tructor, exhibitions of phy- were given which were very d by the grown up visitors. ices the following acted as C. Moresby, J. C. Barnacle l Instructor Gregory, of the

eepers were A. J. Dallain Wilkerson.
ding referee, Geo. Jay.
ving was the result of the es:
open — McIntyre, High ; Winch, University School, en, High School, third. 5 secs.
under 16—F. Elworthy moyle, North Ward, sec- worthy, South Park, third. secs.
under 14—MacIlmoyl won squalified; Brewster, Cen- Mittalstate, Central, third. secs.
under 12—E. McB. Smith, won; Hick, North Ward, ogers, University, third. secs.
over 16—McIntyre, High Green, High School, sec- University School, third. secs.
under 16—F. Elworthy, Sub- Bowser, University School, Elorthy, South Park, 26 2-5 secs.
under 14 — Clark, Central, talstate, Central, second; niversity, third. Time 29
under 12—Rogers, Uni- n; E. McB. Smith, Victoria d; Ledingham, North Ward, 31 1-2 secs.
open—Brown, University, son, High School, second; niversity, third. Time 1.0-
under 16—Agnew Sub-High ser, University, second; b-High, third. Time 1.01
under 8 — Jones, North but disqualified; Hay, Cen- ; Burton, Victoria West and lside, dead heat for third. 5.
under 10—Carroll, Victoria ; McNeil, Central, second; Central, third. Time 21
ce—Sub-High, Agnew El- ul and Dowler won; Cen- s, Dickson, Catteral and second; North Ward; O'- Acton, and Watson, third. 1-5.

FIRE AT VANCOUVER.

rnard Burned to a Crisp in Which Gutted Dwelling.

, May 24.—Francis Bernard to death last night about 12 is home, 422 Dunlevy avenue. l walls and roof are all that the cottage, where he lived e last three years.
g men who discovered the fire er the house, but were driven flames. A fire alarm was im- nt in by telephone, and with haste the water was turned n as the flames were partly rol two firemen made their e house in the hope that the ome one had said was inside, escued. They stumbled over efore they had advanced five n, when picked up and carried e street, was found to be the dy of a human being, burned crisp, but not beyond recog- was that of Mr. Bernard. Mr. Bernard was for the last assistant yard foreman at the ill. He came to Vancouver nd. His wife died some years the blaze was started is a

IVE MEN KILLED.

Lives in Warehouse in Which monia Tank Exploded.

May 24.—Five men were killed t a dozen overcome and are in ondition by the explosion of an nk in one of Armour & Com- ehouses. The building was full n, and the deadly fumes, escap- nder high pressure, penetrated ery department in the build- n a short time that twenty of ere overcome. It was not until fter the explosion that the first recovered. All of the dead and re foreigners.

H. Lord, of Dunbarton, N. H. t a large pine tree on his farm m the rings, was 200 years old. was 184 feet tall, measured five nches on the stump, and at the sixty feet measured three feet r.

rous Purgatives.

ES OF THIS CLASS DO NOT E—THEIR EFFECT IS WEAKENING.

could be more cruel than to weak, anaemic person to take ve medicine in the hope of lief. Ask any doctor and he ou that a purgative medicine llops through the bowels, the tender tissues. He will also that a purgative cannot cure disease, or build up bad hen the blood is weak and hen the system is run down the one thing needed— is the that will put you right. And s world there is no tonic so Dr. Williams' Pink Pills for ple. Every dose of these pills makes new, rich, red blood s the veins, reaches every or- e body and brings health and to weak despondent people. ie Beaudreau, Amherst, Mag- lands, Que., says: "I was pale, would palpitate violently at exertion, and I suffered great- evere headaches. I tried sev- icines which seemed actually me worse. Then I was ad- try Dr. Williams' Pink Pills. lf dozen boxes have made me as ever I was. They have so much good that I would y weak girl in the land to try

the new blood Dr. Williams' s actually made that restored udreau to health and strength, he same way they will restore ers from anaemia, indigestion, lpitation, neuralgia, rheuma- the secret ailments that make of so many women and grow- a burden. Sold by all medi- ers or by mail at 50 cents a six boxes for $2.50 from The iams' Medicine Co., Brockville, Ont.

