

## AMONG THE MEN OF SCIENCE

Sir W. White's Address Before British Association at Winnipeg.

He Dwells on Necessity of Protecting the Trade Routes.

Major Craigie's Warning to Agricultural Section.

Winnipeg, Aug. 26.—The British Association for the Advancement of Science held its first sectional meetings to-day, and nearly all the Presidents of the sections delivered their addresses. The various gatherings were well attended, and members showed the keenest interest in the papers submitted for their consideration. From the standpoint of public interest, probably the most important addresses were those of Sir William White, formerly Director of Naval Construction for the British Admiralty, in the engineering section, and Major Craigie, in the agricultural section.

The close connection which exists between the work of civil engineers and the foundation and development of British colonies and overseas dominions was the subject of Sir William's address. "One of the chief fields of engineering operations at the present time," he said, "is to be found in the Dominion of Canada, whose governing authorities have appreciated the fact that bold enterprise and generous financial provision for the execution of great engineering works are essential to the progress and prosperity of the country." After giving statistics showing the remarkable progress in railway development since Confederation, Sir William spoke of the immense capital and traffic of Canadian railways and the influence they had had upon the progress and population of the Dominion.

### GEORGIAN BAY CANAL.

He then dealt with the question of inland navigation, and referred to the Georgian Bay Canal project. "On the basis of careful surveys," he said, "it has been estimated that a canal having twenty feet depth and sufficient to be constructed at a cost of twelve millions sterling, upon which capital a reasonable dividend could be paid, even if the charges made for transport were one-third less than the lowest rates of freight possible on United States routes to New York."

The progress of shipping on the great lakes was next reviewed, and reference was made to the improvement of the St. Lawrence ship channel. Speaking of the intention to increase the depth of the channel to a minimum of thirty-five feet from the sea to Montreal, Sir William said: "When this increased depth has been obtained Montreal as a port will have an approaching channel comparing favorably with that of other ports available for transatlantic traffic. Ample depth of water is of the first importance in the economical working of the largest and swiftest ships, and the Canadian Government has been well-advised in deciding to carry out the great scheme above described."

### CANADA'S MARINE TRADE.

After discussing briefly Canada's unrivalled resources in water power, Sir William devoted some attention to overseas transport, and gave some striking figures illustrating the Dominion's marine traffic. Taking the combination of overseas traffic inwards and outwards, it employed 18,506 ships of 14,528,000 tons, whose cargoes aggregated 7,174,000 tons dead weight and 3,284,000 measurement tons, the crews exceeding 876,000 officers and men. The British ships entered inwardly carried more than 54 per cent of the total dead weight cargoes and 14.1-2 per cent of the measurement goods, while foreign ships carried about 27 per cent of the dead weight and rather more than 2 per cent of the measurement goods. British ships entered outwardly carried more than 56 per cent of the total dead weight, and more than 46 per cent of the measurement, whereas foreign ships carried only about 30 per cent of the dead weight, and not quite 35 per cent of the measurement. Including Canadian vessels, the British Empire can possess of 61.1-2 per cent of the total dead weight trade and 52.1-2 per cent of the measurement goods. The average tonnage per ship for the British was about 1,700 tons, for the Canadian vessels less than 300 tons, and for the foreign ships a little more than 900 tons.

### AN IMPERIAL NAVY.

Facts were then cited showing the wonderful progress during the last seventy years in shipping, trading, between Canada and Great Britain, and the concluding part of the address dealt with the question of an Imperial navy. "The maintenance of an undoubted superiority at sea in existing circumstances and in face of foreign competition is no easy task, and it is good to know that the dominions beyond the seas are ready to take a share in the heavy burden of empire. In what way effect can best be given to this fundamental idea it is not easy to decide. It is necessarily a matter in which the views of all concerned must be considered, and a policy determined on which shall command hearty support from all portions of the empire."

"It may be permitted, however, as a sequence to the preceding remarks on overseas transport, to remark that the protection of trade routes between the mother country and the dominions beyond the seas constitutes an essential duty, in the performance of which duty, especially in portions of trade routes adjacent to the colonies may render valuable service. Such a policy in no way infringes the fundamental condition that supremacy at sea is ultimately dependent upon battle fleets, while it recognizes the fact which past struggles have demonstrated, that behind and beyond the work of battle fleets lies the need for adequate protection of commerce and communication. Moreover, it leaves colonial Governments unfettered in making arrangements for the execution of that portion of the general scheme of defence which they may undertake."

