

TWICE-A-WEEK TIMES

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FEDERAL PARLIAMENTARY SESSION.

In five weeks the Dominion Parliament will meet for the dispatch of business. The session will probably be a prolonged one. The opposition has made up its mind it will be the last session of the present federal legislature, and a determined effort will be made to accumulate a stock of campaign material. In more than one respect the session will be a notable one. It will be the first occasion in the history of the country in which a finance minister has had the honor of announcing that the revenue has reached the hundred million mark. It will also prove a source of great satisfaction to the public that all the predictions of Hon. W. S. Fielding in regard to the important works undertaken by the government of recent years are literally being fulfilled. Notwithstanding the heavy liabilities assumed in the construction of the new national transcontinental highway, deepening of canals and other undertakings designed for the settlement and development of the country, the revenue will be sufficient to meet all requirements and to effect a substantial reduction in the net debt of the Dominion. Under a previous administration Canada experienced the results of pursuing a policy of "waiting for something to turn up." The Canadian Pacific Railway was built, but no effort was made to profit by the construction of that road. The political leaders of that day appear to have had no faith in the potentialities of the region opened up to settlement by the C. P. R. Nothing whatever was done to promote immigration. Hon. Clifford Sifton was the first Minister of the Interior in any Canadian government to perceive that the future of Canada lay largely in the settlement of the prolific lands of the Great West. As soon as installed in office he began an advertising campaign not only in Europe but in the United States. Settlers began to pour in. They came so fast that it soon became a question of providing facilities for marketing the produce of their farms. The C. P. R. was the pioneer railway; but one road could not accomplish all that was necessary to meet increasing demands. The Canadian Northern proved a useful instrument in assisting the settlers. But something more effective than the Canadian Northern was necessary. The conception of a real national line, a line which would open up a new Canada in the north, entered the minds of members of the Laurier government. This was met by the objection that such an experiment might prove disastrous to the national credit. None of the region north of the settled territory in the east had yet been proved. The development of the prairies was a commendable idea, but the scheme of a railway line which would make Canada completely independent of American eastern ports was a rash to the verge of criminal recklessness. It would certainly prove financially disastrous. But the government refused to turn back. It went on with its programme. Its optimism has already been justified, or will be justified by the coming statement of the Finance Minister. The business of the country has responded with a bound to the confidence of the government. The Grand Trunk Pacific will be built without the addition of a dollar to the net debt of the country. And the revenue as a direct result of the construction and completion of that enterprise will expand at a rate which will astonish and dumbfound the opposition sceptics. And the explanation of their attitude during the coming session will undoubtedly constitute one of the curiosities of Parliamentary criticism.

AMERICA CUP FARE.

The New York Yacht Club refused to consider a challenge for the America Cup from Sir Thomas Lipton under the working rules of that club. Sir Thomas wanted to bring over a seventy-foot yacht. The club insists upon a ninety-footer. The Irish baronet contends a contest under conditions which have been found satisfactory both in Europe and America would be productive of a more sportsmanlike spirit and of a better type of boat. But the New Yorkers cannot be moved by any such arguments. Perhaps they think the old rules under which they have vanquished all competitors are the safest from their point of view and therefore should be strictly adhered to. And, besides, the club members are mostly millionaires, and can afford to indulge

in aquatic luxuries which are only good for a single season. Whatever the motives may have been in refusing to consider the challenge of Sir Thomas, the racing committee of the club has been subjected to a good deal of criticism in the United States. One newspaper asserts they are not Americans, but Anglo-Americans, a criticism which seems to imply that the spirit moving them is of foreign origin. This seems hardly reasonable in view of the incontrovertible fact that such rules as those framed by the New York Yacht Club do not exist in any country outside of the United States.