Mr. R. P. Butchart, after an absence of several months in the east, has returned to Victoria.

* * *

Mr. Percy Keefer, of the Bank of B. N. A. at Duncans, spent the holidays with his parents here.

* * *

Dr. and Mrs. O. M. Jones will leave in a few days on an extended trip to England and the continent.

* * *

Mr. and Mrs. Ralph King, of Toronto, spent a few days in Victoria during the week and were charmed with its attractions. They were staying at the Oak Bay hotel.

* * *

On Wednesday afternoon Mrs. Fred. B. Pemberton gave a large and delightful garden party at "Mount Joy," the event being in the nature of a farewell tea for Mrs. Pemberton, of Gonzales, who, with her daughter Miss Susie Pemberton, expects to leave on Sunday for England. The tea table was done in yellow Iceland poppies, and the house generally was gay with a profusion of sweet scented lilac. Two tennis courts were going and those of the guests who did not care to play strolled around the spacious grounds admiring the beautiful flowers and shrubbery. Mrs. Pemberton wore a very becoming pongee silk with brown hat, and amongst her guests were Bishop and Mrs. Perrin, Mr. and Mrs. W. C. Ward, Bishop Cridge, Mr. and Mrs. Laundy, Mr. and Mrs. Arundel, Mrs. Flumerfelt, Mrs. Croft, who was handsomely gowned in mauve, Mrs. Morgan, Mrs. Gillespie, Mrs. Todd, Mrs. Prior, Mr. and Mrs. Hugo Beaven, Mr. Justice and Mrs. Holmes, Mrs. Martin, Captain and Mrs. Sullivan, Mrs. Audain, in pink muslin, Mrs. Luxton, Mrs. Hebden Gillespie looked well in white, Mrs. Burton, wore a pretty green plaid, Mrs. Grant, Mrs. A. W. Jones, Mrs. Arthur Robertson, Mrs. Mackay, Mrs. Beaven, Mrs. Shallcross, Mrs. Barkley, in white muslin over green, Mrs. Eberts, Mrs. Crow-Baker, Mrs. Tilton, Mrs. E. H. Barnard, Mrs. Rogers, Dr. and Mrs. Hasell, Mrs. Irving, Mrs. Robin Dunsmuir, Mrs. R. H. Pooley, Mrs. W. H. Langley, Miss Todd, Miss Pitts, Miss Peters, Miss Gladys Green, Miss Gillespie, Miss E. Perry, Miss Mackay, Miss Keefer, Miss Tatlow, Miss Cambie, Miss Clapham, Miss M. Pitts, Miss P. Eberts, Miss Nellie Dupont, Miss Beth Irving, Miss Lindley, Miss Walker, Mr. Godsall, Mr. Whiting, Mr. Muskett, Mr. Musgrave, Mr. Willie Pemberton and Mr. A. D. Crease.

* * *

Miss Mackay is staying with friends on Pender Island.

* * *

Mrs. C. K. Magill, after spending a few days at Government House with Mrs. Audain, has returned to Shawnigan Lake.

* * *

Mr. and Mrs. J. W. Ambrey have moved into the house on Rockland avenue, until lately occupied by Mr. Harvey Combe.

* * *

Colonel and Mrs. A. W. Jones are at Cowichan Lake.

* * *

Mrs. Prentice entertained a few friends on Thursday afternoon at a very enjoyable tea at her home on Belcher street. The drawing room was very prettily arranged with laburnum and the dining room was done in pink and white sweet peas. The guests included Mrs. Pooley, Mrs. G. H. Barnard Mrs. Little, Mrs. Ward, Mrs. Mackay, Mrs. Laing, Mrs. A. G. Langley, Mrs. Audain, Mrs. Lampman, Mrs. Flumerfelt, Mrs. Stanley, Mrs. Luxton, Mrs. Burton, Mrs. Kirk, Mrs. Barkley, Miss Foster and Miss S. Pemberton.

