

SOME FIRE ESCAPES INSTALLED BUT OTHERS DISREGARDED WARNINGS

About a dozen fire escapes have been installed in various premises since the Syndicate block fire on January 17th last, according to a statement by City Engineer Speakman at the committee meetings of the Council Friday night. A dozen others are being attended to and some delinquents will be given a final warning by the Engineer. A member of the Council asked if the Syndicate block was now adequately protected and the Engineer replied in the affirmative. The new Dole, Rankin & Robertson store was also fire-proof, he added, and the by-law did not call for any fire escape in a building such as the new one. The firm, however, had retained the escape and thus made doubly sure.

The report of Fire Commissioner O'Connor was read and occasioned little comment.

Where Are The Policemen?

Ald. Bullock had a complaint that the new Imperial Oil Co. building on Eighteenth street was being damaged by mischievous boys. He said that windows were being ruthlessly smashed and that residents in that neighborhood told him they never saw a policeman around there.

The Mayor advised Ald. Bullock to take the matter up with the Chief of Police.

No Call For Trains

Supt. Maharg, of the C. P. R., wrote the Council stating that the business returns of the special trains to and from Sewel did not warrant a daily train by any means and that the present accommodation had not as yet come up to expectations in the way of patronage.

Have Started Road?

Ald. McKenzie said he understood a start had been made on the road from Brandon to Carberry by the government authorities carrying out the improvement to the piece of highway near the asylum. He understood this work was to go ahead right away.

Mr. H. G. Skinner, of the Treasurer's department, wrote resigning his position in view of his approaching departure for the old country. He offered to help the Council until his services could be best spared and the matter was referred to Ald. Curran and the Treasurer.

A refund of \$30 was recommended for the Brandon Hotel pool room proprietor who quit business on June 1st.

Upon the recommendation of Fire Chief Melhuish, it was decided to pay a boy, Leslie Tennant, \$3.35 damages to his wheel sustained when the department was answering a fire call.

The sidewalk in front of the Brandon Hardware Company's premises will be repaired, the company paying half the cost.

City Electrician Skead asked for a month's holiday to date from August 1st, and two weeks for his assistant. Fire Chief Melhuish asked for his holidays from August 1st.

ENGLAND'S RICH WILL BE MOST AFFECTED BY PRESENT WAR

London, July 1.—Somebody is going to lose financially by the war, of course, but authorities are not agreed as to whether it will be everybody or not.

The answer most generally given is the affirmative—that all classes will suffer.

Certain optimists, however, think perhaps—they are not certain—that the masses will be better off after than before the war. Their hope is that those who have hitherto been society's parasites will have to foot the bills.

These theorists argue: "The parasites' money did the masses no good when the parasites had it; it can do the masses no harm to have it taken away from the parasites."

It is further argued that such a situation would imply an economic readjustment which must make for better conditions except for those who have lived in the past on production by the actual workers.

The view is not held by Socialists alone. A number of men who belong to the class which must do the financial suffering, should the forecast be borne out by events, think the same thing, or, rather, are afraid the prediction is an accurate one.

It looks, as they express it, as if the aristocracy will have to go to work.

H. G. Selfridge, the American department store proprietor, for several years now in business in London, for example, in effect expressed this opinion.

Selfridge, however, as a man himself actively in business, spoke of the possible development as a thing to be desired.

A good many others who agree with him want no such change because it will be at their expense, but nevertheless they believe the signs indicate that it cannot be avoided.

WINE AGENCIES NOT ALLOWED ONTARIO BOARD

"Native Wines" Must be Pure and Made from Home Grown Grapes Only

Toronto, July 1.—While the board has not reached a definite decision in regard to the regulations governing the sale of native wines, it is understood that the commissioners are satisfied that manufacturers of native wines should not be given the privilege of opening agencies in cities and towns for the sale of their product. The quantity that may be sold is, of course, fixed by the Ontario Temperance Act at five gallons in bulk, and two gallons in bottles, but the Legislature left to the License Board the responsibility of determining whether the wine should be sold only at the place of manufacture or anywhere else. Recently a deputation of native wine manufacturers waited upon the board and asked for the right to open depots, claiming that if this privilege was refused some of the companies would have to move their plants.

