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TELEGRAPHIC NEWS

G.T.P. FIND COAL IN TELQUA REGION.

Montreal, Oct. 12.—The Grand Trunk Pacific officials announce that one of the most encouraging outcomes of the trip by the executive is the absolute confirmation of the presence of enormous coal beds in the Telqua region of British Columbia, through which the main line of the G. T. P. runs. The company owns 16,000 acres in the most valuable part of this region, and engineers who have been investigating the land for the company announce that the region is one of the best coal-bearing areas on the continent.

ENGLAND LOOKS FOR SETTLEMENT.

Ottawa, Ont., Oct. 14.—P. C. Wade, K. C. of Vancouver, who has just returned from England, says, the anti-Japanese demonstrations on the coast occasion grave concern in official circles. It is, however, thought that the diplomatic mission to Tokio would result in restoring harmony and that a friendly arrangement would be worked out whereby all the Japanese now in the country would be confirmed in their right of residence and a basis of limitation fixed as to future immigration. Just before he sailed for home, Mr. Wade gave an interview to the London Chronicle in the course of which he pointed out in defense of the legitimate opposition in Canada to unrestricted immigration from Japan under the British treaty of 1894 that protection which flooded this country with Asiatics was worse than no protection at all.

GREAT NORTHERN GOING INTO SOUTH.

Bulletin Special.
Calgary, October 15.—The following despatch received last night is the first satisfactory word received here that a southern route is being considered since that famous board of trade meeting held three years ago, when a motion was made, and carried, to be talked down by R. B. Bennett, C.P.R. solicitor, that Hill be invited to extend his road to Calgary from the west and construction crews are assembling at Fernie, B.C., to commence work on an extension of the C.P.R. to the southern road to Mitchell, B.C., 23 miles distant. Fifty-five cars of outfit have been delivered and 200 men are already at work on the grade. The extension is a preliminary to an important extension of territory from the west. A line is to be constructed north from Mitchell through the valley of the Milk River to the west and on to Calgary, Alberta, striking into the heart of a prosperous and rich territory hitherto for themselves and exclusive domination of the C.P.R.

IMPRESSIONS OF A VISITOR.

Ottawa, Oct. 15.—The flag at the Hudson's Bay company's establishment in this city is flying high in honor of the visit of A. Cunliffe, one of the directors of the ancient and honorable company of gentlemen adventurers, Mr. Cunliffe has been in Canada for the past few weeks. He has visited the company's posts at Fort William, Winnipeg, Calgary and other points in the west and has reached the western limit of his tour by his visit to this city. He has been staying at the Oak Bay hotel for the past few days.

Twenty years ago Mr. Cunliffe paid a visit to this city. He was then en route home to England from China. When asked with regard to the impressions he had formed of Canada and the Canadian people, he said: "I have time to digest the information he has gained.

"Progress and development are in the very air," he remarked, however, "One cannot help seeing the advancement which you are making and which you are proud to show. You are sound to make, however. When asked with regard to the policy of the Hudson's Bay company, Mr. Cunliffe expanded just a little, saying the company has never pursued a selfish policy." He remarked, "It has always considered the interests of the country, the people who fall within its sphere and interest, and its own future." He believes that much of the success of the company to this present day was due to this temperate, sane policy which had been always pursued.

The company was exceedingly fortunate in its early officials. Guided by what seemed like an unerring judgment, they located posts at nearly every point where population now has gathered, and which are bound to develop into important centres from their geographical position. He instanced Winnipeg, Fort William and Edmonton in this connection. "Victoria was also a case in point, and he believed that the judgment of the pioneers of the company in locating a post here would be borne out by the progress and development of the city.

"With regard to the company's policy in the future with regard to Victoria, Mr. Cunliffe would say but little. The company's lands in the neighborhood of the city would be for sale, to a bona fide settler, not to the speculator. The company had always done all in its power to assist legitimate settlement, and in the same manner had set its face against speculation and 'boom-time' any particular territory.

Mr. Cunliffe has visited the company's lands in the neighborhood of the city and has learned much about the conditions here. He will visit the company's posts in the Okanagan and elsewhere prior to his return.

"The optimism which exists is an striking contrast to the depression and reaction which set in in this city and elsewhere during my former visit here, just following the completion of the C. P. R.," he remarked.