To add to the confusion and to the contumely the club has brought upon itself, a company of Swedes has also challenged for the America Cup, specifying conditions analogous to those proposed by Sir Thomas. The Scandinavians will not enter upon a contest either except with a seventy-footer. It is perfectly obvious that the members of the New York Yacht Club cannot grant favors or rights to Swedes which they have denied to others. Consequently there is little probability of a race for the America Cup until a new and more liberal spirit takes possession of the gentlemen who control that much sought after trophy. And perhaps it is just as well. The America Cup races have not been productive of a very creditable spirit. There is a feeling that the New Yorkers are determined to retain possession of the trophy by maintaining conditions which do not admit of the challenger having an equal chance against the defender. If that feeling cannot be dissipated, the best thing to be done with the cup is to let it lie in the vaults of the cupsmiths until it passes from the recollection of all but members of the New York Yacht Club.

WHO IS RESPONSIBLE?

The Scientific American says the Quebec bridge fell because of the buckling of the bottom chords, and the bottom chords buckled because the four ribs or webs of which each was built were not sufficiently braced together to enable them to act as a whole. Evidently, continues our technical contemporary, which speaks from knowledge after a careful analysis of the explanations of the designing and constructing engineers, at the time of the disaster the various struts, posts and chords throughout the whole bridge, but particularly the chords, were suffering from over-strain and were trembling on the verge of collapse. It was merely some local action that caused the break to occur just where it did. Probably there were a score of other compressive members which might have failed as readily as this one. That there were serious misgivings amongst the persons responsible for the stability of the structure is revealed by the fact that workmen noting the signs of weakness, which continually manifested themselves, are said to have been in a continuous condition of mental misgiving and trepidation. This is a severe indictment indeed. It induces the Scientific American, whose capacity to speak with authority is beyond question, to make a comparison between the methods pursued in this country and the system followed in Great Britain, where the margin of safety is always sufficiently large to place the matter of stability beyond question. Says the New York Scientific Journal:

"Among the many lessons taught by this catastrophe, the one which stands out pre-eminently is that some of our bridge engineers have been placing an altogether too implicit faith in the commonly accepted formula for compression members, and also that they have been too anxious to practice economy of money in the use of this we direct attention to the comparative sections on another page, drawn to the same scale, of the chord member of the Quebec bridge and that of the Forth bridge. The strain sheets of the Forth bridge have never been published, but presumably the load on the corresponding members in the two bridges was about the same. If so, one or other of the two engineers responsible for these designs was woefully in the wrong. Either Baker's enormous and rigid tubes are absurdly big, heavy and costly, or the curious assemblage of flexible plates in the Quebec bridge member is ridiculously light and inadequate. A prominent engineer, since connected with the Quebec design, some sixteen years ago, stated that an American engineer could have taken the money subscribed for the Forth bridge, and after building the structure have turned back fifty per cent. to the owners, instead of having to collect, as was done, forty per cent. in excess of the estimate. We have now seen the experiment made with a cantilever bridge of slightly larger dimensions; and the result of the attempt to build such a structure by the more economical method of using flat plates, pin connected, and high unit stresses, is shown in the 17,000 tons of steel which now encumbers the bed of the St. Lawrence river."

Bubonic plague has broken out in Seattle. It is probably scarcely necessary to call the attention of the health authorities in Victoria to this somewhat disquieting fact. It seems somewhat of an anomaly to consider the plague as a menace to health in this temperate climate, but in view of our direct connection with the portions of the world in which the disease has its being and thrives, it is obvious that eternal vigilance is the price of immunity.

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In London Mr. Jeune combined business with pleasure for besides taking in all the sights of the metropolis he took the opportunity of buying a large stock of camp furniture, bringing home no less than 45 dozen different varieties of camp chairs. A large number of other new things in his line of business were also secured. A week or two spent at Brighton, the most fashionable of England's seaside resorts, would have been enjoyable were it not for the fact that it was still raining and the weather was uncomfortably cold. The large numbers of ships passing to and fro before the eye, make a panoramic picture of constantly changing interest.

