

THE HERALD

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PUBLISHED EVERY WEDNESDAY.JAMES MCISAAC,
Editor & Proprietor.Our Provincial
Finances.

In our last issue we gave a summary of the financial statement for the year 1903, as shown in the Public Accounts. We now give a more detailed statement of the Government's manner of carrying on our financial affairs. The receipts for the year were as follows:

RECEIPTS.	
Domestic Subsidy	\$211,931.88
Public Lands	6,821.92
Ferries	3,834.02
Prothonotary Office	1,801.19
Registry Office	5,639.89
County Courts	779.31
Provincial Secretary's Office	840.80
Peddler's License	2,137.08
Hospital for Insane	3,467.46
Fines and Penalties	1,886.14
Casual Revenue	219.60
Private Bills	600.00
Vendors' Licenses	2,758.25
Life Insurance Companies	3,225.00
Fire Insurance Companies	425.00
Accident and Guarantee Cos.	375.00
Trust and Loan Companies	3,500.00
Banks	400.00
Steamship Companies	150.00
Express Companies	200.00
Gas and Electric Companies	500.00
Miscellaneous Companies	1,100.00
Commercial Travellers' Tax	7,900.00
Succession Duties	32,156.00
Land Tax	13,240.61
Road Tax	9,080.67
Income Tax	\$318,796.17

Against these receipts the following expenditures were made:

EXPENDITURES.	
Administration of Justice	\$18,383.61
Boards of Health	23.26
Coroners Inquests	245.80
Department of Agriculture	3,305.85
Executive Council	331.75
Education	123,943.92
Elections	194.08
Exhibitions	4,000.00
Hospital for Insane	28,510.73
Interest	28,940.48
Legislation	8,045.41
Legislative Library	205.00
Miscellaneous	6,815.62
Poor House	4,180.00
Pantries	3,403.18
Postage	414.41
Public Lands	902.02
Provincial Sec-Treasurers Dept.	5,910.50
Provincial Auditors Dept.	1,434.58
Registry Office	4,912.28
Telegrams	74.64
Stenographer, Type-writer and Librarian	1,411.29
Public Works Department	4,570.59
Government House	239.05
Ferries and Ferry Steamers	18,311.38
Packets	3,285.60
Wharves	6,524.61
Roads	25,415.57
Bridges	16,100.00
Miscellaneous Public Works	1,603.40
Debiture Sinking Fund	3,496.00
Total ordinary expenditure	\$327,662.18
Recalled capital expenditure	11,575.11
Total Expenditure	\$339,237.11
Deficit	\$40,471.94

Here is the Government's record of deficits:

Year	Deficit
1891	\$30,439.20
1892	52,591.29
1893	119,949.23
1894	20,164.21
1895	32,862.30
1896	14,135.32
1897	38,201.66
1898	26,576.77
1899	36,915.03
1900	95,932.26
1901	51,202.07
1902	12,122.24
1903	20,471.94
Total	\$778,196.45

The Government's taxation record includes the following:

Tax	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
Land Tax	\$45,182.81	\$47,681.00	\$48,406.10	\$48,474.57	\$49,467.77	\$56,668.68	\$56,236.94	\$58,056.65	\$58,801.77	\$78,196.45
Road Tax										
Income Tax										
Total	\$45,182.81	\$47,681.00	\$48,406.10	\$48,474.57	\$49,467.77	\$56,668.68	\$56,236.94	\$58,056.65	\$58,801.77	\$78,196.45

Sessional Notes.

The wonted monotony of the routine proceedings of the Legislature was broken on Tuesday of last week by an occurrence in which the Leader of the Government took the initiative. For several days previously the Government members had been causing the greater part of the time, and one might have guessed they were hatching out some little political plot with which they intended to surprise the Assembly. But when all was over the incident might very well be characterized as a case of the mountain being in labor and bringing forth a ridiculous mouse. It happened in this way. The Government, chagrined and disappointed because Mr. Currie, the member for West River, did not seem worth a cent at the attempt made to inveigle him in a violation of the law governing the independence of the Legislature determined to take another and a bolder step in the game. To accomplish this the concurrence of Mr. Dickieson was necessary; consequently, this obsequious servitor of the Government furnished a declaration attempting to controvert some of the statements previously made by