TERRIBLE STORMS IN EUROPE.

Paris, Oct. 18.—Terrific storms, torrential downpours of rain, high winds and floods are prevailing throughout France, Spain, Italy and Great Britain. Storms have been so general that an accurate estimate of the loss of life is impossible. The English and continental coast of the Channel is strewn with wreckage.

MARINE ENGINE CAPABLE OF 100 MILES PER HOUR

British Admiralty Asked to Investigate an Invention Which May be Used for Torpedo Boats.

London, October 18.—The British admiralty has now under consideration a new form of marine engine and propeller which, it is claimed, will revolutionize not only naval warfare, but the navigation of the world. The invention is the fruit of such ingenuity, labor and expenditure of money as to have attracted the attention of the Admiralty of Great Britain, who have devoted to it years of study and experiment. At first sight the engine resembles a turbine, but close inspection reveals important differences. Steam from any type of boiler is brought to bear upon a shaft fitted with twelve chambers. Shaft and chambers are all of steel, cast in one piece, and of great strength. Exactly what the arrangement of these chambers is the inventor deems it imprudent at present to disclose, but it is such a novel display of bravery and hardihood.

Hill's Son-in-Law Advances.

St. Paul, Minn., Oct. 19.—Henry J. Horn, general manager of the N. P. railway, has resigned, and George T. Slade, son-in-law of James Hill, was appointed in his place, according to the formal announcement made by President Howard Elliott, of St. Paul. Mr. Slade was formerly general superintendent of the G. N. at St. Paul. The change becomes effective on the 20th. Mr. Slade has followed by some reorganization of the operating department of the N. P. on the lines east of Trout Creek, Montana, on the Eastern division of the road, according to the announcement made at the general offices.

Kruger's Grave Desecrated.

Johannesburg, Transvaal, October 18.—A painful sensation has been caused by the discovery that the grave of the late President Kruger, in the cemetery at Pretoria, has been desecrated. The marble bust of the late president has been broken and badly chippered. Other graves in the vicinity, including that of the late President Kruger, were slightly damaged. The desecration is believed to be the work of thieves, who expected that a reward would be offered for the recovery of the bust, but which they found too heavy to carry off. Since the desecration, in 1904, of the grave of the late President Kruger, the police have paid nightly visits to the cemetery.

Three Killed, 37 Injured.

Washington, D.C., October 18.—The night of October 17th, a Southern Railway passenger train and a freight train, which was standing on a siding there, collided at the intersection of the tracks. One of the injured was killed, and that the front brakeman on the freight train, whom the Southern Railway reports that the accident by leaving the switch open, has disappeared.

Red Deer's Mayor Injured.

Red Deer, Oct. 18.—Mayor A. Gaetz had a somewhat serious accident happened to him today. He was driving his horse-drawn public utility car, and was riding to the stable when the animal became unmanageable at the station and was responsible for the dislocation of the shoulder of C. P. Jones, who was conveying the mails to the post office.

Post Office Robbed.

Halifax, Oct. 18.—Charged with robbing the post office and several stores in Weymouth, N.S., Chas. Ederken and Basil Saulters, both Nova Scotians, were arrested at Boston yesterday, and were brought back to this province for trial. The Weymouth post office was burglarized on the night of October 17th. Several hundred dollars in cash and a large amount of goods were carried off.

Peterborough is Growing.

Peterborough, October 18.—The city assessment returns show a gain in population of 1,000, making the present population 16,000. Total assessed value is returned as \$14,000,000, a gain of \$2,000,000 over last year.

King and Queen to Visit Canada?

Toronto, Oct. 18.—Something said by Earl Grey at Upper Canada college yesterday has been construed into an announcement that the members of the royal family, probably the King and Queen, would visit Canada next year on the occasion of the Champlain centenary.

Butte Bank Suspends.

Butte, Mont., Oct. 19.—There are no new developments in the suspension of the State Savings Bank in connection with the arrival of State Examiner T. E. Collins, who has taken charge. Mr. Collins stated that he will be unable to report on the institution's condition for at least a week. There was no expression of opinion on the part of the public, who seem content to accept the statement of the official that the bank is solvent.

Fund for Homeless Families.

