

AND

Spring Apparel.
the last minute
to choose from.

For You

fashion's very latest dictates.
wish to impress upon you
condition that the styles are
armament. Our prices are the
of self striped panama in
is cut graduating in length
ong in front to 40 inches in
ck being finished with but-
lar inlaid with black satin,
t with silk. Skirt cut plain
nel trimmed with buttons
ce \$47.50

de of pretty fawn and
worsted. Coat is 40 inches
i-fitted back finished with
covered buttons, roll collar
d with bronze green satin,
t with silk. Skirt is plain
rice \$45.00

nes at \$19.75

we have about twenty-
made up of very pretty
all the new colorings. In
garments are absolutely
they are well made.
nes are ordinarily worth
\$35.00, but they were
special price, enabling us
se suits at the special
price \$19.75

Popular

parasols that there has been
d parasols to match the suits

used, for later wear white ones
ts of fancy effects to use with

of silk applique and chiffon,
75 and \$9.75

S—In pongee, with floral de-
d tan and navy, with fancy
... . \$2.50

S—In newest stripe and
with patent frame—in all
... . \$3.50

PARASOLS—With lace and
and double row tufts, non-
natural wood handles . . \$1.75

PARASOLS—In Jap taffeta
\$2.00, \$2.50, \$3.00, \$3.50,
... . \$4.50

SOLS—In lawn and silk, with
natural handles, \$1.50, \$1.75,
\$2.00, \$2.50 and \$3.75

CHILDREN'S AND
MISSES' SILK PARASOLS—Some with frilled
edges. \$1.50, \$2.00 . . \$2.25

BLACK MOIRE ANTIQUE
PARASOLS — Beautiful
quality silk, with crook
handles. \$3.50, \$4.50, \$5.75

Necessary

An expert fitter is also here.
is an up-to-the-minute style,
sly to fit average figures.
as high bust, very long front,
ong back, and accentuates the
ect below the boning. One of
values. Price \$2.50

ch at Our Tea
Rooms

The Semi-Weekly Colonist.

VOL. L. NO. 236

VICTORIA, B. C. FRIDAY, APRIL 2 1909

FIFTIETH YEAR

CANADA'S SHARE IN NAVAL FORCE

World-wide Efforts Are Being Made to In-
crease Efficiency of the Sea Forces
of Empire—The Spirit of
the Colonies

BRITISH PRESS TALKS OF A CANADIAN NAVY

London Chronicle Comments on Action of
New Zealand and Australian States—Com-
pliments Laurier on His Willingness to
Stump Country on Imperial Defence

London, April 1.—Despatches continue to come in from all parts of the Empire detailing the world-wide efforts being made to increase the efficiency of the sea forces of the Empire. So far no discordant note has been struck by any of the great self-governing colonies, although there appears to be a certain divergence of opinion as to the method which, in the long run, will be the most effective in producing the result aimed at by all.

At first despatches received here seemed to indicate that presents of Dreadnoughts to the Imperial navy constituted the most effective method of dealing with the situation created by the revelation of Germany's ambitious designs. Later it seems that the governments both of the Dominion and Commonwealth are of the opinion that they can best help at present by setting their own houses in order by providing efficient protection for their own ports and commerce.

New Zealand has made a definite offer of a Dreadnought, which has been welcomed with grateful thanks by the British government, but the Chronicle (the leading radical organ) today prints a despatch from Melbourne, which says that the report of an offer of a Dreadnought by the Australian Commonwealth is premature. The Federal premier, Mr. Fisher, continues to refuse to make such an offer on behalf of the Federated States, and the heads of the local governments are themselves still divided in opinion. The premier of the States of Victoria and New South Wales are willing to make such a contribution, while the others are unwilling. The Sydney correspondent of the Standard (Conservative) states that in the event of the other states not joining in some such offer, New South Wales and Victoria will give a Dreadnought on their own account, as foreshadowed in earlier despatches.

The Chronicle today prints a generous editorial appreciation of the fine spirit evinced by Sir Wilfrid Laurier in offering to spend the remainder of his life in stumping the country, should occasion arise, to impress upon his fellow-Canadians the urgency of ensuring the unassailable position of the Empire, though Canadians here seem of the opinion that Canada stands in no need of an educational campaign along these lines.