"At present the mother country alone possesses experience and means of manufacturing warships and armaments, so that gradual developments, requiring time and experience, will be necessary before the colonies can become self-supporting in these respects should they desire to do so. On the side of personnel and its training also the Royal Navy must be the great school for all parts of the empire. Finally the full utilization of Imperial defensive forces demands the existence of a complete understanding and the pre-arrangement of a common plan of

## DAINTY HAND-MADE NIGHT DRESSES AND PRINCESS PETTICOAT.



Fashionable lingerie, while exquisite and very high priced in the shops, is by no means beyond the reach of the woman of moderate means if she is handy with her needle. Good patterns abound for the different pieces, and should be carefully adhered to in cutting out the garments, as a good fit is as important here as in any other garment. Dainty laces, embroideries and hand-work are all much used. If one has a

talent for designing it comes into good play here.

Ribbons run through hand made eyelets give the last touch of beauty.

Many of these garments are shown in the shops decorated with embroidery in delicate colors of the same shade as the ribbons used.

Dotted and barred materials are also much used, and they are very dainty and unusual. Of course, these materials must be made up more simply than the plain laces and cambrics.

## CANADA WILL BUILD NAVY.

Mr. Asquith Makes Announcement in the Commons.

Vessels For the Pacific and the Atlantic Also.

Britain Will Lend Canada Vessels in the Meantime.

London, Aug. 26.—The Canadian Associated Press learns on high authority that the vessels to be loaned to the Canadian Government by the British Admiralty will be two third-class cruisers, one for the Pacific and the other for the Atlantic.

These ships will require refitting and alterations, which will be done on this side, at the expense of the Canadian Government.

The officers of these ships will also be loaned to Canada, and be paid by Canada.

When Canada starts to build warships, which the Canadian Associated Press understands will be of the Bristol type of cruiser, they will be built in Canada. A representative of a leading firm of shipbuilders will shortly proceed to the Dominion to select a site for a shipyard.

Regarding the site of a shipyard on the Pacific, a prominent naval expert was asked his opinion by a Canadian official and he replied: "Vancouver is more suitable than Esquimaux, though it might also be necessary to have a dock at the latter."

The Canadian Associated Press further understands that the idea of having submarines on the St. Lawrence River and the Pacific Coast has been suggested, and the suggestion has been received with some favor.

The Bristol type of cruiser, which it is understood Canada will build, establishing a shipyard for the purpose, is a second-class protected vessel, being of 4,800 tons burden, and capable of developing a speed of 26 knots an hour. Britain is at present building five such vessels here, to be completed next year. They will have turbine engines.

The third-class cruisers Canada will borrow will probably have a speed of from 20 to 22 knots and be of from 2,000 to 3,000 tonnage.

The Canadian Associated Press is informed that the disposition of the Canadian fleet will be as follows:

Two cruisers for the Pacific Ocean and one cruiser and four destroyers for the Atlantic. Two cruisers will be lent by the Admiralty pending the construction of the Canadian vessels. Docks are to be built which will accommodate the largest warships. They might be placed on the Pacific or on the Atlantic and St. Lawrence River. The Pacific fleet mentioned by Premier Asquith consists of three units, the Australia, the China and the East Indies squadrons, the last mentioned to be wholly British in composition.

ASQUITH'S STATEMENT. London, Aug. 26.—Premier Asquith, imparting to the House of Commons this afternoon the results of the conference on Imperial defence, held recently in London, gave a detailed account of the proposed remodelling of the Pacific fleet, which both Australia and Canada are anxious should be of appreciable strength.

The remodelled fleet will consist of three units, the East Indies, the Australia and the China squadrons, he said, each unit to be composed of a large armored cruiser of the Indomitable type, six cruisers of the Bristol type, six destroyers of the river class and six submarines.

It has been arranged that New Zealand and Australia present the empire with vessels of the Indomitable type instead of the proffered Dreadnought, and these ships will form a part of the Pacific fleet.

Subject to the approval of the Canadian Parliament, he agreed to make arrangements to make a start by building cruisers of the Bristol class and destroyers of the river class, making use of both Pacific and Atlantic ports for the construction work.

Premier Asquith also stated that it has been arranged at the Imperial Defence Conference so to organize the military forces of the Crown as to preserve complete autonomy in each dominion while allowing for Imperial defence by uniting in time of danger into one grand army.

