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HAGENBECK THE TRAINER
How Wild Animals are Trained—How they are Secured—Great Danger in the Business.

One of the strongest businesses carried on anywhere is that of Carl Hagenbeck, at Stettin, just outside of Hamburg. There you can order any live creature from a rhinoceros to a white mouse, in the reasonable expectation of having it delivered at your door in not much more time than it took the order to reach the great wild animal dealer. If you should order some strange beast that Hagenbeck does not happen to have in stock, he will, if you can afford the expense, telegraph your order somewhere into Africa, and an expedition will start out and search the jungle for the spotted gopherus, or the three-toed sloth, Hagenbeck will not turn down an order for any beast of the earth, or fish of the sea, or bird of the air. If you will pay for it, he will undertake to deliver it, and make no more bones about it than a butcher would of sending you up a roast of beef.

AN OCEAN GRAVEYARD
The Entrance to Juan de Fuca Straits the Scene of Many Wrecks—Names of Vessels Lost there.

Victoria, March 21.—That there is a graveyard of steamers in the entrance to the Straits of Juan de Fuca, is the theory advanced by a local shipping man appropos of the reports from Ushuellet of an undersea obstruction encountered by the whalers of the steamer Orion six miles south of Ushuellet which they conjectured might be the hull of the long-lost warship Condor, the sepulchre of 140 sailors.

"I have watched the accounts of steamers missing their departure from these shores carefully," he said, "and am convinced that the most probable cause of the disasters is a pinnacle of rock. It seems to me that somewhere to the northwest of Buntze rock there is a pinnacle, and the loss of H.M.S. 'Att, Kewatin and those other vessels which disappeared leaving but a scant amount of wreckage for a long after to indicate their fate, have in all probability been due to colliding with the pinnacle. If investigation were made, say by sweeping with a chain between two vessels, it seems to me such an obstruction would probably be found."

"In my opinion the wrecks of these almost forgotten craft lie there, probably heaped together in this graveyard of ships, and if a wreckage vessel went to investigate, the result would, I feel sure, prove of advantage to the world, if they located the wrecks they would recover chain and other material which would more than pay them for their efforts."

Meanwhile the people of Ushuellet are excited over the reports of the steamer Orion concerning the obstruction found off there. There is nothing beyond the fouling of the whaler's cable to base the assumption of the location of the wreck upon, but the officers of the steamer consider that investigation might reveal a submerged wreck. Nearer to their village is a well-known wreck beneath the water, the iron hull of the Pass of Melfort, which drove against the cliffs of Amphitrite point one dark winter's night and foundered with all hands.

A BIG JOKE ON OFFICERS
Sailors Hoaxed by Young People Representing Abyssinian Princes—The Greatest Practical Joke of the Year

London, March 21.—Five young men and one young woman, all of them extremely well connected, and all of them well-to-do, have perpetrated a most amazing and somewhat reprehensible practical joke on the H.M.S. Dreadnought in particular. It is a joke of such colossal proportions and so audacious—Theodore Hook, that master of practical jokes, might himself have been proud of it—that it is a little hard to put it in a nutshell.

Briefly, however, it may be said that recently, three of the young men and the girl, fully disguised as Abyssinian princes, travelled down to Portland, and were there received with princely honors on board the flagship. The two other young men played the parts respectively of attaché to the foreign office and interpreter.

From start to finish they were forty minutes on board H. M. S. Dreadnought and from the point of view of the perpetrators of the joke, the escapade was entirely successful. In fact, on the following day the battleship in question put to sea without one single officer or man on board being aware of the manner in which they had been hoaxed.

That the matter could have remained secret to ever, was, of course, impossible as the practical joke used certain means of carrying out its object which caused instant inquiry on the part of the foreign office. These inquiries were so pertinent that the majority of the young men sought seclusion, but one of them, holder than the rest, has remained in London to tell the tale.

Monday's adventure had been brewing for some time, but the exact lines upon which the joke was to be worked were not mapped out till about a fortnight ago. Then the commander-in-chief of the enterprise tied himself to an entirely innocent and unsuspecting customer of world wide renown, and requested him to furnish make-up for four Abyssinian princes. Expense appeared to have been of no account, and the ringleader actually took the customer books showing exactly what the princes should wear of course they could have been fitted out in rough and ready fashion at an instant's notice, but this was not in the least the idea of this latest follower of Captain Koenigk. He demanded accuracy of detail so some days had to be spent in procuring a rightly correct make-up.

