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There is no dust nuisance in connection with the Sunshine.

Because the Sunshine is fitted with a dust flue (see illustration.)

When you rock down the ashes (no back-breaking shaking with the Sunshine) what dust arises is drawn from the ash-pan up the dust-flue, then across the fire-pot to the smoke-pipe, as shown in illustration, where it immediately ascends to the outer air.

Only two things to remember in connection with this operation:—open both the dust and direct draft dampers.

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Heat will not affect it.
Cold will not affect it.
Waterproof and time defying.
Easily and quickly laid.
Fire resisting, elastic and pliable.
Coated on both sides, so preventing rot underneath.
A real protection to buildings.
Practically indestructible.

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PUT YOUR WANTS IN THE COLONIST

SUPPORT FOR THE NAVY THROUGH THE LEAGUE

Sentiment of Meeting Held Tuesday Evening Under League Auspices

DUTY OF CANADA TO EMPIRE

Captain Clive Phillips-Wolley Offers Eloquent Plea for Contribution to Navy Support

"That it is the duty of the Navy league, and of every patriotic Canadian, independent of party, to press in every way for a substantial contribution to that imperial navy upon which the very existence of Canada as a portion of the imperial fabric of empire depends, and that this meeting believes that a plebiscite of the people of Canada, independent of party, would support this resolution."

The above resolution was adopted at a public meeting held in the city council chamber Tuesday evening under the auspices of the Victoria and Esquimalt branch of the Navy league, and it embodies the feeling of the gathering, which was fairly large and representative. The resolution was moved by Capt. Clive Phillips-Wolley and seconded by Capt. Langley, and was carried most enthusiastically.

This public meeting followed the annual meeting of the Victoria and Esquimalt branch of the Navy league, at which reports for the year were presented and adopted and an executive committee elected. The feature of the programme of the public meeting was a spirited and interesting address on the British navy and its relation to British Columbia. Capt. Phillips-Wolly did not mince matters in his address, but hit right out from the shoulder when discussing the question of Canadian contribution to the imperial navy. Added pleasure was lent to the occasion by a number of songs and musical selections.

At the annual meeting of the branch the report of the treasurer was read and other business incidental to the annual meeting was transacted, after which the following executive committee was elected:

James Thomson, the Lord Bishop of Columbia, Capt. E. Barkley, A. B. Fraser, sr., Roland Stuart, C. E. Redfern, Capt. C. E. Clarke, Chas. Hayward, Richard Hall, M. P. P., G. Alers-Hankey, Capt. J. G. Cox, Joseph Peirson, J.P., Ald. F. W. Vincent, Capt. J. T. Walbran, J.P., Capt. J. Gaudin, S. A. Roberts, Capt. W. H. Langley, Col. R. Wolfenden, I. S. O., W. E. Laird, A. E. McPhillips, K.C., J. K. Rebbeck, J. E. Jeffcott, A. S. Margison, A. B. Fraser, jr., E. E. Wootton, Geo. McCandless, F. V. Hobbs, F. A. Pauline, T. J. Cumiskey, F. L. Neale, W. H. Hayward and G. W. Woollett.

A. J. C. Galletly was re-elected treasurer and Joseph Peirson secretary. The executive committee will elect the president and vice-presidents at a meeting to be held on Tuesday, May 27.

The Mayor's Address

As soon as this meeting had concluded its business those present adjourned to the council chamber, where a number of people had gathered. Here Mayor Morley took the chair, according to request previously made, and the programme was proceeded with.

Mayor Morley in opening thanked the league for the honor of being asked to preside at the meeting. The work of the Navy league was keeping warm a feeling of loyalty and patriotism. He questioned if there was a person who was not proud of Britain's naval supremacy. He had often watched with pride the marchouts of the boys in blue from Esquimalt, and he was sincerely sorry, as he knew every one present was, that they had been withdrawn. They were met together to bring to mind some of the great achievements of the British navy, and in doing so they were in the proud position of knowing that there was not a single incident among its records of which any Britisher had a cause to be ashamed. All could not be sailors, however, and he had been called upon to do his duty in another walk of life. He drew attention to the presence over his head of Nelson's immortal signal hoisted on the morning of Trafalgar day. Nelson's signal had found an echo in the hearts of the sailors that day, as well as in the hearts of all Britishers of the present day, including those of Victoria. One of the ways to do their duty was by assisting in every possible way in the advancement of the interests of the Navy league.