### WHAT OTTAWA SAYS.

Ottawa, Aug. 26.—Ottawa has not been informed of any proposal to borrow two British cruisers to inaugurate the Canadian navy, though it is thought here that such a plan would not be unreasonable in connection with the training of Canadians as sailors and seamen to command and man war vessels. However, the policy of the Government is to build a fleet proper for the purposes of Canada on a plan recommended by British authorities and approved by Canada. Orders in the first place will be given to British builders for the craft required on the Atlantic and Pacific. Eventually an effort will be made to establish Canadian yards from which craft can be turned out. The opinion here is that unless some British builder is venturesome, Canadian yards will not be established for some years, as it is realized that to equip a plant capable of producing modern cruisers, destroyers and submarines is no small undertaking. Not only is the ordinary fabrication and protecting of the hull involved, but there are so many specialized departments, such as electrical engineering and fitting, involved.

### PRESS COMMENT.

The Graphic observes that autonomy and standardization are the leading principles.

The Daily Mail proclaims it one more proof of the large patriotism and Imperial spirit of the British people.

The Post says it is the foundation of a great Imperial system of defence. The Standard says the scheme will secure the outlying portions of the Empire against any attack, but that of a first-class fleet. It hopes the highest posts in the Imperial navy will be open to colonial sailors.

The Daily Telegraph thinks the statement the most epoch-making announcement of our time, but adds respecting the Canadian scheme that a few isolated ships of that sort count for practically nothing. The important point, however, is that a start is to be made. The end no one can presume to tell.

The Chronicle declares the result of the conference is another Liberal triumph.

The Leader remarks that the new

## SLEW MOORS.

Spaniards Kill a Thousand of Them in Battle.

Spanish Prisoners Being Tortured and Decapitated.

London, Aug. 26.—Despatches from Melilla, Morocco, say the fighting is general on the Moroccan coast. The new Spanish artillery has wrought terrible havoc among the Moors, who have lost 1,000 men in the last three days. The Spanish casualties amount to 350. A Spanish column has destroyed three villages near Restinga.

A Moorish deserter who has come into the Spanish lines declares that Spanish prisoners are being tortured and mutilated. They are then decapitated by their captors, and their dead bodies flung into a hole on Mount Gurgura. This hole is a mass of decomposed corpses. Estimates place the number of Spanish prisoners at 1,000.

The water being doled out to the Spanish troops is insufficient. The officers buy mineral waters, but the men cannot afford to do, and, driven by their overwhelming thirst, they have drunk stagnant local water. Many cases of poisoning have resulted. Already fifty-three men have died from this cause, and 170 have been sent to hospitals.

### ADVANCE IS HALTED.

Madrid, Aug. 26.—Official advices received here from Melilla, Morocco, say the Spanish advance is encamped and resting at Restinga.

A detachment pushed on for a distance of four miles and occupied the market village of Elarbar, where abundant springs were found. This discovery solves temporarily the vexing question of a water supply.

## DIVER IN DANGER.

Narrow Escape From Death in the Detroit River.

Detroit, Mich., Aug. 26.—While working on the sunken steamer Collingwood, forty feet below the surface, this afternoon John Coffey, a diver, had probably the closest escape from death he will ever have. One of the couplings of the air tube parted and Coffey was in a fair way of being asphyxiated when Capt. Harris W. Baker, who was acting as his "tender," detected something wrong, and without stopping to call for assistance, exerted all his great strength and succeeded in pulling the diver to the surface.

When the copper helmet was removed, Coffey had lost consciousness, and the blood was gushing from his mouth and ears.



### HUMAN VS. DOG NATURE.

"Why do you keep that dog tied? There's no danger that he'll run away."

"That's just it. I keep him tied, in the hope that he will want to run away."

## The Right House

"HAMILTON'S FAVORITE SHOPPING PLACE"

### Last Saturday in August

The last Saturday in August finds still remaining many interesting and wearable garments in warm-weather weights, at tremendous reductions to clear. We refresh your memory by quoting a few lines and prices. All are RIGHT HOUSE garments, made in the reliable RIGHT HOUSE way, and of good quality materials that will prove their value in wear.

—THOMAS C. WATKINS—

### Our Half-price Garment Sale

Several lines of choice RIGHT HOUSE Ready-to-Wears have been coming lower and lower in price until we have been holding a veritable half-price sale the last day or two.