* * *

Mr. Rae Rome and Mr. Farquhar Macrae came down from the Mainland to spend the holiday at home.

* * *

Mr. and Mrs. A. G. Langley, of Vancouver, are at "Maplehurst."

LADY GAY.

If the Prime Minister only knew his Germany better, says the Naval and Military Record, he would realize that the limitation of naval armaments depends less upon the deliberations of the Peace Conference at The Hague than upon the result of the general meeting of the Navy League at Cologne. The German Navy League, with its membership now approaching nearly a million members, is the main cause of the steady increase in expenditure upon the navies of the world. By influencing German public opinion it is making the pace for all the other Powers. The campaign is conducted on a colossal scale, and it penetrates into the remote recesses of the rural states, firing the enthusiasm of thousands of people who have never cast eyes upon the sea. The operations of this organization are, by their indirect influence, casting upon the people of Europe, the United States and Japan burdens which otherwise they would not be bearing. If it were not for the activity of the German Navy League our own estimates at this moment instead of being 31½ millions sterling would probably amount to only about 20 millions sterling, and even then we should be well up to the two-Power standard. It must not be forgotten that the programmes of recent years in France and the United States have been almost entirely due to the activity of the Germans, and it is these same aspirants for naval power who are largely responsible for the immense sums which the Japanese are now spending on new ships. The most sinister feature of the German Navy League's propaganda is the complete revelation of its official inspiration. It can no longer be pleaded that it is an association of irresponsible persons. It is now known to be in close association with the Imperial authorities. It acts as the advance agent of German naval policy. Its mission is always to plead for more than the Reichstag has granted in the way of provision for the fleet, and year by year as the Reichstag raises the German naval standard of strength notch by notch so the League forges ahead. Consequently, the forthcoming meeting at Cologne is an event of immense importance to the people of the world.

The Ideal Warship.

The gold medal essay, 1906, of the Royal nited Service Institution, is printed in the current number of the journal of the society. The subject chosen was "What is the relative value of speed and armament, both strategically and tactically, in a modern battleship, and how far should either be sacrificed to the other in the ideal ship?" Lieut. R. E. Domville, R. N., the medallist, sums up the subject as follows:

"Give the ship as great an offensive power as possible on the tonnage to which you wish to limit her size; give this armament and the ship in general an adequate protection, depending on the degree of the efficiency of the ordnance of the day, and give her fuel to carry her 8,000 miles at economical speed, and a full speed of 19 knots. Armament is the first consideration in a battleship, to which everything else must give way. If necessary, the inert defence, the armor, must be pared so as to allow the weapon of defence, the gun, to be conveyed at a sufficiently high velocity from place to place. Speed is a very desirable attribute in a battleship, both strategically and, to a lesser extent, tactically, if applied in a proper manner, but it is not going to decide battles now-a-days any more than it did in the days of the sailing ship. These are going to be won, as heretofore, by the gun, and by the skill with which it is controlled."

One Navy, One Army.

Lord Tweedmouth, First Lord of the Admiralty, responding for the navy at a banquet given at the Royal Colonial Institute in honor of the Colonial Premiers, said we could not afford to wait for the time of war to prepare for it. (Cheers.) We must anticipate a possible outbreak of war, and when the time came we must be ready to meet it. We did not require for our Empire an army or a navy that was broken into fragments. We want one united navy and one united army. We wanted an army and a navy which were full of mobility and which might be moved from place to place where their services were required. It might be that if we broke up our army and navy, having a bit in one place and another little bit in another, it might be good enough to defend that particular little bit of the Empire. But this was not the object of our defence forces. Our defence forces were intended to defend the Empire as a whole, and to fight wherever they might be called upon, and in any part of the Empire. (Cheers.)

General French's Scheme.

The company training of the infantry at Aldershot has been remarkable for an experiment of an unusual character. For some time companies have been sent out by General Sir John French to "live on the country for four clear days."

