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PRINCE OF WALES MAY VISIT UNITED STATES AND CANADA IN 1914

Crewe Hall Prepared to Receive King and Queen

Prince of Wales to Make Tour of Canada Next Year and Is
Likely to Go to Washington to See President Wilson,
but Mother Fears "Mobbing" Here.

PRINCESS ON MORNING RIDE A PRETTY PICTURE

(Special Despatch.)
LONDON, Saturday.
LORD AND LADY CREWE are sparing
no expense in the preparations for the
reception of the King and Queen at
Crewe Hall. The house is being done up
and the gardens are quite a spectacle,
despite the wintry weather, of the stop at
Crewe Hall, and because of the frequency
with which the King and Queen are seen in pub-
lic, now that they are in London for the
season, comparisons are being made of the
different ways in which Queens bow.

Queen Mary bows from the waist in a
very graceful and dignified manner.
Queen Alexandra inclines the head only,
smiling the while. To the observer this
may be a rather prettier salutation
than the bow from the waist. That is
why Queen Alexandra often returns from
a public event extremely weary. Queen
Mary, at one time reputed to be somewhat
nervous in public, has now completely
mastered this feeling.

If all goes well the Prince of Wales is
to leave on a trip to Canada about the
time next year, and will be absent from
England about three months. He will
make the trip on board a British cruiser,
and will probably traverse the Dominion
from the Atlantic to the Pacific. Whether
the Prince will go to the United States
before he returns home is a matter that
yet remains to be decided. The Queen
makes no secret of her fear of the
"mobbing" to which the heir-apparent
might be subjected in New York and other
American cities, but it is likely that he
may go to Washington and see the Presi-
dent at the White House.

Princess Mary Growing Up.
Princess Mary is growing up. One of
these days she will be among the prettiest
"buds" of the day. When she appears
for her daily outing, or more especially
for her morning ride, she receives a warm
welcome. A pretty picture she makes on
her favorite mount. In her neat dark blue
riding habit and her fair hair falling from
under her close-fitting hat. She wears
a riding skirt a few inches longer than
the usual one, and never reveals either
the manner of the majority of
equestriennes. She likes best of
riding out with the King, and gallops
along by his side chatting in the most
easy manner.

Princess Victoria, who has been in
rather different health for a few months,
is able to go about again. She is said to

love London better than almost any mem-
ber of the royal family, and has a won-
derfully correct knowledge of its high-
ways and byways. Whenever any mem-
ber of the royal family or the household
wants to get to any outlying part her
royal highness is invariably consulted
about the best way of setting out it.

The Princess is now to be seen in the
afternoon taking a quiet walk in St.
James' Park, dressed in mourning, com-
plimenting one of the simple hats she
usually favors.

The inseparable companion of her
mother, Queen Alexandra, it devolved
upon her within a year to break to Her
Majesty the news of the death of the late
King of Denmark and that of the late
King of Greece.

Perhaps the greatest privation the Prin-
cess will realize during the summer sea-
son is her inability, in consequence of
mourning, to give her annual children's
party on her birthday, a festivity for
which some of her youthful friends "live"
from one year's end to the other.

Prince John Hard to Manage.
Prince John, the youngest of the King's
sons, is extremely unconventional, and
does all sorts of unexpected things. More-
over, he has a will of his own, which
makes him difficult to manage sometimes.
He is the idol of the attendants at the
palace, who admire the strain of pure
mischievous and wilfulness in him, much as
they are inconvenienced by it at times.

The young Prince is very fond of bicy-
cling in the palace grounds, and will
charge a fence, mount a bank or do al-
most anything except what a cyclodist
should do. The other day he tilted at a
fence, got unseated, and found a pedal
caught and badly bent. He summoned an
attendant to his aid, and then declared he
was going to have another try at the ob-
stacle.

"But," said the attendant, "you must
ride more carefully, your royal highness."
"Go on," was the retort, "my name is
John."

The late King Edward's dog Caesar,
which has come to public notice once
more in connection with the anti-vivisection
campaign, is the almost inseparable
companion of Queen Alexandra. Even
when she goes out to lunch Caesar accom-
panies her.

Like all Queen Alexandra's accom-
panies her. Caesar lives quite frugally on dog
biscuits and the proverbial bone. Her
Majesty being among the dog lovers who
realize that the lap of luxury is for peo-
ple means the advisable course for their pets.

King Charles' Refuge After Defeat, Boscobel House, Soon To Be Sold

Row of Houses in Clapham Common Built by Sir Christopher
Wren and Star Hotel at Great Yarmouth Marked
for Destruction or Spoilation.

(Special Despatch.)
LONDON, Saturday.
THE famous Boscobel House, with its
king of seven hundred acres, where
King Charles II. hid after the Battle of
Worcester, and where there still grows an
ancient oak tree in which he concealed
himself, is to be sold by auction.

