

END YOUR  
MAIL ORDERS  
TO US AND  
HAVE THEM AT-  
TENDED TO  
PROMPTLY AND  
WITH CARE.  
OUR SYSTEM IS  
THE BEST.

## Grade

DAY

are laquered and will  
stand for a long time, and if  
time will not be wasted.  
Beautiful they really are

.....\$3.75  
.....\$6.00  
.....\$3.50



like to draw attention  
to looking at the Brass  
consist of chocolate

.....\$4.50



## Rail Plates

we can do for you. If  
it will be most satisfying.

.....50c  
.....50c  
.....\$1.00  
.....50c  
.....50c

NA  
each, \$5.00 to \$12.50  
cases, from, each, \$12.50  
.....\$1.50

A WARE  
with bronze decoration,

.....\$1.75  
.....\$3.00

CELAIN  
plates with white hand-  
very fine china.

and Creams, Cups and  
and Vases, etc., ranging  
in price as a souvenir to

.....\$10.00

rt Plates with fruits,  
and Saucers.

RE  
s, Loving Cups, etc.,  
figures of warriors,  
to \$1.50 each.

Y MAIL

## STARTLING CHANGE BY ADMIRALTY

New Dreadnoughts to be Motor  
Driven, Without Funnels,  
Giving Full Scope of Fore  
and Aft Gun Fire

Stories of a startling revolution in the  
construction of future warships come  
from Portsmouth. It is said that the  
next Dreadnought to be built there will  
have motor engines, and consequently  
the vessel will be without funnels, bol-  
lers, smokestacks, and the other prominent  
features in steam. This will mean a  
construction wholly different from the  
present type of fighting vessel, as start-  
ling in its change as when steam first  
superseded sailing.

At present the internal combustion  
engine has only been used on  
submarines and other small craft.  
Whether it has yet been brought to such  
a pitch of perfection as to develop the  
4,000 or 70,000 horse-power that would  
be required in the next battleship is  
problematical.

A solution of the difficulty would  
bring us to the dawn of a new era in  
naval affairs, and place on the seas  
smokeless squadrons of great speed, with  
no funnels to hinder fore and aft gun-  
fire, and an enormous saving in space,  
which would be devoted to increasing  
fuel and ammunition, thus adding enor-  
mously to radius and effectiveness of  
action. In other words, it would make  
the mighty Orion, launched only a few  
days ago, an obsolete vessel.

### Come as Surprised

The news of a motor-driven warship  
has taken the engineering world by sur-  
prise, but evidence that the Admiralty  
have something up their sleeve is the  
fact that the successor to H. M. S. Or-  
ion, on the building slip, will not be  
commenced until the New Year. This  
delay is so unusual as to have caused  
much comment for a long time.

The important point is that nowhere  
in Portsmouth naval circles is the re-  
port of a motor-driven battleship, to be  
built at an early date, discredited, and,  
seeing how secret are all the doings of  
the Admiralty nowadays, since the in-  
troduction of the Dreadnought regime,  
it is assumed that the statement made  
is in substance correct.

The Portsmouth Evening News which  
gave the first hint of the great revolu-  
tion in shipbuilding, says: "Regarding  
our information, we have nothing to add  
and nothing to take away from the  
statement made, and our advice to those  
who doubt or disbelieve is similar to  
that of a famous statesman—'Wait  
and see.'"

All British submarines are motor-  
driven, and their engine horse power has  
rapidly developed up to nearly 800.  
The chief difficulty has been found in  
the use of oil fuel. Petrol is very  
expensive, and for the time being it  
has been used in engines above a certain  
horse-power; but the Admiralty experts  
have only lately developed experimentally  
the use of oil as fuel for the engines of  
submarines, as is obtained from Scottish shale  
distilleries.

It is understood the present project  
is to couple a number of high-power  
compressors, slow running internal  
combustion engines using this oil upon  
one shaft, and to use more than four  
shafts, with which all the present  
Dreadnoughts are equipped. The ad-  
vantage of these engines over steam  
turbines is immense, for the weight  
saved can be used in increasing the  
fighting qualities of the ship and to  
give her more speed, or heavier armament  
or armor.

The great obstacle to the use of in-  
ternal combustion motors on destroyers  
and unarmored cruisers has been the  
noise of the exhaust, but this does not  
diminish the fighting value of an arm-  
ored ship. Experiments with new motors  
upon H. M. S. Battler have proved  
satisfactory, and the Admiralty seem  
determined that just as Britain pro-  
duced the first Dreadnought, so she should  
have the first motor-driven battleship,  
which, it is understood, will be laid  
down at Portsmouth.

### What a Motor Navy Means

The proposed use of steam turbines  
in big ships was at first scoffed at, but  
after a few months' experiments upon  
the destroyer Cobra and the cruiser  
Hamphire, the Dreadnought was equip-  
ped with them, and had four propellers  
instead of two. Motor-driven battle-  
ships will bear no smokestacks, will  
have no boilers, and will need no sto-  
kers. Such a vessel will, however, give  
vent to a horrible smell.

Full three years ago the Admiralty  
had in view a revolution in the means  
of propulsion. In 1897 the department  
of the Engineer-in-Chief had constructed  
two installations of gas engines of  
500 horse-power, with gas producers,  
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determined that just as Britain pro-  
duced the first Dreadnought, so she should  
have the first motor-driven battleship,  
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down at Portsmouth.

It is claimed for the Vickers system  
that it would enable a having to be  
made of forty per cent. in fuel, of  
thirty-three per cent. in space occupied,  
and of twenty-five per cent. in weight.  
Numerous cylinders would have to be  
adopted, and the engines might, there-  
fore, be heavier than steam motors for  
the same power, but the gas producer  
would be lighter than the boiler, and  
the machinery would be less complicated,  
and would require the services of far  
less numerous personnel. It would  
thus be possible to concentrate greater  
force on the actual fighting elements of  
the ship, both personnel and material.