The board, it is stated, takes the view that requiring sale at the place of manufacture will not be imposing any hardship, since the householder ordering a five gallon lot of wine would order as readily by mail as he would by telephone or personal call.

In fact, the winery manufacturing in a grape growing district would be more apt to get orders than one operated in town. The board, it is understood, proposes to give ample protection of legitimate wine manufacturers by placing a ban on companies or individuals selling a product that is not made from home grown grapes. The board has obtained information showing that there are a number of so-called native wines on the market that have little if any grapes in their composition. Since special provision was made in the Ontario Temperance Act permitting the sale of wines manufactured from "grapes grown in the province," as an encouragement to the grape growing industry, the board means to keep manufacturers strictly to that provision. It is probable that permits will be issued for the sale of native wines and manufacturers will be asked to satisfy the board that Ontario grapes and Ontario grapes alone, are producing the wine. By this plan it will be impossible for any individual in a city or town to buy adulterated wine, and by working in the juice of a few boxes of Ontario grapes, label himself a manufacturer, and sell the product locally.

The License Board is considering a number of important suggestions in connection with the sale of liquor after the Temperance Act goes into effect. One of these is that all liquors supplied to druggists for sale for medicinal purposes be bottled in six ounce quantities, and so labelled that the quality of the contents would be clearly shown to the purchaser. The board has been informed that a considerable number of druggists who sell liquor for medicinal use purchase stuff of poor quality. The board believes that liquor used as medicine should be of the highest standard, and that this cannot be guaranteed where it is bought in bulk.

Ships, Lost and Damaged
In the loss of ships alone the Jutland coast action ran up a bill of about \$23,000,000. Here is the bill of lost warships:

Queen Mary \$2,078,000
Indefatigable 1,536,000
Invincible 1,768,000
Defence 1,383,000
Warrior 1,138,000
Black Prince 1,193,000
Tipperary 200,000
Tribune 200,000
Nestor 150,000
Nomad 150,000
Ardent 100,000
Shark 100,000
Fortune 100,000
Sparrowhawk 100,000
Total \$10,244,000

German
Kaiser \$2,250,000
Hindenburg 2,250,000
Lutnow 2,500,000
Derfflinger 2,500,000
Elbing 400,000
Wiesbaden 400,000
Rostock 400,000
Frauenlob 254,000
Pommern 1,210,000
Nine destroyers 800,000
One submarine 100,000
Total \$13,064,000

(In one or two cases the figures are only approximate.)
This works out at a grand total of something over twenty-three million pounds for ships alone. But what about all those that were damaged and disabled, some of them most severely? Their repair bill will reach a total which it is impossible to do more than hint at. Let us give the bulk of it to the Germans, and place the total at \$9,000,000.

Gunnery at Over £100 a Shot
That covers the greater part of the material damage, but there are some formidable items still to come. Think of the ammunition used—and the price of it.

Big naval guns are expensive things to play with. For guns of 12 inch, 13.5 inch and 15 inch calibre each shot—cordite charge, projectile, and wear and tear of gun—costs well into three figures. £100 will only fire one of the Dreadnought's 12 inch guns once; you would have to add a bit to that sum before it would supply the necessary

for a round from one of the Lion's 13.5 inch weapons; and double it if you were to make one of the "Lizies" huge 15 inch pop-guns speak.

The Lion could polish off an M. P.'s salary in three to four shots. Why, the salaries of the whole House, with those of the Cabinet Ministers thrown in, would not keep battle cruisers in powder and shot very long, and if the Dreadnought fired her ten guns at the rate of one round per minute, she could make an end of the Prime Minister's salary in ten minutes! Quite a sport for millionaires.

But it is no use trying to find the ammunition bill for the Jutland coast fight by estimating what every gun and ship can do. The matter must be covered more generally.

There is a clue to go upon. Some one, writing on the Dogger Bank fight, estimated—with what degree of accuracy and authority is not known—that about three-quarters of a million pounds' worth of ammunition was expended in that running fight. Well, in the Dogger Bank battle nine big ships fought for five hours; at the Jutland coast there was an average of about forty-five vessels engaged for ten hours or so. That is five times the number of ships and twice the time, which roughly means ten times the ammunition, or £7,500,000.

