ordinary cruizing purposes at 10 knots, it gives a steaming radius of over 5,000 knots.

The Dolaura will be admirably adapted to the purposes for which she is built. She has all the necessary features to make her a luxurious home for the owner whether cruising simply for pleasure or being occupied with his favorate pastimes of shooting and fishing.

ST. JOHN AS EASTERN TERMINAL FOR G. T. P.

Statement Made by President Morse to Hon. Dr. Pugsley.

(Special to the Times.)

St. John, N.B., Feb. 15.—Before one of the largest political audiences ever seen in St. John, the Hon. Dr. Pugsley, minister of public works, spoke for an hour and a half last night, and was cheered to the echo as his telling remarks came home to his hearers.

In beginning he referred to A. S. Crocket's charges in the House of Commons on Wednesday, and said it was quite true that H. A. McKeown had signed a series of ten charges against the Blair government, three of which were directed against Mr. Pugsley as solicitor-general. Mr. Blair said Mr. Pugsley was then about to sail for England, but he told Mr. Hannington, the Conservative leader, that he was quite willing to remain and face the investigation. His offer was not accepted and Mr. Hannington did not press the charges. Mr. Pugsley said he had an official letter from Vice-President Morse, of the G. T. P., saying that borings were made on the west side of Courtney Bay, St. John, and if favorable, arrangements for the G. T. P. terminals would be made at once. Mr. Pugsley predicted a great future for the port of St. John.

Progressive Victoria

Vancouver Island Special Edition Of The Times

About the second of April the "Times" will publish a special edition, pointing out the advantages of Victoria and Vancouver Island. This edition will be profusely illustrated. Each district will be dealt with at length, and will be described by experts.

It is the aim of the publishers to make the number a guide book for the intending settler, no matter where he is coming from. If he is a commercial man he will be able to gather from this edition any information relative to the advantages of Victoria and Vancouver Island. If he is a farmer, tired of hard life on the prairies, the information in the issue will show him the most desirable sections for men of his class. The island will be covered as completely as possible.

The special edition will be lavishly illustrated by drawings and photographs, and will be largely circulated in the Middle West, reaching the anticipated settlers, which number into the thousands, who are seriously considering settling in Victoria, along with the thousands who are already here from the Middle West and the Motherland

ASSASSINATION IN KANSAS TOWN

Ex-Governor's Private Secretary Shot Dead—Political Enmity the Cause.

Seneca, Kas., Feb. 15.—Herbert Jordan, aged 36 years, who was private secretary to former Governor Bailey, when the latter was in congress, was assassinated in the main street last night. One shot was fired and Jordan fell dead.

The street was almost deserted though people at a distance saw Jordan fall, and saw another man disappear around the corner.

The identity of the assassin and the cause are unknown, but it is supposed to be a case of political enmity.

QUEEN'S LOVE OF ART.

Expresses Desire to Visit J. Pierpont Morgan's Residence in London.

London, Feb. 14.—In a personal letter to J. Pierpont Morgan, thanking him for his gift of the first three volumes of the Illustrated Catalogue of his collection of pictures, miniatures, books and manuscripts, Queen Alexandra has expressed a wish to visit Mr. Morgan's residence in Princess Gate, S. W., in order to view the originals.

It is expected that the visit will be made in March, when the Dowager Empress of Russia will be here. It is likely that Mr. Morgan will be present personally to show the collection to their Majestites.

CAPTURED ASSASSIN.

Chicago, Ills., Feb. 14.—Colonel Andrew Wendell, who was a member of the band of soldiers who captured J. Wilkes Booth after the assassin of President Lincoln, died here yesterday.

BITING ATTACK ON PREMIER ROBIN

PARLIAMENTARY DISGRACE TO BRITISH FLAG

Dr. Duval Repays "Poltical Ahasueris" in His Own Coin.