With only a water-cart and one wagon carrying tents and cooking utensils, the companies have been camping in fields or barns, or billeting with villagers. The four days have been regarded as on active service conditions, and the companies have been liable to surprise attack from Aldershot or Longmoor at any hour of the day or night. The experiment has been most successful.

A Famous Name.

Recently there was restored to the British navy list a name which all will be glad to see once more borne by one of His Majesty's ships. The new Royal yacht Alexandra was launched on the Clyde, and should shortly be ready to take up her duties as assistant to the Victoria and Albert. Once before there was an Alexandra in the navy, a battleship launched by the then Princess of Wales in 1875. After thirty years of service, during which she was once under fire, that Alexandra was consigned to the shipbreakers.

Kings of England have from the earliest times delighted to honor their consorts by naming men-of-war after them and occasionally the names of the King and Queen have been coupled together, as in the case of the Philip and Mary, the William and Mary, and the Victoria and Albert. King Charles II. named a fine new battleship Royal Katherine very shortly after his marriage; King George III. had a Queen Charlotte that played a famous part in history; William IV. had a ship named Royal Adelaide, and during the last reign there was first a Royal Albert and later a Prince Albert.

At the present moment there are about a dozen British men-of-war with Royal names, including a King Edward VII., a Queen, and a Prince of Wales.

Submarine Service.

The growth of the British submarine flotilla has necessitated this section of the navy being given a proper organization. For some time past the scheme that is to supercede the old system of having a certain number of boats attached to a port and used mainly for training purposes, has been in the making. There has been much speculation as to the form it would take; but there is, after all, nothing very novel in the new arrangements. Nevertheless, it is an important departure, as by it the submarine branch is placed on an ordered basis and given a definite position in our plan of defence. Under the new scheme there will be three fixed bases and three seagoing depot ships for the submarine flotilla. The fixed bases are at Dover, Portsmouth, and Devonport; whilst the seagoing depot ships will operate from Portsmouth, Devonport, and Chatham. Nine submarines are attached to each seagoing depot ship, which is to accompany the boats on frequent cruises, and also whenever they join in fleet work. By this arrangement the submarine branch becomes, as it were, an independent unit of the navy, having its own officers and men and its own bases both in port and out.

A Mobile Striking Force.

An important change has been made in the organization of torpedo craft. The forty-eight destroyers which now make up the Channel and Home Fleet flotillas, have been divided into two groups, one based upon Sheerness, the other upon Portland. Cruisers have been told off to act as parent ships for each division. The scout Attentive is to be "flagship" of the Sheerness group, which will be under the direct control of a Commodore, whilst the Portland group will be under the immediate command of Rear-Admiral Montgomerie, who has, also, general charge of all torpedo craft and submarine in home waters. In order to add completeness to the new organization store ships, distilling ships, and other auxiliaries are to be provided for the mosquito fleet. A special service division, composed of 27-knot destroyers, is also to be formed at Sheerness, and all torpedo craft in port with nucleus crews are to be placed under the command of the Home fleet. Apparently, the torpedo craft organization has been remodelled, with a view of these vessels being quickly mobilized and sent to join any fleet which may require them. Taken as a whole, they will form a mobile, powerful striking force, that can be rapidly concentrated upon any given point.

Ten Gun Broadside.

Powerful and destructive as are war vessels of the Dreadnought and similar classes, there are already signs that future battleships will be made yet more deadly.

Several important new departures, for instance, have been decided upon in the case of the three Brazilian "Dreadnoughts" now building in England. They will have ten 12-inch guns, as has the British Dreadnought; but they will be able to fire all the ten guns from either Broadside, whereas the Dreadnought can only fire eight. This, of course, will give the Brazilian ships a great advantage.

The means by which this great and sudden attack can be discharged are arrived at by ranging the turrets, with their pairs of guns, at different levels. Thus, behind the pair of 12-inch guns in the forecastle there will be a turret of 12-inch guns at a higher level, and on the centre line, a system which has been adopted in the United States navy. A combined shot of ten 12-inch guns from the broadside of one of these battleships would, if properly aimed and at a range sufficiently close, be so devastating as to sink anything afloat, even a sister ship equally powerful.