The most interesting place Mr. Jeune visited was his native island, Jersey. It is the largest of the Channel group, but it is but 14 miles long by seven miles in width, yet it this year exported 80,000 tons of potatoes. They raise three crops from the same land in one season, two of potatoes and one of mangolds or carrots. Cabbage sticks grow to a great height. The highest Mr. Jeune saw was 20 feet, but the average is about twelve feet. These become very hard and make very light walking canes. He brought a large number home with him.

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A Distinctive Showing of Stunning Styles in Ladies' Fall Coats



THE SHOWING of Ladies' Fine Fall Coats, which is to be seen on the second floor, is indeed worthy of special notice. Everyone embraces all the latest style features and are indeed priced very moderately. Read down these descriptions and then judge for yourself.

LADIES' COVERT CLOTH COAT, 3/4 length, light-fitting back, double-breasted with pearl buttons and patch pockets, full sleeves with deep cuff, velvet collar, body and sleeves silk lined. Price \$27.50

LADIES' 3/4 LENGTH COAT, in dark green "ladies' cloth," back with double inverted pleat, single breasted, inside collar of black velvet with deep silk braid trimmings forming fancy scroll over shoulder, sleeves and body satin lined. Price \$35.00



LADIES' "CARCUL" (IMITATION FUR) COAT, 3/4 length, box back, double breasted with fancy buttons, roll collar and cuffs, lined throughout with saten, color black. Price \$17.50

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CHILD'S WHITE BEAR COAT, made with Rolling Collar front, trimmed with fancy ornaments. Price \$3.75

CHILD'S WHITE BEAR COAT, made with deep Rolling Collar, two rows of large Pearl Buttons down front, with large white Silk Ties. Price \$5.75

CHILD'S WHITE EIDER-DOWN COATS, finished with deep Rolling Collar, trimmed with military braid, Rolling Cuffs finished with same, and has large Silk Ties. Price \$2.50

We have also a Large Assortment of Colored Coats in Plush, Velvet and Cloth, in every shade and at all prices.

DAVID SPENCER, LTD.

Thomas Cusack, H. Dallas Heincken, John Piercy and everyone who could possibly get away from their business.

The prize list for the stock was as follows:

CATTLE.

Four cows, any breed—1, C. H. Gillan. Bull, any cow or breed—1, J. W. Brethour. 2, Halden Bros.

Milk cow—1, C. H. Gillan. Heifer, 1 year old—1, Henry Brethour; 2, Halden Bros.

Fat cattle—1, Halden Bros.

Jersey.

Bull, 2 years old—1, W. Mitchell; 2, Geo. Sangster.

Bull, 1 year—1, J. W. Brethour; 2, W. Derrinberg.

Bull calf—1, Jos. John.

Cow—1 and 2, E. R. John.

Heifer, 2 years old—1, W. Derrinberg.

Heifer, 1 year old—1, Henry Brethour; 2, Halden Bros.

Heifer calf—1, Henry Brethour.

Holstein.

Bulls—1, C. H. Gillan.

Cow—1 and 2, C. H. Gillan.

Heifer, 1 year old—1 and 2, C. H. Gillan.

Heifer calf—1 and 2, C. H. Gillan.

Ayrshire.

Bull—1, Halden Bros.

Bull, 1 year old—1, Halden Bros.

Bull calf—1 and 2, Halden Bros.

Cow—1 and 2, Halden Bros.

Heifer, 2 years old—1 and 2, Halden Bros.

Heifer, 1 year old—1, W. Derrinberg.

Heifer calf—1 and 2, J. Frank.

SHEEP.

Cotswold.

Ram—1, Halden Bros.

Ram, shearing—1 and 2, Halden Bros.

Ram, lamb—1 and 2, Halden Bros.

Ewe, shearing—1 and 2, Halden Bros.

Ewe, lamb—1 and 2, Halden Bros.

Southdown.

Ram—1 and 2, Halden Bros.