Winnipeg, Feb. 15.—Dr. Duval in reply to Premier Roblin through the press to-day stated he is a British subject, having taken out papers some time ago.

Premier Roblin stated: "It has been told me that he keeps his own room draped with stars and stripes."

A falsehood, says Dr. Duval. There are no United States flags in my home.

Dr. Duval claimed the right as a teacher of public morals to denounce the putting through of the $3,500,000 telephone deal two days before the meeting of the legislature and without the sanction of the House. He advises Mr. Roblin to read Burke's political ethics.

Continuing, he said: "I shall apply no epithet to Mr. Roblin. There is none in the English language that just exactly fits him, but is it not a pity that he is a parliamentary disgrace to the flag and totally ignorant of the first principle of gentlemanly deportment? The Scotch half of me feels quite disgusted and Norman half experiences a polite revolt at such a figure.

"Premier Roblin is not the whole British empire, nor yet the whole of Manitoba. There are a few of us left who have deeper, truer, cleaner loyalty to all that is good in the country than Mr. Roblin is capable of having. We have those who come to the country with no such idea of making filthy lucre out of it, as Mr. Roblin seems to be skilled in acquiring.

"All good citizens and subjects hold themselves ready to criticize any man or party of the spirit of wrong conduct if they are persuaded it is for the honest good of the country to do so. Because herein alike lies the safety of the country and the good of posterity. It will not do for Mr. Roblin to pursue a policy of heaping dirt on everybody who will not slavishly bow the knee before Haman. He is not strutting through Persia; he is not prime minister to Ahasueris, to tread down with his elephantine foot unarmed Jews of the realm of 500 years B. C. He will learn that he is to be held responsible for dealing with citizens of the realm and subjects more honorable than himself.

"I was beginning to hope for better things of Mr. Roblin but for his own good I must inform him that he has yet much to learn and to practice before his name can go down to posterity as even moderately worthy of a politician much less a statesman."

INTER-VARSITIES ATHLETIC MEET

English Colleges Cannot Accept Challenge Sent by America.

Oxford, Feb. 15.—The committee of the athletic club of Oxford and Cambridge universities has decided that under the present circumstances it is impossible to accept the challenge sent by the Inter-Collegiate Association of Amateur Athletes of America for an international track and field meeting between teams representing the universities and colleges of the United States and those of Great Britain, to follow the Olympic games in London next summer.

The clubs have under consideration, however, a proposal for a meet between teams of Oxford and Cambridge and Harvard and Yale, which it has been suggested should be held in London in July. Among the reasons given for the inability of the English clubs to accept the American challenge for a meeting between representatives of all the universities of the two countries is that there is not sufficient time to select the British representatives, that there is danger of a congestion of athletic meetings in 1908, and that is is impossible to secure at such short notice an adequate guarantee that the men selected are in all respects bona fide students and amateurs.

BABY'S OWN TABLETS, A SMILE IN EVERY DOSE.

The mother who, in her gratitude for what Baby's Own Tablets have done for her child, said that "There's a smile in every dose," coined a very happy and very true phrase. The tablets cure the minor ailments of babies and young children, and make bright, smiling, happy little ones. Mrs. John Young, Auburn, Ont., says: "I have used Baby's Own Tablets for more than a year and I think they are the best medicine that can be given a baby. They are splendid at teething time, and for stomach and bowel troubles. You don't need a doctor if you keep Baby's Own Tablets in the house." That's about the highest praise a mother can give and it's true, every word of it. You can get the Tablets from any medicine dealer or by mail at 25 cents a box from the Dr. Williams' Medicine Co., Brockville, Ont.

Hon. G. T. Graham Announces Scheme Will Be Undertaken.

Stayner, Ont., Feb. 15.—Hon. G. P. Graham, in a speech at a Liberal demonstation here, defended the policy of spending money for transportation, and announced his intention of completing the Trent canal, and of entering upon the construction of the Georgian Bay canal when the opportunity offered.