#### Muslin and Linen Dresses at Half-price

Balance of all our beautiful Princess style Dresses going at exactly half price to make room for fall goods arriving. Some are in white, some in sky, some in pink; dainty French Valenciennes insertion and medallions; a fine dress for house or semi-evening wear. **\$3.75**, formerly \$7.50, **\$5**, formerly \$10, **\$6**, formerly \$12, **\$7.50**, formerly \$15, **\$10**, formerly \$20.

#### Pretty Right House Blouses Many of them at Half-price

It is with some regret that we see these artistic and excellently made Blouses selling at such tremendous reduced prices, many of them at half and even less than half their real value. The same reason, however, applies to these reductions—that we need the room for fall lines of garments that are arriving daily. **\$4.00** Blouses reduced to **\$2.00**, **\$5.00** Blouses reduced to **\$2.50**, **\$6.00** Blouses reduced to **\$3.00**, **\$7.00** Blouses reduced to **\$3.50**. Also some odd and large sizes at still more startling reductions.

#### Ladies' Fine Outing Suits at Half-price

The great variety of materials the modern garment makers have at their disposal were never used to better advantage, never produced more dainty or smarter effects than these Right House Outing Suits now offered at half price; and the wearing qualities are excellent. For **\$3.25**, Outing Suits that were \$6.50; For **\$5.75**, Outing Suits that were \$11.50; For **\$6.25**, Outing Suits that were \$12.50.

#### Children's Wash Dresses at Half-price

The balance of our stock of Wash Dresses for children of from 6 to 14 years also included in this sale. These are well made of plaid and stripe Gingham, plain Chambrays, Percales and white Muslins; embroidery inserted in smart styles. For **\$1.25**, Dresses that were \$2.50; For **\$1.75**, Dresses that were \$3.50; For **\$2.25**, Dresses that were \$4.50; For **\$2.00**, Dresses that were \$4.00. Call and see these swell garments for the very young ladies.

—THOMAS C. WATKINS—

#### White Vestings

English White Mercerized Vestings, in beautiful stripe and floral designs. You know what good quality vestings are worth as well as we do; it is seldom offered at less than 25c. We are selling **25c** quality at **19c**, **35c** quality at **25c**.

#### Boys' Jerseys

Boys' and Youths' Jerseys, in fine light weight wool, suitable for late summer and early fall; in cardinal, green, gray, navy and black; trimmed with contrasting stripes on collars and cuffs. Hygienic and useful garments. Extra good value at **\$1** and **\$1.25**.

#### Men's Raincoats

Men's new English Raincoats, of guaranteed waterproof materials, in fine and well-wearing weaves. A man cannot be well dressed for all weathers without owning one of these useful and stylish garments. Call and see them. **\$7.50** in the plain shades **\$10** in neat stripe.

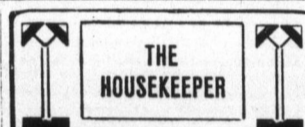
#### Striped Crepes

We wish to clear out this line of Striped Crepes. It is a very useful material, also a good bargain. In pink, sky, helio and champagne shades, all with neat white stripes. A regular good 37c quality, at special reduction sale price of per yard **25c**.

ESTABLISHED 66 YEARS AGO

THOMAS C. WATKINS

HAMILTON, ONTARIO



### THE HOUSEKEEPER

#### DELICIOUS PUDDING.

To two cupsful of boiling milk add four tablespoonfuls flour and two of butter, beaten together. When thickened add four tablespoonfuls of sugar and eight eggs. When quite cold add whites of eggs well beaten, and bake in moderate oven twenty minutes. Serve hot with sauce made of one-half cupful of butter beaten to a cream, one cupful sugar added gradually, white of one egg beaten stiff. Add flavoring to taste. This is a most excellent dessert.

#### STUFFED PEACHES.

Pare six or eight peaches, cut in halves, and remove stones. Chop fine six almonds and six English walnuts. Fill the openings with this mixture. Bake in the oven with the peaches. Fasten the halves together with tiny skewers, sprinkle four or five tablespoonfuls of sugar over them, and set in a saucepan with just enough water to keep from burning. Steam about ten minutes. Serve cold with cream.