Indianapolis, Ind., Oct. 19.—Governor J. Frank Hanly urges the people of Indiana to start a fund at once to relieve the thousands of homeless people who are suffering from the explosion of the Dupont powder mills.

TO EXPLORE THE NORTH COUNTRY

R.N.W.M.P. will go into Unexplored Regions of Keewatin, Mackenzie and Ungava

Ottawa, October 18.—The Royal Northwest Mounted Police will probably be asked to do some extensive exploration next year in the unknown wilds of the districts of Keewatin, Mackenzie and Ungava. Considerable work along this line has been carried out this year by a Mounted Police detachment on Chesterfield Inlet and the Southern Keewatin next year, it is planned to increase the number of men engaged in ascertaining knowledge of unexplored districts. Chesterfield Inlet and make a trail through to Great Slave Lake. Another party will push north from Southern Keewatin, and traverse hundreds of miles of practically unexplored territory on the west side of Hudson Bay. It is also proposed to send a detachment into Southern and Central Keewatin, but which they will traverse there are bands of Indians and Eskimoes, who are to all intents and purposes, free to do as they please without any regard for law or order or for preservation of forest areas from fire. Comptroller White states that the Mounted Police are always eager to engage in experiences of this kind, which promise plenty of adventure and give many opportunities for display of bravery and hardihood.

HUGE WARSHIPS TO MANOEUVRE.

London, Oct. 14.—Although it has been known for some time that a series of fleet exercises would be carried out in the North Sea this month similar to that which took place off Lagos in February, the only official details on the subject are those which were made in the House of Commons in August.

It was there said in reply to various interrogations, that such exercises would take place, that the scene would be laid in the North Sea, and that the fleet, including all the north division with the exception of the Dreadnought, would participate. The Dreadnought, it appears, is needed for further experimental work, and for this reason is not to be included. Altogether one hundred and twenty vessels are to be under the supreme command of Lord Charles Beresford, a considerably larger fleet than was assembled off the coast of Portugal.

Will Be Realistic.

As was the case when the last series of exercises was directed by Admiral Lord Charles Beresford, the war game in the North Sea will be played with as much realism as possible. Also, as was the case then, the details of the exercises are to be kept secret, and no newspaper correspondents or other visitors are to be permitted to accompany the vessels to watch and report proceedings.

The results will be awaited with much interest in professional circles, not only because special importance attaches to the fact that this is the first time exercises of this magnitude have taken place in these waters, but also for the reason that it is the first time Lord Charles Beresford has undertaken the handling of so large a fleet. After Sir Arthur Wilson there is probably no officer who has had so many opportunities afforded him for gaining experience in this direction as the present commander in chief of the Channel fleet, nor anyone who has made better use of the practice in training which has fallen to his lot. In dash, initiative, and tactical ability, he is probably one of the best in the service, while special mention is made for a larger exhibition of discretion, judgment and strategic capacity.

Nine Flags Beside Commander's.

In addition to that of the command in chief there will be no less than nine flags flying in the fleet, as well as the broad pennant of a commodore. The vice-admirals are two, Sir Reginald Custance and Sir Asbott Curzon-Howe, the former being second in command of the Channel fleet, and the latter commanding the Atlantic fleet. The rear admiral is seven—Frank Finnis, who commands the North division of the home fleet; Percy Scott, commanding the first cruiser squadron; Charles H. Adair, commanding the second cruiser squadron; Robert A. J. Montgomery, commanding the third cruiser squadron; Francis John Foley, rear admiral of the Channel fleet, and Sir John Jellicoe, second in command of the Atlantic fleet.

In charge of the destroyers of the home fleet is Commodore Lewis Bayley with his distinguished broad pennant on one of the escorts. Commodore Bayley will be remembered for the fight between the Russians and the Japanese took place outside the harbor, and that the neutrals, as it were, kept the rink and succeeded the destroyers.

"The number of flag officers who are thus given practice in handling and exercising ships in battle formation, and who will be able to acquire valuable experience in sea operations, is considerably larger than was the case in similar circumstances a few years ago. This change is brought about by the declared policy of the present board of admiralty, which regards the exercises as a school where systematic training should be given to the younger flag officers and captains, some of whom in time take the places of those now in the higher posts.

Scheme of Operations Secret.