The "Dreadnought" era, many experts believe, has practically put an end to naval battles being fought at close quarters. A shot from a 12-inch gun can penetrate most armor at a distance of from three to four miles.

FREE MEDICAL ADVICE.

A well known London physician at a dinner party one evening was much worried by one who was seeking gratuitous advice. "Dr., you know, doctor," said his questioner, "I know a man who suffers so terribly with indigestion that at times he can do nothing but howl with pain. What would you do in the case?"

"Well, I suppose," responded the medical man, "I should howl with pain too."—Westminster Gazette.

LOCAL TEAM DEFEATED.

Vancouver High School Team Proved Too Much for the Victorias.

The High School baseball team went down to defeat this morning before the Vancouver school nine, to the tune of 14-7. The Vancouver boys were in good trim but the local team's in-field was completely off color and gave a very poor exhibition. The Vancouver boys excelled in batting, played very steady ball, and took every advantage of the Victoria team's fumbles. In the second innings four Vancouver men came in on fumbles, which left the visitors 6 in the lead.

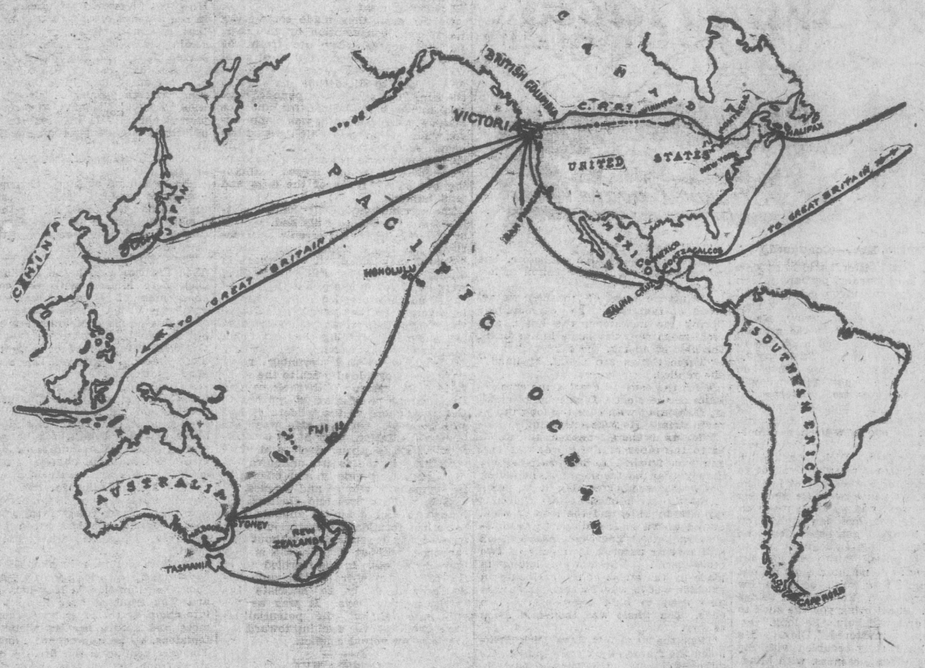
The Victoria boys were very weak on the battery proposition and Ellice, the Vancouver pitcher, proved too much for most of the locals. Duke Spencer and Johnson proved the best batters on the Victoria team. McIntyre pitched for Victoria High School with Johnson behind the bat.

Ellis and Smith composed the Vancouver battery.

Brock Robinson gave the greatest satisfaction as umpire.

STARVING BABIES.

The baby who suffers from indigestion is simply starving to death. It loses all desire for food and the little it does take does no good and the child is peevish, cross and restless. Mothers will find no other medicine as prompt to cure as Baby's Own Tablets—they always do good—they can't possibly do harm. Mrs. James Savoy, Little Lameseque, N.B., says: "I believe that had it not been for Baby's Own Tablets my child would have been in her grave. She was completely run down, would refuse food, and was rapidly failing. Nothing I gave her did her any good until I began the use of Baby's Own Tablets and these have changed her into a well and growing child." Sold by druggists or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.