Mr. Currie, in his statement in the House. When the routine portion of the order paper had been disposed of, and before going into the orders of the day, Mr. Peters rose, as he said, to a question of privilege and said he intended to read Mr. Dickieson's statement, controverting the statement Mr. Currie had already made. Immediately the Leader of the Opposition was on his feet in defence of Mr. Currie. He pointed out that what the Leader of the Government purported to do was not a matter of privilege; the statement he was about to make was that of an outsider against a member of the House; it might be a slanderous statement, which the member would not have the opportunity of contradicting. He pointed out that in any case the Leader of the Government was out of order unless he concluded the reading of his statement by a motion, and of this intention the Premier had given no intimation. With this the fat was in the fire and the contending parties manifested evident inclinations to handle each other without gloves save those prescribed by Parliamentary usage. It was then one o'clock and hostilities were abruptly terminated by Mr. Speaker leaving the chair.

It is a safe assumption that all of the recess from one o'clock till the House met again, shortly after three, was not devoted to the partaking of lunch and the picking of teeth, by the respective Leaders. When Mr. Speaker resumed the chair, the battle was on immediately. Mr. Mathieson had asked the Speaker for a ruling in the forenoon, and he now asked Mr. Speaker to kindly repeat his decision. The Speaker reiterated his ruling that the Leader of the Government was in order. Mr. Mathieson moved that this ruling be not agreed to. This precipitated the first division of the session, which resulted in a vote of 15 to 10 in favor of the Government. It was of course a straight party vote; but Mr. Kichham happened to be absent from the House at the time, thus leaving the Opposition one short, the Opposition's full strength being 11. Mr. Peters then read Dickieson's statement and resumed his seat without motion or comment.

Mr. Mathieson proceeded to haul the Leader of the Government over the coals in most vigorous fashion. Contrary to the rules of Parliament he had failed to make a motion. The Leader of the Government had given an outsider a privilege in the Legislature, the privilege of contradicting the member for West River; the privilege of attempting to make out that Mr. Currie did not tell the truth. Who is this man? asked the Leader of the Opposition, he is a servant of the Government, an inspector, a contractor for work, a henchman of the Government party. In the statement of labor and material supplied by this man for the repairs of Rocky Point wharf it is shown, in accordance with Mr. Currie's statement, that he had a contract. All the evidence went to show Dickieson was a contractor. But, suppose for the sake of argument, that Dickieson's statement is true, said the Leader of the Opposition, where does the Hon. Commissioner of Public Works stand? If Dickieson tells the truth, the Commissioner had obtained a guilty knowledge of an illegal contract about to be concluded. Nothing could be more apparent from Dickieson's statement than that there had been a deliberate, a foul attempt to entrap the member for West River into a violation of the law—and now said Mr. Mathieson, the conspirators pull off the mask. The member for West River was anxious to have the fullest possible enquiry; he would be only too glad to go before a committee of the House and answer the vague and slanderous charges that have been made for the purpose of blighting his good name. Bournot lays it down that an action of this kind must be followed by a motion. Mr. Mathieson pointed out most clearly that no comparison existed between the position of Mr. Currie and that of Messrs. Palmer and Wheat. These gentlemen were dealing with the Government and were fully aware of the fact. The Government and they tried to hide the transaction from the Opposition and the public. They did wrong, hid the wrong, and by so doing did the greater wrong. But Mr. Currie has hidden nothing. He has nothing to hide. He is quite willing to go before a committee; but if he goes before a committee members on the other side of the House will also go before the committee.

The discussion was continued by Mr. Morsop, who sharply reviewed the conflicting statements and pointed out that Mr. Dickieson did not state directly that he bought the lumber from Mr. Currie, and as an agent of the Government. If Dickieson tells the truth when he says he conferred with the Commissioner of Public Works, and the latter authorized him to make the purchase thinking it would vacate Mr. Currie's seat, then the Commissioner was guilty of a dastardly act. But he would take the word of Mr. Currie in preference to the declaration of Mr. Dickieson, that the timber was sold to Dickieson and as an agent of the Government.

Hon. Mr. Gordon quoted from May to the effect that the matter was irregularly brought before the House. May points out, said Mr. Gordon, that a notice should have been given before a question of privilege, such as the Leader introduced should have been proceeded with, so that the member against whom a charge was made could have time to prepare to meet the same.