Although the scheme of operations is a secret, there can be no doubt that if in part it takes, as it may be assumed to do, a strategic form, this part will be based upon the possibilities of war with Germany. The underlying motive of the organization for naval war in this country is the maintenance of sea command against attack from any quarter.

Just as Germany in her land preparations may be said to have one eye on Russia and the other on France, so the British naval authorities take thought not only of what is going on across the North Sea, but also of possible movements in the Mediterranean.

In February, Sir Arthur Wilson linked up the Mediterranean fleet with the Channel and Atlantic fleets under one command, and carried out his training in waters of strategic importance, which is shown in the history of the sea fighting of the nineteenth and early nineteenth centuries.

FOR CORRUPTION PURPOSES

St. John, N.B., Oct. 18.—That Conservative party leader, in a public circle in Montreal at the last general election, got together half a million dollars for the purpose of corrupting constituencies, and that \$25,000 was sent into one constituency in New Brunswick. The convention selected by Hon. Wm. Pugsley yesterday in a speech at Queen's University, in a meeting of the convention, said that the solicitor for the C.P.R. to run against R. D. Wilnot.

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troops were being drilled incessantly.

There was no cessation in the receipt of these advices.

Riots Inflamed Feeling.

At the time of the latest revival of feeling among the Japanese on the Pacific coast, which resulted in attacks upon Japanese subjects in San Francisco, and brought the anti-American agitation in Japan to its highest point of feverishness, the stories of Japanese military activities assumed a character which apparently gave great concern to the president, and certainly alarmed some of the military and naval authorities. These reports were all placed before the president for his perusal. At Mr. Roosevelt's instance, as of his own volition, the general board of the navy gave consideration at hand that Japan was getting ready for another hostile struggle. In the minds of members of the board there was only one answer to the question: Why is Japan making all these preparations? The outcome of their deliberations was a recommendation to the president that the Atlantic battleship fleet be sent to the Pacific on June 27. The secretary of the navy took a record of the general board's views to Oyster Bay and laid them before the president. Before Metcalf left Sagamore Hill, the president had directed him to order Admiral Evans' battleship to proceed to the western coast of the United States.

Carnegie Predicts Financial Crisis.

Queenstown, Oct. 18.—Carnegie predicts a financial crisis in America. He believes it has already begun, in fact. It will extend to England, too, he thinks. He regards the coming of the war with composure, however, because he thinks its ultimate result will be putting a stop to the general craze for speculation. The iron master is a passenger on the steamer Baltic.

Not Guilty of Manslaughter.

Sherbrooke, Que., Oct. 19.—Mrs. Sharpe, of Kenora, was found not guilty of manslaughter today. The jury took the case in about an hour and a half, and returned a verdict in the court room, and the verdict was popular.

BUYING TOWN SITES.

C.P.R. Getting Hold of School Lands at High Prices.

Winnipeg, Oct. 18.—William Ingram, inspector of school lands, has returned to the city from an official trip to Saskatchewan. During his absence he conducted a sale of school lands at Davidson and at Battleford.

At both places all the land offered was bought by the C. P. R. At Davidson a section situated about thirty miles south-west of the town, was put up at auction, and was bought in by the railway presumably with the intention of making it a townsite on the Moose Jaw-Lacombe branch. The prices obtained per acre for the four quarter sections were \$16, \$20, \$20.50 and \$28.

At Battleford a quarter section on the line of the Wetaskiwin-Saskatoon railway was knocked down at \$25 per acre to the C. P. R., also, it is understood, for townsite purposes.

TRAIN DISASTER ON AN ENGLISH RAILWAY

Nineteen People Killed in London & Northwestern Wreck at Shrewsbury—Thirty-nine were Injured.

Shrewsbury, Eng., October 18.—A train made up of passenger coaches bound from Scotland and the North of England to Bristol left the rails as it was entering the station here at an early hour this morning.