Indeed, so reckless was he as to what the adventure might cost that he one day rushed out of the shop declaring that mock jewels were of no value, and returned half an hour later with \$2,500 worth of so of precious stones purchased from neighboring jewellers. The make-up when complete was certainly striking. The three young men and the young woman all had the hair cut short and were fitted with black wooly matts which completely covered their skulls. They were all provided with short, crisp curly black beards, and the most complete sets of nigger lips. Their faces, arms and hands were dyed to the proper hue. They wore turbans and flowing robes. Round the neck of each, suspended by a gold chain, was an Early Christian cross. Their persons fairly glittered with costly jewels.

But even in this "make up" the humor of the instigator of the plot struck a dominant note. The Abyssinian princes were all furnished with enormously long pointed elastic-sided leather boots. The princes were indeed a glorious sight.

The man who was to pass as the interpreter—supposedly a German—looked his part. The dress of the foreign office attaché was, of course, an easy matter to furnish. On the day selected for the raid on Portland all the conspirators were so anxious that their appearances should present no blemish that they arrived at the costumer's at 6 o'clock in the morning, and were not satisfied with their Abyssinian toilet until after noon had struck.

THE CHEAP AUTOMOBILE
The History of the Bicycle Tells Cheap Automobiles—Quality will Increase as Price Decreases.

Five or six years ago an automobile standing in the street was rarely enough to attract a little crowd. Today there are thousands of them owned in Toronto, and it is the well appointed Victoria with its spanking pair that draws the eyes of the curious. At the present rate of progress the use of the automobile will be considered almost as great a necessity as a telephone in ten years. There are hundreds of men now receiving their modest incomes who have been encouraged to look forward to the not far distant day when the rapidly decreasing cost of automobiles will touch the limit of the slowly increasing salary, when they may, without ruinous extravagance, buy a car. They hope and expect that the automobile will follow the precedent of the bicycle.

When the diamond frame, pneumatic-tired wheel began first to be used one well known make used to sell for about \$200. About the time of the real boom the standard price was \$100. A couple of years later one could buy a good wheel as anyone would want for \$50. A wheel a year old of the same make, its actual value having decreased not 10 per cent, could be purchased for \$25. Today a man buying a bicycle can get a serviceable wheel for \$25; and some can be had for \$15. Instead of the quality of the bicycle deteriorating in correspondence with the price, the reverse was the case, and the \$50 wheel of four or five years ago was a better one than \$500 could have secured in 1895. We now have \$500 automobiles and \$100 Motors, they are better than the high-priced cars of some years ago—"Much better," he says, "for a car which was not better than they would not sell at all." At the same time he does not think the car which is now offered for \$1,500 will ever sell for materially less.

One maker of a standard \$1,500 car recently added \$150,000 worth of new machinery to his plant in order to keep his selling price down to \$1,500. According to Mr. Chase, the only way leaving aside the possibility of some remarkable invention, of reducing the price of the \$1,500 car would be to lower the cost of steel of machinery and of labor, and to put less of the first and the last into it. The man who remembers the bicycle boom may not be convinced by Mr. Chase. He will recall the old talk about the cost of steel tubing, which was said to keep the cost of the bicycle. This tubing was in such demand that manufacturers could charge an exorbitant price for it. Frenzied assertions to the effect that a first-class bicycle could ever be made for less than \$100 were frequent. Nevertheless the price slowly but surely abated.

Apart altogether from the probability of further reductions in price, the improvements in 1905 automobiles are such that the 1905 car well worth \$1,500 was of 16 horse-power. Today it is a 30 or 35. Instead of a two-speed gear and single chain drive, we have a three-speed gear and a shaft that transmits the power of the motor to gear and differential that are thoroughly enclosed in the rear axle housing. The wheel base has increased from 90 to 115 inches, and the wheels from 30 to 34 inches in diameter. Generally speaking, the 1910 car exceeds the fact the demand at present exceeds that of his ancestor of 1905, and in comfort and convenience and general reliability it is twice as good. In fact the \$500 car of today is in most respects superior to the \$1,500 car of yesterday.

There are two main reasons for the improvement, or perhaps the increasing demand for cars embraces both. In 1905 there were 15,000 automobiles made in the United States; in 1910 there will be 160,000 turned out. This demand has stimulated invention, which is responsible for much improvement; and it has encouraged manufacturers to secure the economies inseparable from a great increase in production. There is no reason to suppose that either the limit of mechanical invention or of quantity production has been reached. As a matter of fact the demand at present exceeds that of his ancestor of 1905, and in comfort and convenience and general reliability it is twice as good. In fact the \$500 car of today is in most respects superior to the \$1,500 car of yesterday.