Mr. John McLean, in the course of a vigorous speech quoted from Bournot to prove that a charge of this kind should have been made by a direct motion. In the course of his remarks, Mr. McLean sharply criticized the conduct of the Leader of the Government, the Commissioner of Public Works and Mr. Dickieson, the contractor and henchman of the party in office.

Hon. Mr. Cominkey, Commissioner of Public Works attempted an incoherent reply. He was repeatedly asked if the statement of Mr. Dickieson were true but his only reply was that it was the statement of Mr. Dickieson, who is well known as a truthful man. Mr. McKinnon spoke briefly severely criticizing the outrageous conduct of the Government in the matter. If Mr. Currie had been guilty of any violation of the law, the Government would not have had recourse to this round about way of slandering him. The matter then dropped.

After the storm aroused by the Government's tactics in the Currie-Dickieson matter, there was plain sailing in the House for the remainder of the week. Matters of routine and private bills occupied the attention of the members for the most part. On Monday afternoon of this week, Mr. Mathieson, Leader of the Opposition introduced his resolution in favor of Imperial preferential trade and made a powerful speech in support of the resolution. The debate was continued by Hon. Mr. Gordon, Mr. A. J. McDonald, Mr. McLean and Mr. McIsaac on the Opposition, and by the Leader of the Government, Hon. Mr. Rogers, Hon. Mr. Simpson and Captain Read on the Government side. We will refer to this debate in our next issue. The estimates were tabled yesterday, and the budget debate will be delivered tonight or tomorrow night.

Our Ottawa Letter.

THE WEEK IN PARLIAMENT.

The new Grand Trunk Pacific contract was launched in Parliament this week by the Prime Minister and again the Minister of Railways was passed by. Sir Wilfrid Laurier did not attempt to make a lengthy reference to the terms of the new conditions which have been saddled upon the country, but contented himself with a hasty review of facts which have been before the people for some weeks, and which were first announced from London by the president of the Grand Trunk. A little more than a half an hour was the time devoted to the further concessions which will place large sums in the pockets of railway promoters. Mr. R. L. Borden, the Conservative leader, pointed out the many defects of the amendments and demanded that the vast sums involved in the transaction should be devoted, not to the building of a road to be handed over to a private corporation, but to the construction of railways which shall remain the property of the people, to be operated in their interests and for their benefit. He condemned the scheme involving as it does the expenditure of \$150,000,000 by the country and only \$4,500,000 by the Grand Trunk, as not in the interests of the people, who will derive no advantage from the undertaking. He also showed that many provisions which had been pronounced important by the Government last session had been abandoned as soon as the Grand Trunk magnates demanded their withdrawal. The Conservative leader moved an amendment calling for the extension of the Intercolonial to Georgian Bay and thence to the West and the prompt solution of the transportation question.

Hon. Clifford Sifton, who followed, did not attempt to meet Mr. Borden's able criticism. He opposed the extension of the Intercolonial thus denying to the people of Ontario and the West the advantages of the low rates which prevail on government owned roads in this country. He, like his leader, offered no excuse for the additional gifts to the Grand Trunk.

Hon. John Haggart and Mr. E. B. Osler, both competent railway men, showed how ordinary business precautions had been thrust aside by the government in its dealings with the Grand Trunk. Mr. F. D. Monk also exposed the many disadvantages of the government's scheme from Canadian and Quebec standpoints.

A POLICY FOR ALL CANADIANS.

Mr. R. L. Borden, the leader of the Conservative party, has laid down a transportation policy which means much to the people of Canada. He has declared emphatically in favor of the extension of the Intercolonial Railway to Georgian Bay, the Northwest Territories and the Pacific Ocean, but in doing so he has stipulated that independent and competent advice from transportation experts shall govern the action of the Conservative party in carrying out this great work. He provides for the development of every link in the great transportation chain and lays down the following objectives and considerations as in the best interests of the country:

(a) To develop and extend the government system of railways, and to free the management thereof from party political control or interference.

(b) To secure absolute and thorough control of rates and traffic facilities in return for reasonable public aid to railway construction or improvement.