It was recently stated that the Ad-  
miralty had given orders for an ex-  
perimental internal combustion plant of  
10,000 horse-power, but engineers have  
regarded the difficulties as enormous.  
Yet that they are being solved is clear.

## REDUCTION IN FREIGHT RATES

White Pass and Yukon Rail-  
way to Cease Discriminating  
in Favor of Atlas Mining  
Company

VANCOUVER, Sept. 12.—The Rail-  
way Commissioners while on their way  
up to country points, reached a de-  
cision ordering a reduction in the  
freight rates on the White Pass &  
Yukon Railway. The order just hand-  
ed out by the commission applies to a  
reduction in rates on outbound ore  
and concentrates bound for smelters  
in British Columbia and Washington.

The old rate was in the vicinity of  
\$2.50 per ton and this has been re-  
duced to \$1.75 by the new order to  
allow water at Skagway and will be di-  
vided to not only a protection from  
secret agreements with favored com-  
panies, but the least ocean rates from  
Skagway to the smelters which the  
railway has hitherto been able to ob-  
tain for its friends. The commission  
also orders that the railway must  
cease from discriminating against  
other companies in favor of the Atlas  
Mining Company, the owners of the  
Fuehu mine. The railway must file  
a tariff before November 1, showing  
the discriminatory rate heretofore ex-  
isting. The complainants have sug-  
gested \$2 as a fair rate to the com-  
mission.

The British Yukon Railway Com-  
pany, the B. C. Yukon Railway Com-  
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way and Navigation Company and the  
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pany is to cease from discriminating  
against the applicant (Col. Conrad)  
and in favor of the Atlas Mining Co.,  
Messrs. R. R. Neil, and W. D. Green-  
ough and any and all said parties.

The said railway companies must  
cease and desist from discriminating  
in favor of the locality in which the  
Atlas mining properties are located  
and against the localities in which  
the mines of the applicants are lo-  
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Proportional Rates.  
The said railway companies must  
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The said railway companies must in  
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### Further Details of International Arrangement Between Canada and United States to be Considered

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## Millinery Opening Continued Today

Hundreds of ladies visited our Showrooms  
yesterday to view the grand array of high-  
class Millinery now on display in our  
Showroom. Never before have we ever  
been able to show such a large and well  
assorted stock of all the latest styles in  
Millinery as we have this season. Every  
lady will do well to visit our Showroom  
before making her selection of a new  
Fall Hat

## Henry Young & Co.

1123, 1125 and 1127 Government Street

Victoria, B.C.



## About Your Suit!

You may be as "touchy" in re-  
gard to the looks, make and fit of  
your Suit as you please and still  
you can be fully satisfied here.

We had particular folks in mind when we had  
our Suits made.

Note the hang of the coat, the perfect fitting  
collar and lapels, the handsome shoulders, the  
grace of the trousers.

The designing, cutting and tailoring were all  
done by the most high salaried experts.

The patterns and colorings of the fabrics are  
entirely new.

## Our Suits at \$18 and \$20

Are remarkable values—remarkable for all round  
goodness.

Come here, sir, with all your Suit desires and  
we'll see that you are satisfied—yes, more—pleased  
at every point.

## ALLEN & CO.

## FIT-REFORM WARDROBE

1201 Government Street

Victoria

## All Our Fruits Are "Fancy"

But the home-grown, tree-ripened, picked today Fruits are  
the best of all. We have these for you at lowest market prices.  
Bartlett Pears, per box .....\$1.00  
Apples, per box, \$1.75, \$1.50, \$1.25 and .....\$1.00  
Plums, per basket .....15c  
Hot House Tomatoes, per lb. ....15c

NEW COMB. HONEY, per comb .....25c  
LILY WHITE CORN SYRUP—special for making  
candy—per tin .....20c

## DIXIE H. ROSS & CO.

Independent Grocers, 1317 Government Street  
Tels. 50, 51, 52 Liquor Dept. 1590

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SIXTY TONS OF

## GROCERIES

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Arrived Last Week. That's why our stock is always Fresh  
and our Prices move them. Nothing for the Museum.

CANADA FIRST CREAM—	10c
Large 20-oz. can .....	
FINEST GRANULATED SUGAR—	
20-lb. sack .....	\$1.15
FINE ISLAND POTATOES—nice and mealy.	
Per 100-lb. sack .....	\$1.25
CALGARY RISING SUN BREAD FLOUR—	
Per sack .....	\$1.75
ANTI-COMBINE TEA—in lead packets. The	
best Tea ever offered at the price. 3 lbs. for .....	\$1.00
PURNELL'S ENGLISH MALT VINEGAR—	
Quart bottle .....	15c
ANTI-COMBINE JELLY POWDER—all flavors.	
4 packets for .....	25c
SHELLED ALMONDS or WALNUTS—	
Per lb. ....	40c
RED LABEL COFFEE—ground or bean.	
1-lb. tin .....	25c

Patronize the Store of the People

## COPAS & YOUNG

ANTI-COMBINE GROCERS

Phones 94 and 95

Fort and Broad Streets

## Our Hobby Again

Proud of our fine All-Wool Eng-  
lish Shawl Rug: a large consi-  
deration just arrived. The appearance  
of your turnout would appeal to the  
close observer if it was equipped  
with one of these, or one of Chase's  
Genuine Mohair Rugs.

Call or write for prices.  
B. C. SADDLERY CO., LTD.  
500 YATES STREET.

