WATER PRESSURE TO BE LOOKED INTO

Dangerous Situation at Recent Fires Rains Discussion Among Aldermen.

THE DALLAS ROAD RETAINING WALL

Council Will Urge Upon Government Necessity of Survey of Seymour Narrows.

(From Wednesday's Daily.)

The regular meeting of the city council last evening was marked by a list of business that occupied the allotted three hours in disposing of. The business was of a very varied character and much city work was outlined. As was expected the permanent sidewalk improvement bylaw was passed and it is anticipated that work on the sidewalks will be commenced today. Before taking up the routine business the council was waited on by a deputation consisting of C. H. Lugrin, J. Murray, A. St. G. Flint and Simon Leiser, who desired to point out the necessity of the council, urging the Dominion government to make a survey of Seymour Narrows.

C. H. Lugrin called attention to the report of the Royal

Commission On Transportation,

so far as it dealt with Vancouver Island in which they recommended that a bridge be constructed to connect the plains of Alberta with a seaport on the west coast of Vancouver Island. He stated that Hon. Mr. Templeman had urged the necessity of a survey being made, but so far it had not been acted on. The board of trade had already sent forward a strong resolution, and it was their desire to have the council pass a resolution asking the government to further effort.

A. St. G. Flint pointed out the good that would result from a railroad connection with the East. It would mean all the grain being shipped in this direction instead of being sent East and British Columbia lumber would be shipped East much cheaper than at present.

J. Murray pointed out that at present there was an application for a charter for the Cowichan, Fort Rupert and Alberni railway, and in his opinion a resolution from the council would strengthen the application of the company.

His worship stated that the council were alive to the importance of the railway connection and the question would

Receive Their Earnest Attention.

A deputation from the Natural History society consisting of Mr. Wallace, A. Crease and Jas. Huxtable was also present. Mr. Wallace stated that it was the wish of the society that the city endeavor to improve the approach to the park by the way of Douglas and Superior streets. The idea of the society has already been outlined, and the society wished that some of the work be done as soon as possible. They did not want it all done in one year, but spread over a number of years.

Ald. Douglas stated that the council of last year had endorsed the scheme and Engineer Topp was instructed to use rock from the park whenever it was required, but so far nothing has yet been done.

E. Robinson referred to the work already done by the society in the park and wished to continue the good work if they could.

Get a Little Support.

Ald. Fell stated that as far as he could remember the council of last year had endorsed the scheme, and he had heard enquiries as to what the society were doing. He was in accord with the idea of the society and he thought if they would do as they stated, it would be a good thing for Victoria.

Ald. Hall was also in favor of the proposition.

His worship stated that the council would deal with the question and before long they would be able to give them an answer.

The deputations then withdrew.

Taking up the regular business the electric light committee presented a report recommending that the tender of Henry Hollins for poles be accepted and also presented a plan showing the location of the new lamps. The first section was adopted before dealing with the second section Ald. Fell drew the attention of the board to the importance of the report and stated that it showed where the new lamps were to be placed

City Electrician Hutchinson

stated there were two features in the new plant—one was that it should be so that it could be connected with any other system, the other was to make a saying. It was on account of this that the long burning lamp was selected. In winter the long burning lamp only needed trimming once every five days, instead of once a day as at present. By placing the lamps in the suburbs it would make it much easier for the trimmers and it would give them more time to attend to their duties. It was because of this he had prepared the circuits. He pointed out that the new lamps were not any brighter than these at present but gave a steadier light. In No. 1 section, consisting of all the district between Menzies, Belleville street and Dallas Roads toward the outer wharf, 40 lamps would be placed with a margin extension of 20; No. 2, district comprising the eastern section of South Park, 41; with margin of 19; District No. 3, Oak Bay Foul Bay and Rockland avenue district, 39; with margin of 11; No. 4 Spring Ridge and Work Estate, 67; Margin, 33; No. 5, Hillside avenue (North) and Gorge Road, 35; margin 15; No. 6, Victoria West, 36; margin 14; No. 7, Centre of city, 57; margin 3; This would make a total of 315. Of these it was intended to instal 120 during the week, leaving a margin of 115. In his opinion it was only a question as to whether the lamps were to be placed in the centre of the city or if they were to be placed where they would do the most good.

In answer to Ald. Yates he stated that if all the lamps were installed it would require another trimmer. He also stated that a saving of $1,000 per year would be made.

Ald. Hall stated that there would be a saving of $1080 and 30 more lights provided.

Ald. Stewart Moved

that the plan as presented be adopted. In doing so he pointed out that to place the new lamps in the city it would require all the lamps in the city being taken down and the new ones placed in the centre of the city whereas if the new ones were placed in the suburbs it would only require to have the new lamps placed in position.

Ald. Hall seconded the motion, and in doing so stated that the plant was over-taxed, and he pointed out that the circuit in James Bay was carrying one more light than it was supposed to. It was impossible to run the two lamps on the one circuit as one was a direct current, and the other an alternating system.