(c) To improve and extend our canal system, develop our lake and river routes, and to equip thoroughly our national ports on the Great Lakes, the St. Lawrence and the seaboard.

(d) To perfect a system of elevator warehousing and terminal facilities.

(e) To secure, under government control and direction, or where expedient under government ownership common haulage or running facilities where one railway can usefully accommodate several systems, and thus to ensure to the public more economic carriage and efficient service.

Mr. Borden proposes to bring about these results by the initiation of this system of transportation:

1. The immediate construction and control by the Dominion of such lines of railway in the west to the Pacific as the enormous importance and increasing development of the great west require.
2. The extension of the Intercolonial Railway to the Georgian Bay and thence to Winnipeg, and the extension and improvement in the Province of Quebec and in the Maritime Provinces of the government system of railways.
3. The development and improvement of our canal and inland waterways and the thorough and efficient equipment of our national ports and terminals on the Atlantic and Pacific as well as on the St. Lawrence and Great Lakes.

During the past winter the Intercolonial Railway has been experimenting with grain haulage from Montreal to Halifax. It was found that the attempt was profitable when inward and outward cargoes were taken into consideration. The Intercolonial was able to secure 2.25 cents per bushel for hauling wheat 828 miles. This grain was hauled over it by the Canada Atlantic and Grand Trunk Railways who first hauled it 380 miles and received 2.75 cents per bushel for their trouble. The government has stated officially through Hon. James Sutherland, Minister of Public Works, that at 2.25 cents per bushel for a haul of 828 miles the government lost nothing. From Parry Sound to Halifax is 1208 miles. At the same rate received by the Intercolonial the cost of hauling a bushel of wheat the entire distance would be 3.31 cents. As the Grand Trunk, the Canada Atlantic and the Intercolonial collectively received 5 cents per bushel for the haul, it will be seen that the difference between 5 cents and 3.31 cents or 1.69 cents represents the profit on the entire haul from Parry Sound to Halifax. The Intercolonial just managed to clear itself at 2.25 cents a bushel for a haul of 828 miles. If the government took over the division from Montreal to Parry Sound, however, it would be in a position to collect 2.75 cents per bushel for the haul of 380 miles over that section. This would mean either a handsome profit to the government at the present rates or it would permit a material reduction of freight rates on western grain. In either case the people would be the beneficiaries of an extension of the principle of government ownership. For over a year the Conservative party have advocated such an extension but the government refuse to listen to the appeal. Sir Wilfrid Laurier will neither

consent to the placing of the Intercolonial on a paying basis, or the reduction of freight rates for the benefit of the people of Ontario and the West. Once more the grand old Conservative party has marked itself as the progressive and constructive element in Canadian politics.

NOTHING ABOUT IT TO FRAISE.

Sir Wilfrid Laurier's speech in defence of the modified Grand Trunk Pacific contract was one of the most empty orations ever delivered by a leader of a Canadian party. The Prime Minister was able to shed just one new ray of light on the project, and he did so by quoting from a report of a survey of a portion of the Quebec-Winnipeg section made in 1871 by a Jesuit missionary. He had nothing to offer in the way of reports from officers of his own administration, however, showing that in spite of promises of responsible ministers nothing has been done to investigate the resources of the country lying between Montreal and Winnipeg.

Instead of doing so, the government spent several months making arrangements for the Grand Trunk Railway to put in its treasury some millions of dollars which belong to this country. It was not surprising to find, therefore, that the head of the government should find it convenient to say as little as possible about the amendments which the promoters of the new railway scheme have for the administration. Last year Sir Wilfrid delivered a speech written for him by Mr. Edward Farrar, who was specially engaged by the Grand Trunk to boom the new scheme. In that introductory laudation of the deal, Sir Wilfrid was made to say all kinds of dreadful things about the danger which threatened Canada's commerce in the event of the United States refusing the bonding privileges to our produce. Mr. Farrar, speaking through the Premier, declared that the country could not wait a single day for the completion of the proposed road. But as everybody knows the Grand Trunk refused to carry out their part of the bargain and held up to the ridicule of all classes the redoubtable announcements of the Premier. The amended deal has been allowed to go with as little comment on it as possible in order that public attention may not be drawn to it. The apology offered for the scheme is the severest condemnation that could be directed to it.