The Standard editorially voices the opinion this morning that the creation of a Canadian navy would be far more useful to Great Britain and the Empire than an alliance with second-class naval powers.

BRITISH COLUMBIA'S POSITION

Premier McBride believes that the Dominion of Canada should give any assistance possible towards the defence of the Empire. The action should be taken by the country as a whole, and not by the individual provinces, he believes.

In response to a query from the Toronto Star, he despatched the following telegram upon the subject:

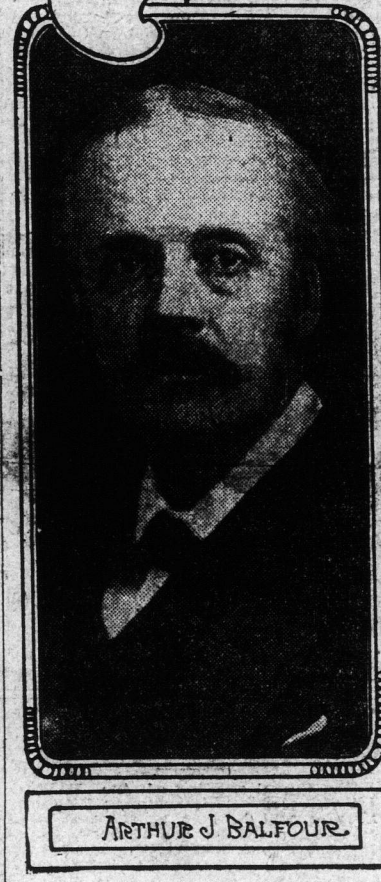
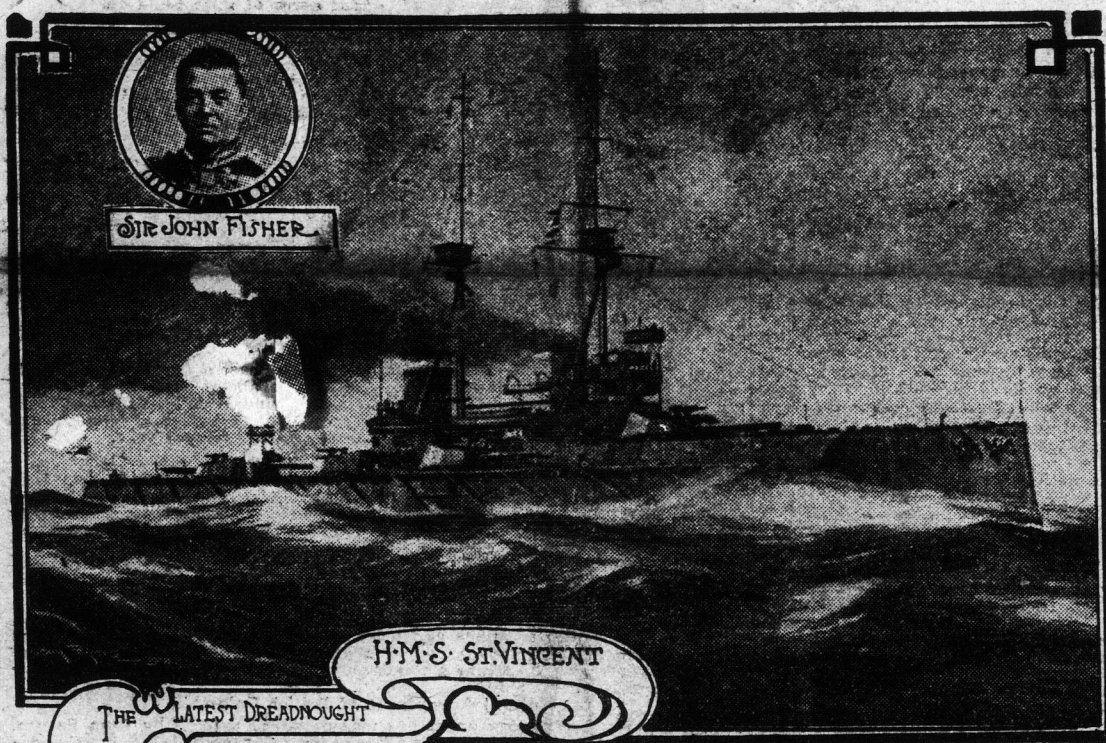
Toronto Star, Toronto, Ont.
As states occupy more independent position under Australian Commonwealth than given provinces by Canadian constitution. Dominion as a whole should take any action towards giving assistance to the Mother Country in defence of Empire. People of British Columbia will cordially and patriotically endorse action to this end by Ottawa.