J. G. Brown was then called upon for a song, and responded with "Sons of England," an eminently appropriate opening for the musical portion of the programme. The song was excellently rendered, and brought forth round after round of applause.

Joseph Peirson, secretary of the Esquimalt and Victoria branch of the Navy league, was then called upon to read his annual address, and a most interesting one it was. He reviewed the work of the local branch during the year and dealt with many questions affecting the league's work.

Mrs. Andrus was then called on for a musical selection, and responded with an excellent rendition of "Home Sweet Home," which was so well enjoyed that she was forced to respond with an encore.

Capt. Phillips-Wolley

Capt. Clive Phillips-Wolley was then called upon for his address. In opening the speaker commented on the fact that there were many absent who should have been present. The work of the league was such as to warrant a much better attendance.

In order to make his premises clear he would ask the question, "Who are you?" Some would reply, "A Canadian," and others, "An Englishman." Both were wrong. Those who said they were Canadians limited themselves to a nation of six million people, a nation that was dependent upon others for protection, a nation with some proud history, which, however, was of comparatively recent date. Those who called themselves Englishmen limited themselves to a nation of some 33,000,000, a nation with a noble place in the world's history, a nation that could not feed itself, a nation without room in its borders for the natural expansion of its population and a nation shut off from the future. The past was theirs. Their fathers were world-makers. Britain now held the gates and the guns of the high seas. Only by her leave could the vessels of other nations travel the high seas. Capt. Wolley here produced a map showing that a European vessel going to the Orient could not do so without passing through the Red Sea, controlled by Britain, and coaling at Colombo, Singapore and Hong Kong, while the same state of affairs existed in regard to all other routes. A warship could steam only three thousand miles without securing fresh supplies of coal, so that Britain by controlling the supply was mistress of the seas. He asked if this was to be sacrificed for the sake of a few paltry dollars? Canada was making money, but was neglecting to provide weapons with which to protect her wealth.

Britain's wealth has been won in the carrying trade of the Atlantic. The whole future of British Columbia depends upon the acquisition of the carrying trade of the Pacific, where a market of four million people was ready to be served. Victoria and Vancouver were ready for the race, and so was Seattle. Victoria and Seattle were served by the C. P. R., and other lines of railway coming. Seattle was also served well with railways. Both these two Canadian ports and Seattle had behind them great forest wealth. Both had coal. The Canadian ports had an advantage in having an abundance of iron ore right at their doors, but they had a serious handicap in the matter of population. The Canadian ports had only six million people behind them, while the American port had eighty millions. If they were Britons, however, the race was won, for that term embraced the rest of the empire as well as Canada. He asked the meeting which they elected to be, Britons or Canadians. The applause he took as showing that they desired to be Britons.

If so, they cared first for the integrity of the British Empire, an integrity that has been within the century baptised with blood on the field of Paardeberg and christened by the visit of the Duke and Duchess of York to all parts of the Empire. Which would they prefer to be gamblers and parasites, or honorable men. They could only be classed as gamblers if they were prepared to leave two hundred million dollars worth of Canadian property on the sea without protection, and they would be parasites if they were willing to be dependent on the mother country or on the Monroe doctrine for its protection. Rather that be the Canadian politician who had said we were safe under the Monroe Doctrine, and rather than think that Canadians should be called upon to seek this protection, he would sooner die a thousands deaths.

If Canadians were not to be Colonists of Britain or of the United States, their only means of defence was by alliance with the navy of the mother country. Dollars were the worst way of contributing to the Imperial navy; ships were the best way. Many reasons have been given against Canada contributing to the Imperial navy. In a list set forth by one man, the first was that Canada objected to taxation without representation. Canada has now representation without taxation. If one was wrong, so was the other. Why should not Canada adopt a policy of setting aside money to build, equip and maintain ships, manned by Canadian crews? There would of course have to be an officer in command from the Imperial navy, but he would be the man best suited to the position. At present there are many Canadian officers holding high places in the British navy.

Another argument was that Canada needed all her money for internal development. What, he asked, was the use of developing industry, if there was no means of protecting it? Despite large increases in the expenditure, Canada had for some years past rolled up an annual surplus of seven millions dollars. Sir Wilfrid Laurier had said that the old country could depend on the colonies, but it was necessary that the head of an army should know exactly on what force he could depend.

Another objection raised was the inefficiency of the naval department. This was too absurd to need attention. If Britain's naval department was inefficient, whose was efficient? Certainly a country which had to depend on others for its protection had no right to sneer at naval efficiency.

