

LOOKING FOR THE BEST

Naval Constructors Eagerly Await the Result of a Meeting of Modern Fleets.

Latter Day Appliances of Naval Warfare to Have Their First Serious Trial.

All the world will watch intently for a great naval battle, because the machinery for fighting upon the sea, which has been devised and developed in the last thirty years, has never been put to a serious test.

First the new warship was an "iron-clad," and assumed unwieldy proportions. The British Infexible, which was launched in 1876, carried a belt 24 inches thick, and the huge battleships of Italy of a little later date were protected with 22 inches of iron armor.

This improvement in armor plates, giving better protection with diminished weight, accompanied by new inventions in boilers and engines, made possible a much higher speed and greater facility in handling vessels of vast size.

The cast-iron gun, with its smooth bore leading to the muzzle, was not a thing of the past. Cheapened steel became the chief material of naval ordnance, first as a core within a jacket of wrought iron, and finally as the body of the deadly tube.

Year after year the emulation of inventors improved the machinery, and a factor or another of the great problem of naval warfare, while no naval battles took place, and each new battleship or cruiser was supposed to show some new advance.

During all this time, tests have been almost wholly experimented without the conditions of actual battle. Armor plate has been tried in the form of targets set up on shore or on floats, and guns, explosives and projectiles have been tried by firing at such targets.

Now the armor of the battleships is 10 or 12 inches thick, and the heaviest guns rarely have a caliber exceeding 12 inches, while once they have 16, but the armor plate of the armor plate is greater than ever before, and the power of the low breech-loading rifle, handled by machinery, is something not dreamed of in the generation of the tubular boilers, the forced draught of the furnace, the triple-expansion engines, the electric machinery in times past, and a regular handling of the ship, and the addition of its electric power of the work of signals and the minor devices of a fine complex machinery of war.

In the somewhat famous battle between the navies of Chile and Peru in 1879 the Hunacar was caught between two fires from the Blanco Encalada and the Almirante Cochrane and forced to surrender, but what were these vessels of the primitive days of armorclads? The Hunacar was of but 2,100 tons displacement, and a speed of 18 knots, and the armor plates were but 4 inches thick on her hull and 5 1/2 on her gun turrets. The two Chilean cruisers had a displacement of only 3,480 tons each and a speed of thirteen knots.

The British reduction of the forts of Alexandria in 1882 was an equally unassisted and unaided feat. There were practically no harbor defenses in the bay, and the forts on shore were comparatively slight, and the command was inferior to that of the British fleet, in which the most formidable vessel was the old Indefatigable, with her 24 inches of iron armor and her 16-inch guns. It was only a question of opening fire and keeping it up until the place gave way.

The nearest approach to a test of naval fighting appliances came in the battle of the Yalu, or of Hai-Yan-Tau, in the war between China and Japan, in 1895, but how far that battle was from a serious test can be seen by briefly recalling the events and the forces engaged. China had two rather powerful barbette ships, the Ting Yuen and the Chen Yuen, and 7,830 tons each, with 14-inch armor belts, and 3-inch protective steel decks, and a heavy armament of 12-inch guns.

Under date of May 30, H. Macklin sends the following from Galiano: Of two evils choose the least was the motto of the British fleet, and the contest held on Salt Spring Island a few weeks ago for the purpose of selecting a candidate to oppose the present government.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

Political Notes.

Our Chilliwack correspondent writes as follows: Mr. Vedder, M.P.P., returned from Victoria the day that dissolution took place. A few days after Mr. Forster joined him. It seems Mr. Vedder's position here is somewhat similar to Mr. Forster's in the Delta. The electors of Delta get rid of Mr. Forster nominated Mr. John Oliver of Mud Bay and now Mr. Vedder's late friends are trying to nominate Mr. Charley Munroe, but Mr. Vedder will have none of it.

The delegates elected during the past week or two by the several districts making up the constituency of Esquimalt are to meet in convention this afternoon at 3 o'clock at Colwood, to formally place candidates in nomination. Mr. Higgins and Mr. Hayward are expected to be the choice.

M.A. E. McPhillips' friends are already pressing upon him to offer himself as a candidate in the city at the coming elections. He would unquestionably make a strong candidate. The name of Mr. H. H. Hall is also mentioned in the same connection.

A Nanaimo despatch states that W. W. B. McInnes, who has announced himself as a candidate for the provincial house will be nominated for Nanaimo by the party before he can be nominated. He will be able to make a strong showing in the political field and contest the vacant seat of Mr. McInnes in the Dominion house.

Under date of May 30, H. Macklin sends the following from Galiano: Of two evils choose the least was the motto of the British fleet, and the contest held on Salt Spring Island a few weeks ago for the purpose of selecting a candidate to oppose the present government.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

opinion than that the former leader of the party now declares that he finds it no longer possible to support the stand taken by the opposition in the legislature, and has therefore decided to stand as an independent. He cannot endorse, he says, the course followed by the opposition in decrying and placing themselves in antagonism to every action of the government. That was practically all the opposition did last session, finding faults perpetually but offering no substantial remedy as the basis of supply for the year. Consequently while Hon. Mr. Beavan does not endorse everything that the government has done, he cannot on the other hand support the opposition. Some from so tried a champion and so keen a student of politics, and British Columbia affairs, more particularly, this is a former colleague, Mr. Scullin, is leader.

The delegates elected during the past week or two by the several districts making up the constituency of Esquimalt are to meet in convention this afternoon at 3 o'clock at Colwood, to formally place candidates in nomination. Mr. Higgins and Mr. Hayward are expected to be the choice.

M.A. E. McPhillips' friends are already pressing upon him to offer himself as a candidate in the city at the coming elections. He would unquestionably make a strong candidate. The name of Mr. H. H. Hall is also mentioned in the same connection.