The report was adopted.

Regarding the Old Wharf

near the postoffice the property of Mrs. Joan Dunsmuir. City Assessor Northcott reported that the wharf was unsafe and should be removed. It was dangerous; it was past repairing, and he had posted notices showing that the wharf was not safe.

D. M. Rogers stated that he had been instructed to take the matter up for the new owner, who was expected to arrive from England in a few days. He was of the opinion that the city had no jurisdiction over the property as it was under the Dominion government. He expected, however, that the wharf would be removed on the arrival of the new owner.

Ald. Yates wished to know if Mr. Rogers was acting for a new owner or the old owner.

Ald. Hall pointed out that the excuse given by Mr. Rogers was the same as given a year ago. He thought if Mrs. Dunsmuir owned the wharf she should be compelled to remove it and if not, the real owner should be made to attend to the matter.

His worship asked if the harbor master had no jurisdiction and he was informed that he had no authority to touch it till it was floating.

His worship wished to know if the owner would remove the building at the expense of the city?

Mr. Rogers stated that he would agree to do so, if the city would support an application for leave to build a new wharf. He stated that some agreement could be arrived at within a week.

The matter was laid over for a week.

Other Condemned Buildings.

An old building at 43 Store street was reported to be in an unsanitary condition. The owner stated that it was being used at present and was necessary for his business.

The necessary steps will be taken to have it removed.

Two old buildings in the rear of 32 Store street were dealt with in a similar manner.

The B. C. Market company requested permission to construct a wooden refrigerator on their premises at the corner of Yates and Government street.

The building inspector stated that the proposed refrigerator was to be built in the present building and was 16x30 and 14 feet high.

The request was granted.

Hon. F. J. Fulton, provincial secretary, requested an expression of opinion of the council as to the advisability of obtaining the old naval hospital for a sanatorium for consumptives.

A copy of a former resolution from the council will be forwarded to Hon. Mr. Fulton.

An account from Messrs. Bodwell & Lawson for services rendered in connection with waterworks case amounting to $900, was received and referred to the finance committee and city solicitor.

Teachers' Convention.

F. H. Eaton called attention of the council to the conference of school teachers that will be held in this city during the month of June, requesting that the city contribute to the entertainment of the teachers while in the city.

Ald. Goodacre stated that arrangements were being made to work with the Tourist association.

Ald. Hall suggested that a committee from the teachers wait on the finance committee to arrange matters. He moved that the communication be received and referred to the finance committee and that they be requested to appropriate $100 towards the entertainment.

Miss A. D. Cameron notified the council that Mr. P. R. Brown had been appointed arbitrator on behalf of the Cameron estate. Received and filed.

Hooper & Watkins, architects for the Old Men's Home offered to accompany the council to the home to make an inspection.

Referred to the building inspector for report.

Wm. Grimm & Son requested a share of the city's work. Referred to the various city departments.

City Clerk Dowler reported having received communications from F. W. Shilling, Gordon Grant, J. M. Campbell, Beatrice M. Booth, Chas. R. Blake, Geo. McCandless which had been referred to the street, sewers and bridges committee.

Inspected Powell Street

and that it is difficult to ascertain whether Mr. Lorimer has encroached on Toronto street or not, but there is every appearance of his having done so. He does not appear to have encroached on Powell street. Regarding the position of the city, section 238, claim 1, of the Municipal Clauses Act vests in the city the possession of all streets in the municipality, but there is no statutory liability placed on the municipality to repair or maintain the streets or do any other public works. It is in the discretion of the council as to what further public works are done on Powell street, and Mr. Lorimer is not entitled to raise any objection.

The report was received and filed.

Chief Watson reported that the Dominion hotel was among the buildings requiring a fire escape, which was being constructed. He also drew attention to the difference between the civic by-laws and provincial by-laws concerning fire escapes, asking instructions.

Referred to the city solicitor for report.

Residents of Rock Bay avenue protested against a concrete sidewalk being laid on the west side of the street.

The finance committee presented accounts amounting to $8,482, which were received and ordered paid.

The same committee presented statement showing an expenditure of $12,000 for permanent sidewalks, which was received and ordered paid.

Civic Improvements.

The streets, sewers and bridges committee recommended that a pipe drain be laid on Langford street, at a cost of $180; pipe drain through lots 28 and 29, section 5, Garbally road, cost $275; outlet of the drain on Dallas road be repaired, cost $50; that the bridge on Dallas road near the cemetery be filled in, as a pipe culvert, cost $400; that Point Ellice bridge be painted; that the city engineer be instructed to proceed with the work on the concrete retaining wall on Dallas road; that the city engineer be authorised to arrange payment for a right of way through Denman street, on the line of sewer; that a sidewalk be laid on north side of Ellis street, cost 137. The report was adopted.

Withdrawal of Imperial Troops.