VICTORIA'S IMPORTANCE AS A TRADE CENTRE.

The decision reached by the conference of Colonial Premiers relative to the fast services on the Atlantic and the Pacific, is likely to eventually give Victoria a much more important position than it has hitherto occupied.

In the development of the scheme every advantage must be taken to gain time. Railway companies have not been slow to see the advantageous position which Victoria occupies as the distributing point in the unfolding of a great Pacific trade. As a result the C. P. R. has steadily been strengthening its position here, doubtless aware that in the years to come the city was to be one from which would radiate various lines of trade. Other corporations have not been slow to see the possibilities of the port, and from time to time have attempted to better their connections preparatory doubtless to the awakening of commerce on the Pacific coast.

The recommendation of the Colonial Conference as a line of action for its separate parts of the Empire will, when carried out—and it is unquestionably only a matter of time until it is acted upon—bring Victoria prominently forward as a commercial point.

The resolution passed by the Colonial Conference on the motion of Sir Wilfrid Laurier is as follows:

"That in the opinion of this conference the interests of the Empire demand that in so far as practicable, its different portions should be connected by the best possible means of mail communication and travel transportation, and that to this end it was advisable that Great Britain should be connected with Canada and Australia and New Zealand by the best service available within reasonable cost. For the purpose of carrying the above project into effect such financial support as may be necessary should be contributed by Great Britain, Canada, Australia, New Zealand in equitable proportions."

In the carrying out of this scheme the ultimate speed of the different services is one which will require careful consideration. The attainment of additional speed in steamships is accompanied by greatly increased expenditure and consequently large subsidies must follow.

That the different parts of the Empire are prepared to face the question is borne out by the statement of Sir J. Ward, of New Zealand, who, in support of the resolution, said: "New Zealand provided £40,000 for present service, but they would sooner give as much as £100,000 toward swift mail service that would bring New Zealand within twenty days of England. New Zealand would not be satisfied with an 18 knot service. They were willing to give their proportion for fast service from England to Canada. Pacific steamers must touch at New Zealand before going to Sydney. Otherwise New Zealand could not contribute to this great opportunity to get an all British route. He argued in favor of a 21 knot service, and was quite prepared to face a large subsidy of £800,000 to £400,000 from the four countries concerned. New Zealand's principle will be an all British route and fortnightly service."

In line with the proposal it is stated in correspondence from London that a definite plan has been made, details worked out, and it only waits ratification by the two Parliaments to consummate the greatest Imperial project of many years. The plan involved the formation of a new Atlantic steamship company; the commissioning of vessels which represent the latest developments in naval architecture, with a speed of 25 knots, and able to maintain an average of 24; this service to be subsidized by the British and Canadian governments, each to pay probably $100,000 per year for ten years. It also involves the Australian Commonwealth and New Zealand joining in the project by subsidizing the Pacific service, which would then be increased from 13 to 18 knots, and extending to take in New Zealand and Australia.

In connection with the Atlantic service it has long been recognized that the great bar to the fullest development of trade and travel between Britain and Canada has been the lack of a fast and reliable steamship service plying between the Canadian Atlantic seaboard and British ports. Most of the high-class passenger traffic between Britain and America is via New York. Most of the mail service is via New York. So that, notwithstanding the fact that Halifax is about 800 miles nearer Liverpool than is New York, the want of a fast service has diverted the bulk of the traffic away from Canadian ports to New York. While there are steamships plying between Britain and Canadian ports, the time consumed is from twelve to fourteen days, which is too slow for business purposes.

Besides the loss of trade which this diversion of traffic away from Canadian channels has occasioned, it has diminished Canadian prestige and increased that of the United States. Canadians have labored under a severe handicap in competing for the Atlantic trade. Generally it has retarded Canadian development to a serious degree, and the ratification of the present scheme should give enormous impetus to inter-Imperial trade and travel.