Then it has been urged that in following out the Monroe Doctrine Canada was protected by the United States. This he had dealt with before.

The attitude of the French-Canadians was brought up as another argument against Canada contributing to the Birtish navy. If French-Canadian sentiment was an obstacle to Imperial unity, it was the duty of every Britisher to assist in removing that obstacle. Politicians were apparently truckling to the French-Canadian vote. They went to Ottawa and bent their knee to Quebec, but it was time that they were brought to realise that the west must be heard too. It was British blood that had bought Canada for the Empire. Why then should French-Canadian sentiment be allowed to interfere in a matter as relating to the unity of the British Empire?

It was said that the labor party in Australia was bitterly opposed to any contribution to the navy. The best answer to that was the fact that Australia was the first colony to contribute to the support of the navy. In addition, Premier Deakin was now in London, the loudest in demanding closer connection among the various parts of the Empire.

It was urged that Britain had in any case to protect the shores of her colonies. This showed less honor than commercial instinct. In connection Capt. Wolley read a timely letter from Prof. Leacock of McGill university.

Sir Wilfrid Laurier had opposed contributions to the British navy, but when a Canadian vessel had been seized in Uruguay he had called upon the British government to come to the rescue. And one Canadian paper said at the time, Sir Wilfrid while refusing to assist in the maintenance of the British navy was ready to howl for its help when necessary. If Mr. Borden should take the same stand as Sir Wilfrid he would be quite as ready to condemn him.

Canada's present system of naval defence was one that no self-respecting man would adopt. Sir Charles Tupper had taken the stand that Canada had done her part to the empire in building railways and in developing the country. There might be much to be said in regard to this, but it did not hold water in regard to contributing to the navy. Canada had done great things with small means because she meant to be great, and she should not besmirch her reputation at the start by refusing to do her part in the maintenance of the navy.

He had here given and met the reasons against Canada contributing to the British navy. The reasons in favor were so numerous that he would not attempt to give them. The hope of the British empire lay in its navy. They must have a navy so strong that none would dare to dispute it supremacy. It was the absolute boundden duty of every citizen to assist in the building up of the Navy league, and through it secure contributions from the colonies. As Canadians they were bound to do so, and as Christians they were bound to do so, for the message of the British navy was "Peace, be still."

Mr. Phillips then delighted the audience by his rendition of "Rule Britannia," and W. T. Williams added his quota to the enjoyment by the song, "The Gallant Salamander."

James Thomson, president of the local branch of the Navy league, moved a hearty vote of thanks to Capt. Wolley. This was seconded by C. E. Redfern and unanimously adopted. In seconding the resolution Mr. Redfern suggested that Capt. Wolley's address be printed for publication, and this will be done.

The mayor conveyed the thanks of the meeting to Capt. Wolley, who in replying moved the resolution referred to elsewhere. The resolution was seconded by Capt. Langley and unanimously and enthusiastically adopted.

Mr. Peirson on behalf of the league thanked all those who had assisted in the programme. The gathering broke up after singing "God Save the King."

OTTAWA, ONT.
232 Cooper St., Jan. 8th, 1906.

You know what fearful trouble I have had all my life time from constipation. I have been a dreadful sufferer from chronic constipation for over thirty years and I have been treated by many physicians and I have taken many kinds of proprietary medicines without any benefit whatever. I took a pill for a long time which was prescribed by the late Dr. C. R. Church, of Ottawa. Also for many months I took a pill prescribed by Dr. A. F. Rogers, of Ottawa. Nothing seemed to do me any good. Finally I was advised by Dr. Rogers to try "Fruit-a-tives", and after taking them for a few months I feel I am completely well from this horrible complaint. I have had no trouble with this complaint now for a long time, and I can certainly state that "Fruit-a-tives" is the only medicine I ever took that did me any positive good for constipation. I can conscientiously recommend "Fruit-a-tives" to the public as, in my opinion, it is the finest medicine ever produced.

(Signed) JOHN COSTIGAN

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"Fruit-a-tives" cured the Hon. John Costigan of the worst case of chronic Constipation that the leading physicians of Ottawa ever saw. "Fruit-a-tives" gave this famous statesman what he had not had for 30 years—perfect health.

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are the only remedy in the world really made of fruit. Juices of fresh Apples, Oranges, Figs and Prunes are so combined that the well known medicinal action of the fruit is increased many times. Tonics are added, and the whole pressed into fruit liver tablets.