Situated on the borders of Shropshire
and Staffordshire, the house was built
about the year 1580 in the centre of Bos-
cobel Forest, and had been used for many
years before King Charles hid there as a hid-
den place for Roman Catholic priests and
political refugees. But its principal in-
terest is wrapped in the time when it
sheltered King Charles in September, 1651,
after the battle of Worcester. Here he
lay hidden for several days, and in the
paladock adjoining, protected by iron pal-
lades, is the oak tree in which he took
refuge when surprised by horsemen. It is
said there is no doubt about this being the
identical tree.

The principal part of the house remains
now as it was then, and the garden is
a curious mound surrounded by an arbor
which it was at the time of King
Charles' sojourn.

Some more grand old landmarks which
have helped to make England's history
are marked down for destruction. The
fact is Londoners will allow their treas-
ures to go unguarded and unprized for
generations, and will raise only the
feeblest of cries when these priceless
relics are threatened with extinction.

A row of fifteen wonderful old houses,
built by Sir Christopher Wren, on the
north side of Clapham Common, are to
be swept away, and no one is protest-
ing except the present lease holders,
who do not wish to move if they can
help it.

All the houses are so precious that
one would have thought their future
was assured. But without consulting
the tenants at all, the trustees have
fixed up a board stating that the whole
area is to be sold, the idea being to
rebuild houses in their place.

The houses possess a style that will
never be reproduced, and the situation
of a master who never will be equalled.
They are all very beautiful and quite
unlike anything else in London. With
their ancient doorways, panelled rooms
and carved oak staircases, they are the
pride of their tenants, and are the last
of the old Clapham which figured in
history a couple of centuries ago.

There is reason to believe, too, that Mary,
the famous Nelson House, the star hotel at
Great Yarmouth, is marked for destruc-
tion. The house was at Windsor and had many
times been at least spoilation. The members

ROYAL CHILDREN ENJOY GARDENING

(Special Despatch.)
LONDON, Saturday.
WHEN some years ago the new Vis-
countess of Wolseley introduced gar-
dening to her profession and a pastime
for young women she hardly realized the
far-reaching effects of her enterprise.
Gardening is now being adopted almost
broadcast as a pastime among the chil-
dren of the nobles in the land.

The young daughters of the Duke and
Duchess of Devonshire are passionately in-
terested in it, as well as their cousin, Princess
Victoria. There is reason to believe, too, that Mary,
the famous Nelson House, the star hotel at
Great Yarmouth, is marked for destruc-
tion. The house was at Windsor and had many
times been at least spoilation. The members

discussions on horticultural subjects. They

ONE VIEW OF AMERICAN "MUSIC"



"TIME, GENTLEMEN, PLEASE!"

With each other in their interest in the
specimens of flowers, herbs and shrubs
they set together, under each of which is
written in their own handwriting the name
in Latin as well as in English.

Baron Henri de Rothschild's Play 'Croesus' To Be Produced in London

Here, a Wealthy Man, Haunted by Dread That Riches Are a
Barrier to Love, Which He Proves by Experi-
ence in His Own Case.

(Special Despatch.)
LONDON, Saturday.
BARON HENRI DE ROTHSCHILD'S
play, "Croesus" is to be presented by
Mrs. J. Salter Hanson and Mr.
Arthur Bourchier at the Garrick Theatre
early this month, with himself in the name
part and Miss Gabrielle Dorland, of Paris,
in the leading female part, so that per-
haps for the first time London has fore-
stalled Paris in the production of what is
purely a French play.

The play will, however, be given in an
English version, prepared by the author
himself, who makes no secret of the fact
that he has taken the story of his play
from real life. But although the scene is
laid in Paris he points out that the theme
is of commonplaces application.

The hero is an immensely wealthy man
who has been haunted throughout life by
the dread that the possession of great
riches must inevitably be a barrier in the
path of disinterested love. Croesus in the
course of the play gives his heart to two

different women, one of high and the other
of humble birth. But in both cases the re-
sult is the same. His money comes be-
tween him and the realization of his hopes.
Baron de Rothschild does not, of course,
attempt to prove that no man with super-
abundant wealth can possibly succeed in
winning a woman's affections. He merely
presents a case which the audience must
solve for itself.

Mr. Winthrop Ames, formerly director of
the New Theatre, and now manager of the
Little Theatre, has decided to produce
next season in New York a play called
"Her Own Money," a drama of American
domestic life, by Mark Swan, which he
read while crossing the Atlantic on board
the Mauretania. He will also put on a
translation of Mr. Arnold Bennett's
"Buried Alive." Mr. Ames says: "There
is very little in London to arouse the in-
terest of the American manager who comes
here in search of material. Seven out of
the twenty-eight plays now current here
are American."