RICHARD MCBRIDE.

TEXT OF THE GERMAN NAVAL PROGRAMME

Berlin, April 1.—The German naval programme provides that between 1909 and 1917 fifteen battleships shall be built, additional to those now on the list—three in each of the years 1909, 1910, and 1911, and one in each of the six subsequent years; also nine cruiser battleships (one each year), eighteen smaller cruisers, and eighteen divisions of destroyers.

The object in view is to complete the intended establishment of thirty-eight battleships, twenty battleship cruisers, thirty-eight small cruisers, and 144 destroyers.



years. These are some of the facts which have caused the panic in England.

The above are the precise facts with regard to the German naval programme and the measures that are being taken to carry it into execution. They are taken from the provisions of the German Law of June 14, 1906, with the "Novelle" of 1908, which doubled the number of battleships, and that of 1908, which decreased the "Lebensdauer," or period after which battleships and armored cruisers are to be replaced as obsolete in from twenty-five to twenty years.

NAVAL ESTIMATES FOR THE COMING YEAR

London, April 1.—The naval estimates for the forthcoming financial year, show that the amount required for the navy for the year is £25,447,700, as compared with £22,319,500 for the current year. The principal increase occurs under the heads of pay of personnel, victualling, ordnance works, and the three sections of the shipbuilding vote.

In view of the controversy that has been raging for some time past in public and in the Press, the principal interest attaches this year to the amount voted for new construction and to the Admiralty's shipbuilding programme. This programme is as follows: 4 battleships (Dreadnought type), 20 destroyers and 6 protected cruisers.

THE SITUATION IS BECOMING AGUTE

Longshoremen's Strike at
Vancouver Is Developing
Some Startling Features—
C. P. R. Will Import Men

TROUBLE RESULTS IN FREIGHT TIE-UP

Vancouver, April 1.—Developments came with startling rapidity today in the longshoremen's strike and it is probable exciting scenes will transpire during next week for the C. P. R. has arranged for fifty men to leave Winnipeg on today's train and fifty men to leave tomorrow.

higher money and included some of the leaders of the strike.

While the Georgia can hire all the men she wants at whatever figure the ship likes to arrange, yet the C. P. R. controls the dock and shed and seems determined to refuse to allow any men to work in its sheds that have been concerned with the demand for higher money or are in receipt of it from any source.

The Clan Macfarlane discharged sugar with the aid of Lascares at the rate of thirty tons an hour yesterday and is working today. The Blue Funnel liner Ganfa is pouring out freight slowly but surely with the aid of her crew and the Montague is loading with the aid of her crew.

MR. CHAMBERLAIN TO ARRIVE TOMORROW

Will Confer With Provincial Government Before Going to Prince Rupert
E. J. Chamberlain, general manager of the Grand Trunk Railway Co. will reach the city tomorrow and spend several days here, previous to proceeding to Prince Rupert on an inspection trip.

EXPLOSION ABOARD BARK

Twelve of Crew of French
Tank Vessel Jules Henry
Perish When Oil Fumes
Become Ignited

SIX BODIES ONLY
HAVE BEEN RECOVERED

Craft Plied Between Phila-
delphia and Cette in the Oil-
Carrying Business—Was
Being Examined

Marseilles, April 1.—The French tank bark Jules Henry, Captain Escoffier, engaged in the oil trade between Philadelphia and Cette, blew up this morning, and was practically totally wrecked. Twelve members of her crew were killed and many were wounded. The bark arrived at Cette on March 22 from Philadelphia.