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It is the medicinal principles of fruit that can restore the great eliminating organs—the Kidneys, Bowels and Skin—to their normal condition. That is why "Fruit-a-tives"—made of fruit—cure Constipation and cause the bowels to move naturally—correct all Stomach, Liver, Kidney and Skin Troubles—and build up the entire system.

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THE ROD AND GUN

(Continued From Page Three.)

for them in this city and neighborhood let me again enumerate the different clubs and associations. There are James Bay and Y.M.C.A. Athletic Association, including lacrosse, football also rowing and sculling, rugby and association football clubs, cricket clubs, baseball clubs, hunt club, driving club, cycling club, yacht club, young men and women's basketball and hockey clubs, lacrosse club, gun club, fish and game club, tennis and golf clubs. No wonder that Victoria is rapidly coming to the front as one of the greatest pleasure resorts and residential cities on the continent.

To parents on the outlook for a city in which to establish a permanent home it should be of paramount importance that these facilities for their people exist. When a city is blessed with them in such profusion as in the case in Victoria, and the climate is such as to make it possible for them to be thoroughly enjoyed amidst most charming and delightful surroundings, then there is little to be desired. Victoria is in this respect, and as a place of residence, very nearly perfection, at least the young people think so.

VICTORIA TIDE TABLE

(May, 1907.)

(Issued by the Tidal Survey Branch of the Department of Marine and Fisheries, Ottawa.)

Date		Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	...	3 22	8.9	11 36	0.9	20 33	7.6	23 15	7.4
2	...	4 03	8.8	12 33	0.9	21 50	8.0	.....	.....
3	...	0 31	7.7	4 46	8.5	13 33	1.1	23 06	8.2
4	...	2 23	7.8	5 01	8.0	14 30	1.5	23 46	8.3
5	...	.....	.....	.....	.....	15 24	2.0	.....	.....
6	...	0 10	8.2	.....	.....	16 17	2.7	.....	.....
7	...	0.18	8.1	7 00	5.9	10 47	6.2	17 00	3.5
8	...	0 28	8.0	7 18	5.0	12 36	6.2	17 59	4.3
9	...	0 41	8.0	7 42	4.1	14 08	6.3	18 47	4.9
10	...	0 58	8.2	8 12	3.3	15 31	6.6	19 32	5.6
11	...	1 17	8.4	8 45	2.6	16 45	6.8	20 13	6.2
12	...	1 37	8.5	9 20	2.1	17 54	7.0	20 48	6.7
13	...	1 55	8.8	9 57	1.9	19 08	7.2	21 08	7.2
14	...	2.08	8.5	10.38	1.5	.....	.....	.....	.....
15	...	2 20	8.4	11 16	1.6	.....	.....	.....	.....
16	...	2 28	8.3	11 58	1.7	.....	.....	.....	.....
17	...	2 30	8.1	12 42	1.9	.....	.....	23 53	8.1
18	...	.....	.....	13 28	2.2	.....	.....	.....	.....
19	...	0 00	8.0	14 15	2.6	.....	.....	.....	.....
20	...	0 10	8.0	15 03	3.0	.....	.....	23 23	7.8
21	...	.....	.....	15.50	3.5	.....	.....	23 29	7.8
22	...	.....	.....	16 37	4.0	.....	.....	23 44	7.9
23	...	0 50	4.9	12 04	6.9	17 25	4.0	.....	.....
24	...	0 02	8.2	7 13	4.0	13 24	6.2	18 11	5.1
25	...	0 23	8.5	7 42	3.0	14 30	6.6	18 55	5.6
26	...	0 48	8.9	8 16	1.9	15 34	7.0	19 38	6.2
27	...	1 15	9.2	8 55	1.0	16 39	7.3	20 20	6.7
28	...	1 43	9.4	9 39	0.4	17 49	7.5	21 04	7.2
29	...	2 12	9.5	10 26	0.1	19 00	7.3	21 53	7.6
30	...	2 43	9.3	11 16	0.1	20 31	8.1	23 09	7.8
31	...	3 16	8.9	12 09	0.4	21 31	8.3	.....	.....

The time used is Pacific Standard for the 120th meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height serve to distinguish high water from low water.

The height is measured from the level of the lower low water at spring tides. This level corresponds with the datum to which the soundings on the Admiralty chart of Victoria harbor are referred as closely as can now be ascertained.

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LIMBERGER CHEESE, per lb.	30c
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We also carry Lime, Cement, Plaster of Paris, Building and Fire Brick, Fire Clay. Please call and inspect our stock before deciding.