The distance from Liverpool to Halifax—2,342 miles—may be covered by a 25-knot boat doing an average of about 24 knots, in four days. With a fast train service from Halifax to New York and to Montreal, the latter connecting with a fast train service for Chicago, the trade by the Canadian route would, it is acknowledged, increase trade to an enormous extent.

The fastest boats from New York to Queenstown take five days and from nine to eighteen hours. Assuming a 24-knot service between Halifax and Liverpool, the time would be reduced to four days, practically from one to two days—at least twenty hours quicker than the crack liners of the North German Lloyd, Cunard and White Star lines, sailing out of New York.

This would establish a Canadian mail service quicker than the service via New York by at least one day. It would provide ample, rapid and prompt service for certain classes of perishable freight. The certainty of fast transportation on fixed dates by steamers properly equipped, and with proper railway connections, would tend to an enormous development in this traffic.

The Atlantic end of the service while of general interest to Victoria, as a part of the Dominion, has an additional concern for those interested in the advancement of the city as being complimentary to the trade which is to be built up by Pacific routes.

Corresponding increases in the speed of the steamers plying from this port and Vancouver to Australia and New Zealand and to the Orient would cut down the time between Britain and the Australian colonies to much less than it now is by way of the Suez canal, and would also bring Hongkong several days nearer to Britain than by the eastern route.

In order to obtain the best results when the matter becomes one of cutting down hours in the route, Victoria must eventually be made the centralizing port on the Pacific where the commerce will be gathered. It is the first port to be reached by incoming steamers and moreover is always accessible, being free from fogs which so often interfere with ports farther inland.

At the present time Victoria is fast becoming a collecting and distributing centre. Trade is concentrating here. Australian steamers transfer at this port the commerce between that country intended for San Francisco and other U. S. coast ports, is the centre and vice versa the passengers and freight bound from the American centres to Australia come to Victoria.

The putting on of a fast service with New Zealand and Australia would be calculated to increase not only that end of the trade, but also the commerce with Canada. Within the past few years the trade with the Australian colonies has been growing rapidly and a considerable exchange of goods has been noticed.

From Victoria also trade is springing up with Mexico and by the utilizing of the Tehuantepec railway across Mexico and the steamboat lines on the east coast of the continent, an alternative trade route to that of the all railway is given with the eastern U. S. and Canada Atlantic points. Already some business has been inaugurated by this route with good results.

The establishment of lines of communication from Mexico to Britain connecting with the Pacific steamboat line will also establish a competitive route to those now in operation via transcontinental railway and by the Suez.

By consulting the accompanying map the importance which Victoria is gradually assuming as a trade centre is shown. The possibilities of the port as a centralizing point can readily be coon. Coasting steamers, rail communication and ocean lines are making it a port which is admirably adapted to become an industrial centre drawing from all parts of the world by practically direct service and likewise distributing to all parts.

London, May 3.—The opening of the opera season is also the opening of the London season, for everyone who is anybody comes to town for that brilliant occasion, though until the King and Queen are back in town society has not, perhaps, quite begun its giddy swim. It was a "Wagner night" at Covent Garden and a brilliant audience assembled. One could easily see that it was the opening night from the number of tiaras that were to be seen in the boxes and the jewels generally that were worn. It has always been made the occasion of a general show of diamonds and the family gems are taken from their cases for once in a way and represent as many thousands of pounds as would set a good many of us up for life. It was remarkable that there were six English artists in the cast of the opera which was "Die Walkure."

The Sailor Prince.

There is no pampering of English Princes. This week the future King of England, young Prince Edward, begins his training at the Royal Naval College at Osborne. He will just live as the other boys do, sharing the Spartan work of naval training, up at half past six in the morning and going to bed at nine. He will need to keep hard at it for at the end of his term he will be expected to know something of discipline and seamanship, history and mathematics and he will have to acquire a knowledge of carpentering, the use of smiths' tools and even how to repair a motor-boat. When he has finished his naval training, there is the army, where he will have to go through the regular routine of a soldier's life. This practical up-bringing of the Royal children makes a great appeal to British common sense and the spectacle of the Prince of Wales taking his boy to school and the Princess, his mother, bidding him a tearful goodbye stirs the sympathy of English people who are above all things a thoroughly domestic race.