#### CHERRY TAPIOCA.

Boil one-half cupful of minute tapioca in three cupsful of water, when clear add one cupful of sugar and one-half cupful of stone fruit cherries, beat in the stiff white of an egg, and bake one-half hour, serve cold with cream.

#### CARPET CLEANER.

To one bar of white soap cut fine in a gallon of water—let it boil until well dissolved—add one ounce of ether and use with scrub brush, and take clear warm water and cloth to wipe off suds. Will renew all colors and make goods like new.

#### CLEANING STRAW HATS.

Juice of one lemon, the same quantity of water, sulphur enough to make a thin paste. Take hat off around hat. Apply paste over outside and under side of hat, using a small brush. Put hat outdoors in the sun until thoroughly dry. Then use a clean, stiff brush to brush off all particles of sulphur which may adhere to the hat.

#### GASOLINE CLEANER.

Put gasoline in a bread raised that has a cover into a tub of hot water to heat; put goods in wet to clean, close it up, and leave it for at least half an hour, when you are ready to work the goods in the same way as you would with cold gasoline, but it is surer to clear better. Do the work out of doors and there will be no explosion.

#### TO HUMBLE HARRIMAN.

J. J. Hill and J. P. Morgan May Control G. T. P.

Detroit, Mich., Aug. 26.—A New York special to-night says: Wall street amidst the excitement of crumbling stock values this afternoon was regaled with a story that J. P. Morgan and J. J. Hill had practically completed the details for an arrangement with the Grand Trunk Pacific for terminal facilities at both Winnipeg and Vancouver. The story also contained the statement that Mr. Hill was now engaged in buying a controlling interest in the Grand Trunk in the London market. Railroad experts here admit that should the story prove true it would provide the Morgan-Hill interests with a first class trunk line from Chicago to Portland, Maine, and by means of its present western connections with a complete ocean-to-ocean highway.

It would give Hill and Morgan control of the Grand Trunk Pacific from Lake Superior to the coast over grades that none of the Harriman lines could ever compete with. With ports at Mont-

## ROADS FOR AUTOS.

Other Traffic Will Have to Pay For Use Thereof.

London, Aug. 26.—In the House of Commons to-night David Lloyd-George, Chancellor of the Exchequer, introduced what he briefly called the "development bill." It empowers the Government to make grants for agriculture, rural industries, transport harbors and similar enterprises. Among the most striking features of the bill is one which bestows authority on the Government to acquire land compulsorily and make roads, on which there will be no speed limit, especially for automobile traffic. Other traffic on these roads will have to pay a charge for the use thereof.

## KILLED ON TRACK.

Quebec Man on Harvest Excursion Lost His Life.

North Bay, Aug. 25.—The annual rush of farm laborers to the harvest fields of the west, while quiet and orderly this year, is not to pass without at least one tragic incident.

Yesterday the mangled body of M. Busson, a prominent citizen of St. Constant, Quebec, who was taking advantage of the cheap excursion rate west, was found on the railway near Ridout, two hundred and sixteen miles west of North Bay. Busson had a ticket to Brandon, but for some reason left the train at Ridout, where he telegraphed his wife to send him \$50.

She telegraphed the money, but before it arrived Busson left Ridout and started to walk east along the G. T. P. tracks, his body being found yesterday morning. Considerable mystery is attached to the case, no reason being apparent for Busson's actions in leaving the train. It is supposed his mind became deranged, and that he was struck by the westbound express.

### CURIOUS JAPANESE FISH.

One That Uses Fin as Sail—How the Dorado is Caught.

One of the most interesting of fish of Japanese waters is the Oriental sail fish (Histiophorus orientalis). The generic name, given by Dr. Gunther, means the sail bearer and refers to the huge dorsal fin possessed by the species. The fin stands higher than the body above it and is used as a sail before the wind. It is a large fish, ten feet in length and weighing 164 pounds. They swim about usually in pairs in rough and windy weather with the huge fins above the water.

It is a favorite food fish and the annual catch is nearly 2,000,000 pounds. The sail fish is caught by means of a harpoon. Another food fish known as a dolphin or dorado is sometimes caught in a curious way. The fishes congregate under a decoy bush and raft made of bamboos, and are then caught by hooks baited with squid. Or the decoy bush is surrounded by a seine net and the dolphins are driven by beating the surface of the water with sticks. This fish is eaten both fresh and salt and is as great a favorite in Western Japan as the salmon is in the Northeast.—Zoologist.