A Nanaimo despatch states that W. W. B. McInnes, who has announced himself as a candidate for the provincial house will be nominated for Nanaimo by the party before he can be nominated. He will be able to make a strong showing in the political field and contest the vacant seat of Mr. McInnes in the Dominion house.

Under date of May 30, H. Macklin sends the following from Galiano: Of two evils choose the least was the motto of the British fleet, and the contest held on Salt Spring Island a few weeks ago for the purpose of selecting a candidate to oppose the present government.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most modern armaments, are engaged in each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

are building or fitting out steamers upon the western coast of this country were not yet prepared to enter into this contract of carriage in the transportation. They may be able to do so at a later period, but they were not able to do so at the time the government sought these tenders.

Hon. Mr. Macdonald (B.C.)—I have to thank the honorable minister for his very clear and concise answer to the questions which I have asked. My first question was in a Seattle newspaper relating to a ship on the coast of British Columbia as not being the proper place to buy stores and get supplies and establishing a depot for the Yukon. My second question was in a Seattle newspaper relating to a ship on the coast of British Columbia as not being the proper place to buy stores and get supplies and establishing a depot for the Yukon.

Hon. Mr. Macdonald (B.C.)—I see also that the rate of freight allowed is simply enormous. Hon. Mr. Templeton—Did I understand the honorable gentleman to say the Canadian Pacific Navigation Co.?

Hon. Mr. Macdonald (B.C.)—I say that the Canadian Pacific Navigation Co. were prepared with their steamers to carry these stores from Vancouver or Victoria to the Yukon. My second question was in a Seattle newspaper relating to a ship on the coast of British Columbia as not being the proper place to buy stores and get supplies and establishing a depot for the Yukon.

Hon. Mr. Macdonald (B.C.)—I see also that the rate of freight allowed is simply enormous. Hon. Mr. Templeton—Did I understand the honorable gentleman to say the Canadian Pacific Navigation Co.?

Hon. Mr. Macdonald (B.C.)—I say that the Canadian Pacific Navigation Co. were prepared with their steamers to carry these stores from Vancouver or Victoria to the Yukon. My second question was in a Seattle newspaper relating to a ship on the coast of British Columbia as not being the proper place to buy stores and get supplies and establishing a depot for the Yukon.

Hon. Mr. Macdonald (B.C.)—I see also that the rate of freight allowed is simply enormous. Hon. Mr. Templeton—Did I understand the honorable gentleman to say the Canadian Pacific Navigation Co.?

Hon. Mr. Macdonald (B.C.)—I say that the Canadian Pacific Navigation Co. were prepared with their steamers to carry these stores from Vancouver or Victoria to the Yukon. My second question was in a Seattle newspaper relating to a ship on the coast of British Columbia as not being the proper place to buy stores and get supplies and establishing a depot for the Yukon.

Hon. Mr. Macdonald (B.C.)—I see also that the rate of freight allowed is simply enormous. Hon. Mr. Templeton—Did I understand the honorable gentleman to say the Canadian Pacific Navigation Co.?

England has been more ready, after all, to recognize the logic of democratic principles. It is a timely query to make, why English and Irish women who are qualified to vote in their native countries should be disfranchised if they chance to remove to the United States. In Sweden and Norway tax-paying women may enjoy the political franchise. In Russia, tax-paying women may vote directly in every election. In Finland, Schleswig-Holstein, Austria, Bohemia, Italy and Russia the tax-paying women are permitted to vote by proxy. Does it seem strange that the boasted liberty of the United States should be denied to women? In the connection with the recent debate in the British House of Commons, the admission of women and the accommodations to be provided for them, it is of interest to note that the history of the franchise in the United States is not a very long one. As long ago as 1818 this entry appears in the Journal of the House of Representatives: "Ordered that the command-in-chief and the guard that do guard the House of Representatives be directed to admit women from coming up the stairs leading to the House of Commons doors."

Curious Experiences in the Bay and City of San Francisco. (From the San Francisco Chronicle.) Familiarity with the local phenomena of fog has not destroyed its interest in them in the mind of the average San Franciscan. He looks on with indifference almost daily through the summer season on the mists that drift over the hills and down the coast, and the fog that hangs about the city; their obscuration of the Contra Costa range, their capture of the bay, the warning look of tugs and alarm bells at the various ferry landings, and the delirious cries of the Goat Island and Point Bonita Klondikers, are of no special significance. And yet these familiar fog phenomena furnished Bret Harte with a theme for a piece of his finest descriptive writing. That every flow from his pen.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum. Thus the fog that hangs about the city is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

FOR SEALS Complete at Sea Understrat Minister Recent He the Way dust Washington negotiations to the signing ally agreed submitted to it. While liminary agreements, yet it among of question will be by the eagic sealing. This has been for many years to put an Canada through even a industry yens of the C. During the ever a revised practically profitable to a Canadian. The adian citizens in sealing opera on the mists that drift over the hills and down the coast, and the fog that hangs about the city; their obscuration of the Contra Costa range, their capture of the bay, the warning look of tugs and alarm bells at the various ferry landings, and the delirious cries of the Goat Island and Point Bonita Klondikers, are of no special significance. And yet these familiar fog phenomena furnished Bret Harte with a theme for a piece of his finest descriptive writing. That every flow from his pen.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.

WHEN comes the great gray bank of fog that is carried by the strong westerly wind from the bay, and flows into the gates of the city with the setting of the sun, it is a matter of as much speculation as any of the other phenomena of the bay. It has been driven inland. It has been driven from the bay by the trade winds, and the trade winds are created by the heating process vacuum.