Church Gathering.

The annual influx of clergymen to the metropolis to attend the May meetings at Exeter hall is in full swing, and the Strand is daily crowded with parsons from all sides who look upon this yearly visit as a pleasant interlude in their hum-drum lives. Omnibuses are crammed with severe-looking women, and while one sits and wonders at the antiquated fashion of their costumes, one listens to their earnest and absorbed conversation about missions, mothers-meetings, schools, charities until one feels a Pagan for having no interest save money-grubbing in this vast city.

Curzon's Appeal.

One of Lord Curzon's first acts as chancellor of the University of Oxford, is an appeal for pecuniary assistance for the university "of which it is much in need." Cambridge has been for some time, a suppliant for money and now Oxford follows suit. Everyone interested in the subject of higher education must sympathize with this object. Non-university people wonder why such an appeal is necessary. Why should money be scarce at Oxford they think? That is because they do not understand the difference between a college and a university. Most of the colleges are fairly rich, but the university is woefully poor. Lord Curzon asks for a quarter of a million and a big meeting is to be held laying the claims of the "national centre of learning" before the public and asking for help to enable it to fulfill its mission as the premier University of England.

"Living Statuary."

For some time a great attraction of the London music halls has been an exhibition of "living statuary." When it was first introduced there was considerable controversy as to whether it should be allowed, but it was finally concluded that there was nothing in the least offensive and the studies have been admitted by experts to be beautiful representations of classical sculpture, free from any suggestion of offence. But the question is now being discussed once more and the Bishop of London has violently denounced the "living statuary" performances. The public in general are in entire disagreement and maintain that if anything these representations raise the tone of the music halls. There are many objectionable features of London variety programmes which might well be made vehicles for denunciation, but the living "turns," enhanced as they are by artistic effect, are entirely harmless to public morals in most people's opinion. The management of the variety theatre with this "turn" on the bill have placed a box at the disposal of the Bishop in order that he may see for himself the harmlessness of that which he is denouncing. But it is unlikely that his Lordship will accept.

New Model Suburb.

This week the first sod of the Hampstead Garden Suburb was cut. It is to be a model suburb for the better class of working people, clerks and others, and will be conducted on what one would almost call Socialistic lines. It is to a large extent to be a self-contained community, though with mutual independence. The new suburb lies to the west of Finchley road and is within easy access of two railways and the new Hampstead tube. Provision is made for allotment gardens, playgrounds, tennis courts, public halls and public open spaces, and the scheme of management involves the appropriation of all income derived from the undertaking, in excess of a fixed rate of interest, to the benefit of the whole community. It is a development of London life that is extremely interesting.

"The Mikado" Prohibited.

The fear of hurting the susceptibilities of other nations seems to be growing in England. Since the Lord Chamberlain forbade the production of "The Mikado" at the Savoy theatre there has been a lively discussion on the subject. There was no reason given by the Lord Chamberlain, the management was simply told to withdraw the piece from the Savoy and to stop its performance in the provinces. There has since been a question in parliament about it, but the Lord Chamberlain's decision remains good, much to the disgust of the lovers of this famous opera. It is contended that the opera holds the Japanese up in a ridiculous light. Perhaps the coming of Prince Fushimi, cousin of the Emperor of Japan, who is to be the guest of King Edward in a week or so, has something to do with it. It would not be quite courteous to have an opera running which made his country and people out to be ridiculous, especially now that Japan is our ally.

ADMITS SECRET WEDDING.

Spokane, May 25.—D. C. Corbin, president of the Spokane International railway, who is seventy-eight years of age, admits having been secretly married in New York recently. His bride is supposed to be his housekeeper. Mr. Corbin is well known in Washington and British Columbia, and is a multi-millionaire. His first wife died in Europe several years ago.