The Jules Henry is a modern tanker, built at Havre for carrying petroleum in bulk, in 1906, by Forges and the Company de Mediterranee, for A. Vi-mont & Co. She was a large vessel of 2,028 tons gross, 250 feet long, 40 feet beam and 23.5 feet deep.

The crew of the bark are probably all Frenchmen. Nothing is known here concerning them, but shipping men say that as a rule foreign vessels in the oil trade carry crews shipped abroad.

Fumes Caused Explosion

The Jules Henry sailed from here for Cette on February 18, loaded with 85,812 gallons of crude petroleum, valued at \$71,844. As the vessel arrived at its destination on March 22, it had been discharging, and that the explosion was caused by a light coming in contact with fumes of the oil remaining in the tanks.

A representative of the Yvanias agency accompanied by the second officer, was inspecting the vessel at the time she blew up. In the course of their work the two men entered the tank hold. Immediately after there was a tremendous explosion. The entire deck of the bark was lifted and the forward portion of the ship was wrenched off. Twenty men of the crew were at work painting and repairing. They were all blown into the air.

Great sheets of fire shot up from the vessel, and in a few seconds she was enveloped in flames. Prompt aid came from neighboring ships in the harbor, but it was impossible for the sailboats to get close to the burning vessel. Six burned and mutilated bodies have been recovered from the floating wreckage.

AIRSHIP THE SPORT OF WINDS

Count Zeppelin's Craft Be-
yond Control Tossed About
by Elements While Thou-
sands Gaze Aghast

ITS NAVIGATORS
IN DEADLY PERIL

Troops Follow Its Errant
Course to Aid in Landing—
Germany's Effort Shows
Point of Weakness

Munich, April 1.—All Europe was thrilled today and the inhabitants of the territory surrounding this city driven into a state of panic and horror through the circumstance that the famous Zeppelin airship had become the plaything of the winds and, quite beyond control, was being rapidly driven before a high gale.

The airship, with Count Zeppelin himself on board, had arrived here at 3 o'clock this afternoon and after having been eleven hours in the air. The circumstances of the journey were perilous.

AIRSHIP LANDED SAFELY

Dingolting, April 1.—The Zeppelin airship landed safely near here at 3 o'clock this afternoon after having been eleven hours in the air. The circumstances of the journey were perilous. The rear motor refused to work and the forward motor alone could not develop sufficient strength to drive the airship against the high wind. Several anxious hours were spent by the pilots before an opportunity offered to make a safe and successful landing.

this morning from Friedrichshafen, which point she left at an early hour. Shortly after arrival the wind commenced to increase in strength, and the watchers on the earth beneath soon saw that the Count was making efforts to descend. These were not successful, or the Count may have thought the ground in the vicinity unsuitable for the airship to alight on a slightly higher elevation. At this moment the wind materially increased in intensity, and the watchers beneath uttered an involuntary cry of horror as they saw the huge machine, instead of responding to her mechanism dart forward abruptly out of her course, completely at the mercy of the wind.

Spectators in Panic
The spectators were seized with sudden panic and great confusion ensued. (Continued on Page Three)

OUR MOTHERLAND

(By W. H. S.)

Long has she borne the burden, our old grey mother at home;
Worn and bent and harassed, her brows are furrowed with care,
And she looks afar at her children as over the earth they roam,
Wistfully crying, "Children, my burden is hard to bear!
"I have watched over you, children, when ye were young and weak,
And freely have I given the milk ye drank from my breast.
Now ye have reached your manhood—stern are the words I speak—
Your oft-pledged love, my children, will ye put it to the test?
"To naught but my blood I'm trusting, to none but the hearts I know;
To you, my sons, I am looking, the seed that I have sown.
Come, will ye help me, children, to keep the fire aglow,
The flames of Love and Freedom, that light up my old hearth stone?"
"Aye, gladly will we help you, and this is the message we send
To all who harass our mother and threaten the home we love;
We will stand by our mother, aye, stand by her to the end,
As long the earth's beneath us and God's blue sky's above."
Old in truth is our message, it spoke in the arrow's song,
And it speaks today as clearly in the boom of the Dreadnought's gun,
That while our hearts are beating, and while our hands are strong,
No one shall harm our mother as long as the ages run.