We are yet to receive the benefit of specialization. About the only specialization that was made when the first car came on the market was in the manufacture of tires. Few cars are now made wholly in their own own factories, but we are yet far from making only one part of a machine. As we draw near to complete specialization the price must decline. The outlook is that in the next few years greater attention will be paid by inventors and manufacturers to reducing the running expenses of the car. At present a \$1,500 car can be driven 10,000 miles for about \$200, which includes gasoline, lubricating oil and a pair of tires. A 25 per cent. reduction in the expense account in five years may be confidently expected.

Genge Dead
MacLeod, March 27.—Word was received that Colin Genge, a liberal member of the Alberta legislature for Macleod, died yesterday in Edmonton hospital. He was operated on six weeks ago in the Lethbridge hospital but was believed to have recovered sufficiently to proceed to Edmonton. However, he suffered a relapse on the train. He was elected at the last election over E. P. McNeill, Conservative. He was aged 56 and was an old timer of the district. He leaves a widow and several children.

WILL REFORM THE LORDS
Regulation Proposed by Premier Asquith—They will Have no Authority on Financial Measures.
London, March 23.—Following is the text of the resolution Premier Asquith will move in the House of Commons on Tuesday:

"That this House immediately resolve itself into a committee to consider the relations between the two Houses of Parliament on the question of the duration of Parliament."
The following resolutions will be proposed in committee:
"One—That it is expedient that the House of Lords be disabled by law from rejecting of amendment of any money bill, but that any such limitation by law shall not be taken to diminish or qualify the existing right or privileges of the House of Commons. For the purpose of this resolution a bill shall be considered a money bill if in the opinion of the Speaker it contains provisions dealing with all or any of the following subjects, viz, the imposition or relief, commission, alteration or regulation of taxation, charges on consolidated fund or provision of money by Parliament to supply the appropriation, control or regulation of public money, the raising or guaranteeing of any loan or repayment thereof or matters incidental to these subjects or any of them."
"Two—That it is expedient that the powers of the House of Lords as respects bills other than money bills be restricted by law so that any such bill which has passed the House of Commons in three successive sessions and having been sent up to the House of Lords at least one month before the end of the session has been rejected by that House in each of these sessions, shall become law without the consent of the House of Lords, on the royal assent being declared, provided that at least two years shall have elapsed between the date of the first introduction of the Bill in the House of Commons and the date on which it passes the House of Commons for the third time. For the purpose of this resolution the bill shall be treated as rejected by the House of Lords if it has not been passed either without amendment or with such amendments only as may be agreed upon by both Houses."

Food Stolen
Vancouver B.C., March 27.—Thrilling in the extreme were the adventures of the Canadian Northern survey party engaged during the past winter in locating a preliminary line in Northern British Columbia. On the return trip from Yellowhead the engineers found that precious caches of food had been stolen by Cree Indians. Earlier in the season forty-four of their horses perished of starvation. C. F. Hannington, the surveyor in charge lost 28 pounds in weight in marching on the homeward trip, but took the matter quite philosophically. The surveyors experienced many pangs of hunger as they dragged toboggans over snow and slush. On the last ninety miles twenty-two men subsisted on one hundred pounds of flour, the men being put on short rations.

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Armitage snatched up the cool Chauvenet had so carefully put the back of his chair, ran his through the pockets, found empty. Then he gathered the tightly in his hands, laughed at himself to feel the papers see the lining and laughed again at the lining loose and drew forth linen envelope brilliant with seals of red wax.

Steps sounded below. A man running up the back stairs, a the kitchen rock stands of groanings and cursing in the gutturals of the Servian, as gained his wits and sought to his plight. Armitage picked up a cigarette noisefully to the head of the stairs and looked down upon net, who by burrying up with candle held high above his light showing anxiety about his face. He was half-way last flight, and Armitage stood dark, watching him with a curiosity and something, to mor.

Then he spoke—in French—that initiated the cool front noted in Durand's tone: "A few minutes more or Von Stroebel was hardly a dearer Jules!"

"A few minutes more or Von Stroebel was hardly a dearer Jules!"

As he drove to the railway gate for his cigarette case a red that it was missing. Thicketly gave him great concern searched and rechecked it and opened his bags at the see if he had by any chance lost it. It was not to be found.

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