WHERE DOES CANADA COME IN?

Under the terms in the new Grand Trunk Pacific contract the Canadian Government becomes responsible for an expenditure of \$150,000,000 and the Grand Trunk assumes obligations to the extent of \$14,500,000. The Grand Trunk, in consideration of this infinitesimal financial responsibility, secures 1,870 miles of railways from Montreal to Winnipeg for nothing for fifty years, 1,500 miles of railway from Winnipeg to the Pacific for all time, and \$25,000,000 worth of G. T. P. common stock.

The country gets nothing out of the expiry of the Grand Trunk's lease of the Eastern section from Montreal to Winnipeg, when it will take over the main line and such unprofitable branches as the Grand Trunk may elect to part with. Is there any reason why Canada, having assumed responsibility for \$150,000,000, should not also take over the obligation for the \$14,500,000, which is to be guaranteed by the Grand Trunk and construct and own the entire line for all time from Montreal to the Pacific coast?

If Canada can afford to expend \$150,000,000 on this vast project and receive nothing in return for her outlay, surely she can better herself materially by increasing her expenditure one-tenth and retain for the benefit of those living at present and in future along the proposed route, a railway of magnificent possibilities. Why hand this line over to a private company when government ownership can be made to effect a reduction in railway charges which will mean millions of dollars in the pockets of the settlers of all parts of the country? Why not allow Canada to burden herself a little more and reap the benefits of the \$25,000,000 worth of common stock which Sir Wilfrid Laurier allows the Grand Trunk Pacific promoters to pocket and on which dividends must be paid by the people for all time to come?

The Conservative party has placed itself on record in favor of Canada getting something out of this deal; the Liberals stand for the exclusion of the people and the inclusion of Mr. Hays and his associates in an arrangement which will make many millions. Canada has all to lose and nothing to gain by handing over her birthright to the keeping of men who are only looking to the development of their own pockets.

News of the War.

St. Petersburg, April 14.—The awful disaster of the destruction of the battleship Petropavlovsk, at Port Arthur, with the loss of almost the entire crew of six hundred men, and the death of Vice Admiral Makarov, is terrible blow to the Russians. It would have fallen heavily if the ship and commander-in-chief of the fleet had been lost in battle but to result from another accident following upon the heels of a succession of tragedies of which the Port Arthur fleet has been the victim, has created something like consternation. It is declared that the battleship was coming out of the harbor to meet the Japanese fleet, when she struck a Russian mine with the above disastrous results.

"Reverend we endure," said a prominent Russian, "but to have the Petropavlovsk meet the fate of the Yansenski and Boyarski is heart rending. It has just been known that the battleship Poltava, several weeks ago had a hole rammed in her by the battleship Sebastopol while the latter was manoeuvring in the harbor of Port Arthur.

London, April 14.—The Times prints a despatch dated off Port Arthur and sent by wireless telegraphy to Wei Hai Wei which says that the Japanese torpedo boats attacked Port Arthur early Wednesday morning 8:45 a.m. and shelling the forts.

Great importance is attached in Japan to the result of the first battle because of the moral effect it will have on the respective armies. It is well understood that Russia will make a supreme effort to retain her prestige by means of a victory on land.

Japan, also, in view of the effect on the attitude of the Koreans and the Chinese, as well as upon its own troops, considers it of vital importance to win the first fight.

The Russians are greatly handicapped by the difficulty of concentrating their troops off the line of railway. Considering the condition of the roads the Japanese advance has been rapid. Russia having lost the opportunity of opposing the Japanese in Northern Korea.

Opinion here is divided upon the question whether the Russians can make an effective stand on the Yalu, or whether a more decisive action will occur at the border passes near Fengwang.

London, April 13.—A news agency despatch from St. Petersburg says that the Military Administration recently despatched to the troops on the Yalu River appliances and material, which will enable them to obstruct by fire a Japanese attempt to cross the River. The process is a military secret that has been acquired by the Government from its inventor who is a Colonel of Engineers.