Leighton House as a Memorial

Home of Late Artist To Be Preserved
as Museum and Library for
Art Workers.

(Special Despatch.)
LONDON, Saturday.
LEIGHTON HOUSE, the home of the
late Lord Leighton, in Kensington, is
to be preserved as a permanent mem-
orial to the distinguished artist and as a
central meeting place, museum and library
for art workers throughout the British
Empire.

It is reported that considerable diffi-
culty is being experienced in connection
with the scheme put forward by the
Conrad, White Star and Hamburg-Ameri-
can lines for the insurance of their large
steamships on a strictly mutual basis, and
that it is not unlikely they will have, after
all, to seek the assistance of Lloyd's and
the marine companies.

"INDISCREET" FOOD FOR AN INFANT

(Special Despatch.)
LONDON, Saturday.
BREAKFAST, fried eggs, luncheon
Yorkshire pudding, tea, bread and
butter, dinner, warm milk and cheese,
supper, roast pork and beef.

That was the menu for a two-year-old
boy named Stanley Bert Turner, of Som-
ersham, Huntingdonshire. He died, and
the jury who sat at the inquest expressed
the opinion that the feeding had been in-
discreet.

Equestrianism Fad in Berlin

Favorite Rendezvous Is the Hippo-
drome Course on-Outskirts
of Thiergarten.

(Special Despatch.)
BERLIN, Saturday.—Equestrianism is
one of the chief social attractions here
now that the return of spring weather
has begun. A favorite rendezvous is the
Hippodrome, a splendid course, lying on
the outskirts of the Thiergarten, which pre-
sents an animated scene from nine to
eleven o'clock each forenoon.

The court season just closed has culmi-
nated in a number of engagements uniting
well known families of the German aris-
tocracy, the latest announced being that of
Count Karl von Plessen, a Lieutenant in
the 3d Guards Uhlans regiment, stationed at
Potsdam, to Fraulein Elizabeth von Ba-
low. Count von Plessen is a brother of
Countess Elizabeth von Plessen, whose
engagement to the hereditary Count Georg
Fugger was announced last week.

The marriage of Mr. Sherman Thackeray,
younger son of the American Consul Gen-
eral here, to Miss Lucy Marcell will take
place at the bride's home near London
some time in June, an earlier date having
been abandoned on account of the absence
of Mrs. Thackeray in America.

Rare Treasures of Egypt May Cross the Ocean

Professor Petrie Offers His Fine Collection to the University
College, London, for \$29,925, Providing the Money
Is Forthcoming by June, Which Is Unlikely.

MR. BEERBOHM'S CARTOONS—MR. AGNEW'S SHOW

(Special Despatch.)
LONDON, Saturday.
THE sum of \$30,000 is required to
retain in London the fine collection
of Egyptian antiquities which be-
long to Professor W. M. Flinders Petrie,
but it does not look as if it will be sub-
scribed in time. The collection is at pres-
ent in the University College Museum, but
if the money is not forthcoming by June
the whole collection will probably find its
way to America.

Professor Petrie's treasures represent
twenty-five years' search in Egypt, and
have been bought by him privately where
they could not be obtained by the univer-
sity. The collection includes a large num-
ber of scarabs, pottery, a collection of
beads and other prehistoric objects. He
has offered the lot for a total sum of
\$29,925, but this figure does not by any
means represent the value of the articles,
which are unique. In making his offer to
the University College the professor, who
has occupied the Edwards Chair of Egypt-
ology at the Institute since 1892, states:
"I have always bought unusual things
rather than those which can be commonly
obtained; hence the collection is largely
supplementary to the national collection,
and consists of objects for study rather
than for popular show."

At present the Professor is in Egypt, but
the Secretary of University College states
that the collection includes 1,200 scarabs
and 500 strings of beads, besides which
there is also a collection of flints which
is one of the most complete in existence.

One of the most important branches of
the collection the pottery, which is the
only dated collection known, and it is also
the largest, ranging as it does from the
prehistoric period down to Roman, and
even Christian times, and containing spec-
imens of every period.

Among the beads are specimens of all
the precious stones known to the Egypt-
ians, and these illustrate their manufac-
ture in glass and in the characteristic
Egyptian falcon. There are colors which
modern science finds it impossible to re-
produce. It is one of the lost arts which
has died with an old civilization.

One remarkable relic is a drawing by
an architect of 1800 B. C., who placed the
side and front elevation of a shrine upon
papyrus. It is the oldest architectural
sketch in existence.

Mr. Max Beerbohm is making of the
Leicester Galleries a rendezvous for laugh-
ter. Art, politics, society, the drama, com-
within his purview, always in their new-
est aspects. His laugh is allround. And
merciless as they are, they are made al-
most genial to the individual aimed at, by
the sheer art of the creations which turn
any gall into fun.