There is a further item yet—a comparatively small one this time. Ships do not move free of charge. Every revolution of the engines, every turn of the propellers costs money. Motive powers is not so expensive as gun power, but it mounts up. For instance, a battle cruiser doing full speed can get through a thousand tons of fuel in a day.

Fuel—oil and coal—in the proportions in which it is burned costs on an average over £1 10s per ton, so that allowing the Lion ten or twelve

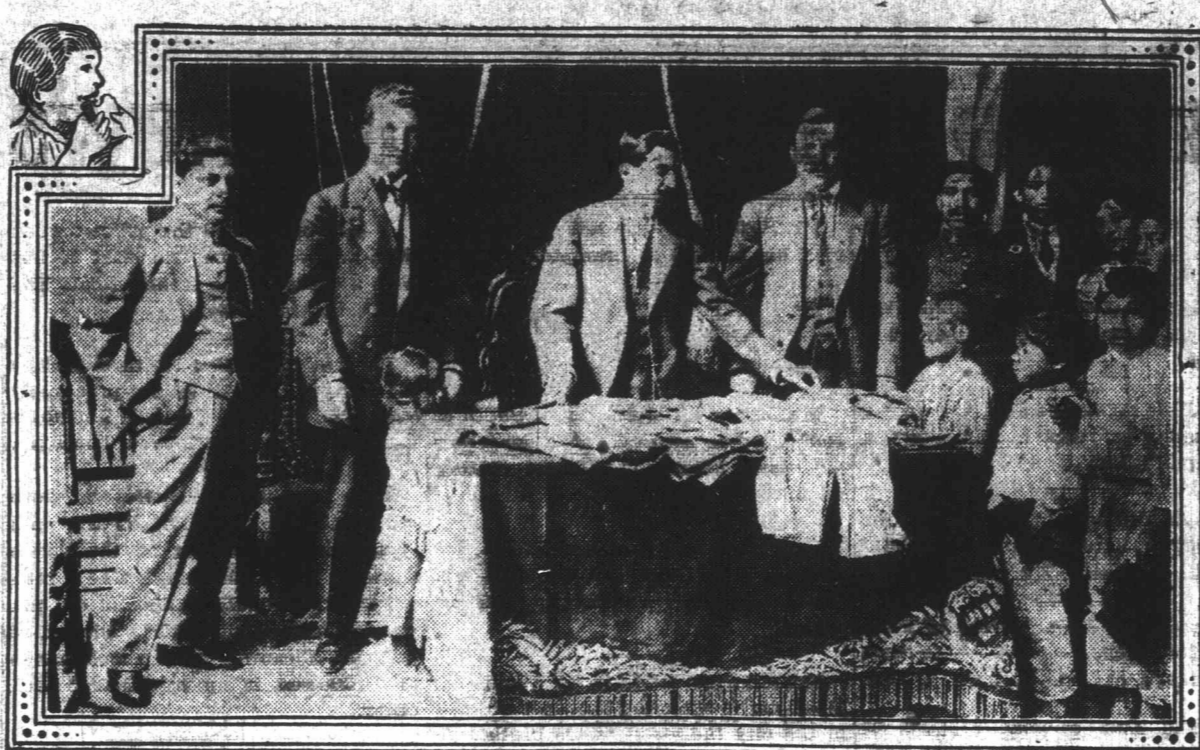
hours of fighting and about the same time for getting to and from the scene of battle, we find that she has cost £1500 for fuel alone in that period. We had twelve ships in the fight that could do that "fuel disappearing" trick, and possibly thirty to fifty other big ships involved, which also consumed very large quantities, as well as dozens of smaller ships that can shift an amazing amount of coal and oil. £70,000 would not over-estimate the whole thing, and the enemy, with his shorter distance to cover, would likely account for about £20,000.

What of the Men?
So much for the material side of the fight. But what about the human element? We cannot really lay down financial values for them, or tally them off on an £ s. d. measure.

Hardly less than 20,000 men, fairly equally divided between the two fleets, must have been killed or temporarily disabled. What is their economic value—a value, of course, which falls far short of their real worth? Some years ago it was stated in Parliament that it cost £300 to make and train an efficient bluejacket. On this basis the loss in men means £6,000,000. But political economists and statisticians have agreed that every man has an economic value to his country of £1,000, so, going on this calculation, the item jumps to £20,000,000.

