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A. EMERY MOORE,
EDITOR

THE FIRE BRIGADE

During the past few months there have come before the people of Sidney for consideration several very important proposals, all of which received for a short time a fair amount of attention, and then they were apparently lost sight of. Among what we consider the most important, and an absolute necessity, was the establishment of a fire brigade in Sidney. Several months ago at a public meeting called for the purpose a committee was appointed to take charge of this matter, and they went to work with a vim and vigor well worthy of the movement. A canvas of the merchants of the town was made and they received promises amounting to \$250. Then the Board of Trade were sponsors for a dance given in aid of the fund, and as a result \$150 was placed in the bank to be used for this purpose. Since then there have been several voluntary subscriptions recorded amounting to about \$75, and the Sidney Amateur Dramatic Club recently contributed \$55, the proceeds at an entertainment given in aid of the fund by the club. Altogether there is now in the neighborhood of \$500 available for the purchase of a fire fighting apparatus. This amount will purchase at least five hundred feet of hose and one reel, and while not being sufficient for the future needs of the town in this line, yet it would form a nucleus upon which could be built a properly organized fire fighting brigade. With this amount of hose a brigade could be formed and regular practices held once or twice a week when the drains running through the business and residential portion of the town could be flushed out thereby eliminating the danger that lurks there once the hot weather has set in. Then again the hot weather is upon us with all its force, the long grass will dry up and become a grave danger to the whole town through the carelessness of some one throwing away a lighted match or a cigarette stub.

We would like to see that committee get busy again and collect in the amounts promised and see that the hose and reel are purchased, and a brigade organized as arranged for at the public meeting mentioned above.

MERCHANTS BANK OF CANADA.

The Annual Statement of the Merchants Bank of Canada for the year ending April 30th, 1914, which is now being published in the different newspapers, shows the excellent financial condition in which this institution is being maintained.

As the close of the financial year of the Merchants Bank was changed in 1912, from November 30th to April 30th, 1913, the last statement issued previous to the present one, only covered a period of five months, consequently it is impossible to make a comparison between the yearly statement just published and the previous one covering only five months.

A reference to the annual statement ending April 30th, 1914, shows Net Profits, outside of Premium on New Stock and balance brought forward from April 30, 1913, of \$1,218,694.45, which sum equals 9.13 per cent. on shareholders' funds (average capital \$6,563,500, average Reserve Fund \$6,479,600.)

During the year just ended, the sums of \$400,000 and \$180,825 respectively were transferred from Prof-

it and Loss, and Premium on New Stock, to Reserve Fund.

The Officers' Pension Fund was augmented to the extent of \$50,000, and amounts of \$100,000 and \$135,000 respectively were written off Bank Premises Account and Depreciation in Bonds and Investments, leaving a balance to be carried forward of \$248,134.67.

The Reserve Fund of the Bank now reaches the large sum of \$7,000,000, made up as follows: Balance, April 30, 1913, \$6,419,175, transferred from Profit and Loss Account \$400,000 and, Premium on New Stock \$180,825.

The average Paid-up Capital for the year ending April, 30, 1914, is \$6,868,500.

SHAMROCK IV. IS SCOW TYPE OF BOAT.

When the Shamrock VI. was laid down at Camper and Nicholson's yard Sir Thomas Lipton said she would be a surprise to all. Now the yacht has been launched and those who saw her in the yard declare that she is a remarkable looking vessel, and yachtsmen on this side who have read a description of the yacht saw that Nicholson has again shown himself to be a bold designer. He has turned out a freak to race under the American rule and if the Shamrock IV. is successful and should win the America cup the American rule of measurement will have to be reframed.

The American rule when it was adopted was aimed chiefly at the scow type of yacht and such penalties were inflicted that it was thought no one would dare build a vessel that would incur these heavy penalties. Nicholson studied the rule. He was not as familiar with it as were the American designers who had been building under it for ten years and the first yacht he has turned out to race under the American rule is an out and out freak.

Those experts who saw the yacht agree that she must be fast. According to Thomas Fleming Day, who was at the yard, she will spread about ten thousand square feet of canvas. Assuming other things being equal this would mean that she would have to allow several minutes time to the Resolute, which spreads about eight thousand square feet. If the other measurements of these two yachts are about the same the difference of two thousand square feet would mean an allowance of eight minutes. This, however, would not be the allowance because it is certain that the Shamrock's displacement will figure higher than that of the Resolute and as there is a premium on displacement the rating of the Shamrock and her allowance to the Resolute will be cut down.

The only question in the minds of experts on this side is whether the yacht can cross the ocean safely and without being knocked out of shape and strained. Her planking is very thin, but her framing is strong. She probably will be strengthened for the ocean voyage.

Sir Thomas Lipton's objection to the old rule was that it developed a freak and that he risked the lives of his men in sending them across the ocean in a freak yacht. He declared that he would not build another freak yacht because he was practically out-built before he left the other side. A race was arranged under a rule supposed to develop a yacht of wholesome type, and now Sir Thomas is coming with a freak to sail against yachts whose hulls at least are of normal design.

The mistake that has been made, according to one designer, is that the New York Yacht Club insisted that the water line length should be named, and that designers should not limit the size of sail area. If the American rules had been used as they are in different clubs things would have been different. There would have been a limit to sail area then and each designer would have turned out a vessel of the same rating and a sane and sensible vessel.

Should Sir Thomas win the cup it

will be raced for next time under the British rules. Those rules insist on strength of framing and plating and have developed good, galesome vessels similar to the schooner Westward.

WORLD'S LARGEST FORESTRY ASSOCIATION.

The St. Maurice Forest Protective Association is the second largest of its kind in the world, the largest being the Western Forestry and Conservation Association, the subsidiary associations of which last year provided for a patrol of 22,000,000 acres of timberland in the states of the Pacific Northwest. This area contains over five hundred billion feet of timber, or a fifth of the entire supply of the United States. The fire loss last summer was one one-thousandth of the value of the timber on the area patrolled. The cost of patrolling varied between 50 cents and \$3.00 per hundred acres, according to conditions and the amount of improvement work done, such as trails, telephone lines, lookout stations, etc.

EMPRESS RELIEF FUND

Montreal, Que., June 2.—The board of control this morning voted the sum of \$10,000 to be given to the fund for the survivors and widows and orphans of those who met death in the Empress of Ireland disaster. The motion that the grant be given was moved by Controller Ainey seconded by Controller McDonald and passed without debate.

MAY SELL WARSHIPS.

Washington, May 28.—A plan for disposing of the battleships Idaho and Mississippi to Greece for 12,000,000, just what the United States paid for their construction, was laid before the Senate naval affairs Committee today by Secretary Daniels.

Greece is anxious to put her navy more nearly on a footing with Turkey, who recently bought a new dreadnought built for Brazil in an English shipyard. The proposal came from Greece.

The idea met with the approval of a majority of the committee, and an amendment embodying the plan was prepared for presentation to the Senate. The United States has never before sold a battleship to any foreign power.

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