Each visitor has, of course, his special
favorites, but every one tingers over the
delightful drawing "On Circuit," where
Mr. Justice Darling is saying to his mar-
shal, "Oh, and get some bells sewed on
this cap, will you?" And then there is
"Lord Londonderry and Lord Curzon ex-
tending the Duke of Devonshire a joke
of Mr. Gosse." How the joke eludes the
dual intelligence is ridiculously funny.
How capably, again, the "Mr. Bernard
Shaw" (standing on his head) explains
himself in the legend, "Mild surprise of one
("Max" himself), who, revisiting England
after a long absence, finds that the dear
fellow has not moved."

For the first time Mr. Bonar Law comes
any gall into fun.

One of the pleasant things which hap-
pened to them was a call from Tennys-
son, who, according to Mrs. Browning, "died
to us, smoked with us, opened his heart
to us (and the second bottle of port), and
ended by reading 'Maud' through friend
to end."

The first public exhibition in London of
the work acquired by the Contemporary
Art Society by gift and purchase, sus-
tained by loans from various sources, is
now being held at the Goupil Gallery.

Many of the works have been seen be-
fore, and, speaking generally, the judg-
ment of the purchasers or donors, is con-
firmed by a second impression. Certain
pictures, such as "The Smiling Woman,"
"Portrait of George Moore," by Mr. Wil-
liam Sickert; "The Lowestoft Boat," by Mr.
William Nicholson, and "Interior," by
Miss John, may be looked upon as sure
things. In almost every case, indeed, the
picture, which arrested attention upon its
first appearance at an ordinary exhibi-
tion, improves on acquaintance.

Miss John's "Phantasy" two youths restrain-
ing a white horse of the Pegasus breed in
a cliff landscape, and "The Chicks Bred,"
a perfect piece of still life painting by Miss
Gibet Sands, are examples.

From England to America by Aeroplane in 15 Hours

This Is the Confident Prediction of Claude Grahame-White,
Who Is Himself Making Preparations to Cover the
Distance This Year in Thirty Hours.

(Special Despatch.)
LONDON, Saturday.
FURTHER details concerning the
scheme of Claude Grahame-White to
fly across the Atlantic are now at
hand. The popular English aviator pur-
poses to make this remarkable flight dur-
ing the coming year. According to Mr.
Grahame-White's calculations, the trip
can be made in thirty hours.

Arrangements for the trip are practically
complete. A large hydro-aeroplane, driven
by four engines of 250-horse power each,
is being designed for the journey. A
smaller machine, driven by four 35-horse
power engines, has been constructed for
experimental flights.

A number of trials will be made with
the larger machine, which, it is estimated,
will be capable of a speed of 100 miles an
hour, enabling the journey from this coun-
try to America to be accomplished in
thirty hours.

"Nothing is impossible in aviation,"
said Mr. Grahame-White in outlining his
scheme. "I am confident that the journey
can be accomplished."

"When you consider the wonderful
strides which have been made in the art
of aviation during the past two or three
years, and the possibilities of the air,
plane, a flight to America in less than
two days is well within the bounds of
possibility. Indeed, in another ten
fifteen years the journey by air may well
be accomplished in fifteen hours."

"We shall, of course, test the machine
fully before attempting the flight. I pur-
pose to carry six persons—two pilots, two
mechanics and two passengers. One man
state of the weather ahead."

"We shall endeavor to keep in touch
with liners, so that we will be able to ob-
tain, if necessary, wireless information as to the
state of the weather ahead."

"I hope to land in New York harbor,
and doubtless our appearance there will
cause some surprise. Such a flight has
been talked about a good deal in the
world of aviation, and I may say that for
me it has a great attraction."

"I have not yet fixed my place of
departure, nor do I know what period of
the year I shall select. It will depend
largely on the weather. Autumn, for in-
stance, may be more favorable than sum-
mer for the journey. It has appeared so
to me more than once when I have crossed
the Atlantic. The sea in autumn has been
calmer than, say, in July."

"I estimate that the expenditure will
cost anything from \$15,000 to \$20,000.
The quantity of petrol which we shall use,
for instance, will be enormous."

"The engines will be larger than any yet
designed, and I anticipate some difficulty
in obtaining them."

"It is, of course, highly important that,
for the greater part of the journey, they
should be reliable and efficient. We shall
be able to dispense with one of them
(should it fail), on the last part of the
journey, because the aeroplane will be
lighter owing to the expenditure of fuel."

"No provision will be made for boats
along the track. Such assistance would be
unnecessary, for even if we came down on
the ocean we shall be able to keep afloat
and also the usual."

"We shall endeavor to keep in touch
with liners, so that we will be able to ob-
tain, if necessary, wireless information as to the
state of the weather ahead."

"We shall, of course, test the machine
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