So the complete bill is something as follows:
British ships lost £10,244,000
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Grand total £59,898,000

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POOR MEXICAN CHILDREN GIVEN CLOTHES.

The Mexican children are the real sufferers from the chaotic conditions in Mexico. Most of them are in rags and to go without food for days is no novelty to some of them. Photo shows the distribution of clothing to the children on a national holiday in Mexico in the Municipal Palace, Mexico City. General Loez de Lara is in the centre.

Skager Rack Fight Cost in Money \$300,000,000 in Few Hours

Boer War of Three Years' Duration Did Not Cost Britain Twice as Much as the Few Hours' Battle off Coast of Jutland—Financial Aspect of Big Naval Engagement Not Considering the Loss of Valuable Human Lives Among 20,000 Casualties.

Glasgow, June 10 (By Mail).—It took the Boer war three years to run us in for a bill of £100,000,000, yet more than half that stupendous sum was expended in the course of a few hours when the British and German fleets came into action off the coast of Jutland on May 31st.

Twelve times our daily war expenditure blown away in an afternoon and evening! That is what modern naval warfare costs. A year or two ago we grumbled because the annual expenditure of the navy was exceeding the £50,000,000 limit; now we think nothing of that sum when it goes in battle in an hour or two.

It is remarkable how wasteful of life and money a big naval action be. A battle cruiser can burn forty or fifty pounds' worth of fuel in an hour, and usually does so when it is at full speed; it can discharge powder and shell at over £100 a shot, and if per chance one of these £100 shells, or a £600 torpedo, or a £300 mine should blow it up, it sinks a dead loss of from a million and a half to two millions pounds.

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Sparrowhawk 100,000	
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LITTLE LAD DROWNS FOUR FEET OF WATER

Fell into Water When Sailing His Boat—Physicians Unable to Resuscitate Little Fellow

Kenora, July 1.—"Never go near the water, Chubby," was the constant admonition of Mr. and Mrs. A. E. Woodward to their pretty little three-year-old son, for the family was spending the summer on Coney Island.

"Chubby" dutifully obeyed his parents but Thursday night he picked up his toy boat which he had discarded for some other toy a few hours previously, and decided to sail it on the lake.

Forgetting his promise in the childish anticipation of sport he wandered down to the edge of the water.

He had only left the house a few minutes before, and had gone through the door farthest from the lake. But his father, noticing that he was missing, called him. There was no answer.

With a strange foreboding Mr. Woodward hurried to the water's edge. The little boat was bobbing up and down in the lake. Chubby himself was lying face down in four feet of water.

A physician was hurried from the town of Kenora and strived for several hours to resuscitate the child, but the life spark had gone out.

The funeral will take place Saturday afternoon from the residence, 115 Wellington crescent.

Mr. and Mrs. Woodward were occupying W. H. Cross' bungalow for the summer.

WOMAN ESCAPES FROM SANITARIUM AND DISAPPEARS

Was Suffering from Nervous Breakdown—Police Inclined to Suicide Theory

Winnipeg, July 1.—Ripping open a window screen, a woman in scant attire leapt thirty feet to the ground in the Riverview Sanitarium in Elmwood at six o'clock Friday morning and disappeared.

It was raining heavily at the time and nothing but an upturned flowerpot on the lawn marks the path of her flight.

The flowerpot, however, was between the sanitarium and the river. It is believed she jumped into the water. The river will be dragged.

The woman registered at the Maple Leaf Hotel Wednesday evening as "Mrs. Jones." Thursday morning she called for a doctor, saying she was ill. Dr. Margolese had her conveyed to the sanitarium. She was said to be suffering from a nervous breakdown.

Letters and a railway ticket she carried identified her as Mrs. Arnold F. George, her husband having been a resident first of Ottawa and now of Saskatoon.

Police officials who are investigating believe she committed suicide.

Labor College In Scotland

Movement Started to Establish Institution in Glasgow—Method of Financing It

Glasgow, Scotland, July 1.—A movement has been started in Glasgow for the establishment in the city of a Labor College for Scotland. It has been initiated