Sixteen persons, including ten passengers were killed and 39 others were injured. The London and Northwestern Railway, on which the train was running, curves sharply as it nears Shrewsbury and there is a standing order that the engines must not exceed a speed of ten miles an hour at this point. Disregard of orders is believed to have been the cause of the accident. The engine and all the cars with the exception of the last one left the rails, and when the officials from the railroad reached the spot, the cars were a tangled mass of wreckage, beneath which were the bodies of the dead and injured. Fortunately the wreck did not catch fire, and the doctors and salvage crews, who soon numbered in the score, did not have this added danger to fight in the darkness and pouring rain, which, however, retarded the work of rescue, and several hours elapsed before the last body was taken out. The killed include the engineer and fireman and the guards and postal clerks, who were in the mail car immediately behind the tender of the engine. The latest report from the scene of the wreck says that nineteen persons were killed while 39 others were injured. There is still no explanation of the cause of the accident. It is suggested that as this is the third accident of a similar kind within a year to a train entering a station on the curve, the cause may be found in failure of the vacuum brakes to respond. Rumors are current here that the locomotive of the passenger train was making its first trip on this line, and that the driver had a pilot driver with him because he was not fully acquainted with the road. It seems certain that somebody blundered for the engine was going at a tremendous speed when the accident happened.

"Several of the morning papers in editorial articles call attention to the similarity between the Shrewsbury disaster and the Grantham accident of last year. They demand a searching government inquiry to ascertain the cause of these repeated accidents in cases where the regulations enjoy a slow rate of speed on curves.

An indication of the terrible character of the catastrophe is found in the fact that nine out of the ten men who occupied one compartment were killed. The board of trade has already appointed Colonel Colver to hold an inquiry into the cause of the accident.

WAR TALK IN UNITED STATES.

Washington, Oct. 16th.—Preparations for a hostile emergency in the Pacific is occupying the time of military and naval authorities to such an extent that all other work has been suspended in some branches of the war service. The war fever is spreading through the personnel of the army and the navy. Many officers are practicing with "wireless" and last, but not least, exercises for the tactical training of divisional commanders in manoeuvring for position of advantage when the movements of a ship station between them the opposed squadrons are plotted on a map, and the movements of the engines or a wire hawser to the flag-ship.

Looking for War.

The idea that war is coming is apparently firmly fixed in the minds of those having superior means of obtaining information as to the government's attitude. Others, who are deprecating the talk of war and inclined to the belief that there will be no conflict, however, that the preparations now under way are justified by the situation as they understand it, and commend President Roosevelt for what they regard as admirable foresight on his part.

Under orders from the navy department the fleet is being moved to the navy yards on the Atlantic coast being employed in making ready the vessels of the battleship fleet for the so-called practice cruises to the North Pacific. Every class of labor that can be utilized in getting the fleet into condition for long voyages has been withdrawn from its usual duties at the yards and put to work in the ships.

Letting Everything Else Go.

The autographs of the army signal corps are devoting themselves exclusively to arrangements for the installation of electric fire control apparatus in the fortifications of Subig Bay, the new naval station established in the Philippines. The work is being hurriedly completed, and the orders to complete it, which are understood to have come directly from President Roosevelt, are imperative.

Under equally imperative directions new fire control systems are being installed on the battleships which will go to the Pacific. A torpedo company of the army artillery corps has been sent to Subig Bay to chart and mine that important body of water, and engage in torpedo practice.

Transporting Equipment.

Army rifles of six, ten and twelve inch calibre, and 12 inch mortars are being sent to Subig Bay as fast as they are completed. The transportation of these is being accomplished with significant despatch. Contracts have been let for 50,000 tons of coal to be delivered in the Philippines. The navy department, once liberal in the treatment of the press, discourages inquiries pointing to the active preparations now in progress.

Japan Preparing for War.

The decision of the president to send the battleship fleet to the Pacific had its inception, at least its apparent inception in the disquieting information furnished to the military department of the government by confidential agents abroad. There is no shadow of a doubt that the navy department received reports to indicate that Japan was making active efforts to place its military and naval forces on a war basis, and that reports of the same general tenor came to the war department. The agents of both departments told of heavy purchases of war supplies by Japan, guns, shells and torpedoes, etc., in England, France and Germany. Naval officers credited to many battleships, which are torpedoes for the United States navy found that Japan had placed orders of startling magnitude for similar material. The Philippines, for the military branches of the government were notified, were being flooded with Japanese torpedoes to train women of the demimonde type. There was feverish activity on the part of the Japanese camps of instruction, new establishments in remote parts of Japan, and