The first test, which cost 40,000 rubles, was carried out years ago during manoeuvres at Tsarkoe Selo in the presence of the Imperial Family. Supporters threw across a river a pontoon bridge. Then a small oily patch appeared in the middle of the stream close to the bridge. This gradually grew larger and at the end of three minutes it was 200 yards in length. Flashes then burst out and soon attained an immense height, constituting a formidable curtain, which completely hid the bridge. The flames rapidly reached the height of a seven story building, throwing out such intense heat that onlookers near the shore were unable to remain. Even the Emperor and his suite at a distance of half a kilometre, were incommoded by the heat. After working for eight minutes the apparatus was stopped. The flames died out in two minutes and it was then seen that the bridge had been completely destroyed.

The apparatus which was invisible to spectators, as ten kilometres from the river, to which it transmitted a liquid, prepared by a secret process, though tubes buried in the earth.

If the Russians succeed in establishing the apparatus and tubes on the banks of the Yalu, a crossing will be absolutely impossible so long as they are working.

St. Petersburg, April 14.—The Japs have sunk a Russian torpedo boat destroyer with all hands on board.

St. Petersburg, April 16.—A telegram from Admiral Alexiev from Port Arthur to the Emperor says from 8:15 o'clock on Friday morning to midnight the Japanese fleet in two divisions bombarded the fortress and town alternately from Liao Tshan promontory firing 185 projectiles. The Russian squadron, including the battleship Pobieda, replied from anchorage by plunging fire. The losses on land were seven Chinese killed and five soldiers and three Chinese wounded. The Russian warships sustained no damage.

Seoul, April 15.—Japanese advice from Northern Korea state that the Russians have strongly fortified Chon Ti Cheng, a walled town on the Manchurian side of the Yalu River, about ten miles north of Antung. It is estimated that there are 20,000 Russians of all arms at Antung ready to oppose the Japanese crossing.

Webb Hayes has returned from a journey to Ajia thence to the American mines at Usen and thence north to the Yalu River. He reports that he received hospitable treatment from the Japanese and he compliments the equipment of the Japanese field forces, the effectiveness of their pontoon bridge at Ajia and their transport organization.

Japanese Minister Hayashi is urging the Korean Foreign Office not to permit northern prefects to leave their posts, declaring that their absence would increase the existing feeling of unrest.

Tokio, April 13.—Admiral Togo toward the end of his official report says that the fact of not a man being injured in these successive attacks on Port Arthur must be attributed to the emperor's glorious virtue. He adds that our officers and men were gallant in action. They did their utmost to discourage their duties, but much of our success cannot be attributed to merely human agency, firmly believe the fact that no damage sustained by our fleet among so many dangers was due to the help of heaven.

St. Petersburg, April 15.—A Requiem Mass for the repose of the souls of Vice-Admiral Makarov and the other officers and men of the Petropavlovsk was celebrated yesterday afternoon in the Admiralty Church here. The scene was touching in the extreme. Outside 20,000 people among whom were many relatives of the sailors stood with bowed heads and streaming eyes while the service was in progress.

Inside were assembled the Emperor and the Imperial Family, high officers of the army and navy and the entire diplomatic corps and many widows and families of the officers drowned. The galleries were crowded with Russian blue-jackets.

The widow of the late Vice-Admiral Makarov with her son and daughter took a place beside the Imperial party. Every one present wore a band of crepe. The Emperor entered last and alone. The grief left by His Majesty was written on his face. The Empress was not present.

Just before the service began the Dowager Empress embraced Admiral Makarov's widow, who sank to her knees almost at the feet of Her Majesty and remained there until the end of the service. The beautiful ceremonial of the Orthodox Church left no dry eyes in the building.

The Emperor and all others present held lighted tapers. When the Rector prayed for Stapan and all the warriors who died for their country, the Emperor fell upon his knees. In an instant all present were kneeling and sobbing. The Grand Duchess Vladimir, mother of the wounded Grand Duke Cyril, broke down completely. When the service was finished the Emperor raised the stricken widow, kissed her hand and spoke to her consolingly also shaking hands with her daughter and son. St. Petersburg, April 15.—It has been definitely decided that Vice-Admiral Skrydloff, Commander of the Black Sea Fleet, will succeed the late Vice-Admiral Makarov as Commander-in-Chief of the Russian Naval forces in the Far East. Orders have been sent to Vice-Admiral Skrydloff to come to St. Petersburg for the purpose of receiving instructions, after which he will leave immediately for

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