It was moved by Ald. Yates, seconded by Ald. Vincent, that:

Whereas, the time has arrived, in accordance with the decision of the Imperial authorities, for the withdrawal of the Imperial trops from their station at Work Point barracks and their return to England:

Therefore be it resolved that this council deem it fitting to express the unfeigned regret which is shared by all classes of the community at their departure, the high estimation in which both officers and men have always been held by the citizens, and the sense of loss felt at the thought that the relations which have existed so long and so happily between them should so soon be severed. The council desires to assure them that they will always have a place in the esteem and regard of the citizens generally, and that in leaving they carry with them the best wishes that can be expressed for their future welfare, happiness and fair renown.

It was moved by Ald. Hall, seconded by Ald. Yates, that:

Resolved that the city council of the city of Victoria heartily endorse the recommendation by the royal commission on transportation of a further and exhaustive exploration and survey of the best route for a railway from the plains of Alberta to the harbors of Vancouver Island, and respectfully request that an appropriation may be made for that purpose at the present session of parliament;

Further resolved that a copy of this resolution be sent to the Hon. William Templeman, minister of inland revenue, to be submitted by him to his colleagues.

Inadequate Water Supply.

Before adjourning, his worship stated that as a result of the fires on Saturday, he had received several complaints from residents on the upper levels, some of whom had to do without fires in stoves on account of not having any water in the boilers, caused by lack of pressure.

Ald. Fullerton stated that he was present at the fire, and was of the opinion that the department deserved a lot of credit for the manner in which they fought the fire. He said, however, that the pressure of water was a disgrace.

His worship charged the water committee to bring forward a report on the water works system. He stated that he had seen Mr. Taylor and he could see no reason why the city should not go ahead, and if the committee refused to take action, he would see what he could do himself.

Ald. Yates wanted to know why the pumping station on Yates street was not working.

Ald. Vincent thought that a report should be submitted. He was informed by the water commissioner that there was 40 pounds of pressure, but the hose was leaking.

It was decided to have a report from the fire wardens, after which the meeting adjourned.

THE TURBINE ENGINE.

Technical Description of the Wonderful New Aid to Steamships.

"Turbine comes from the Italian 'turbo,' meaning whirlwind or revolution, and the translation of this term fully explains the action of the turbine engine. The shaft, the drum and the projecting blades or vanes are blown around at great speed with a smooth and even motion, and with a total absence of the vibration which is present even in the highest types and most perfectly balanced engines of the reciprocating variety. The extreme simplicity of the turbine renders it difficult to describe. In construction it may be said to resemble the two halves of a walnut shell, or perhaps more exactly a hollow cylinder split longitudinally. Within the cylinder is a drum fixed upon the shaft. The drum revolves; the cylinder remains stationary. Steam enters at one end of the cylinder and escapes at the other. This is all. There are no pistons, cams, eccentrics, connecting rods, or any of the complicated devices required on reciprocating engines to convert this form of motion into rotary. In the turbine, rotary motion is imparted direct to the shaft by the pressure of the steam.

"The method by which this is done is

Wonderfully Ingenious,

yet simple in its operation. There are alternating rows of blades or vanes between the exterior surface of the cylinder, and the first row of blades is fixed to the circumference of the drum, the ends projecting outward and their faces placed diagonal to the axis of the shaft, which is the direction of the flow of steam as it first enters the cylinder. Close up to this first row of blades is another, but these are fixed to the inner surface of the cylinder, and are set at a reverse angle to the first. Their office is merely to turn back the flow of steam, which has been deflected from its direct course by contact with the first row of blades on the drum, to its original direction. It then impinges on the second row of blades attached to the drum, is once more restored to its direct course by the second row of blades on the cylinder, and thus passes through the cylinder from one end to the other, at each change of direction exerting its full expansive force. As the cylinder is fixed and immovable, the force of the steam takes effect entirely upon the drum, which is caused to revolve with great rapidity, carrying with it the shaft to which it is attached. The propeller is fixed upon the outer end of the shaft, and revolves with it in the water. The turbine may be said to consist of only two parts, the stationary cylinder and the rotating drum with its shaft and propellor. No greater simplicity can be imagined in a source of power. There are 1,250,000 blades in the turbines of the Carmania.

There is No Friction

in the turbine, no packing rings or stuffing boxes to obviate leakage of steam, and no internal lubrication is required in the cylinder. Compounding the turbine engine is easily accomplished by making more cylinders and drums of larger diameter, with larger blades more widely separated. From the high to intermediate and low pressure cylinders—as with the ordinary engine—the steam passes to the condenser and thence returns to the boiler in the form of water. Being free from cylinder oil it does not foul the condensers, and this is an additional advantage of the turbine over the reciprocating type.

The Maheno's set of Parson's patent turbines were constructed by Messrs. Denny & Co., of Dumbarton. There are three turbines, one high and two low pressure, working three shafts, with three propellers in all. The condensers are placed fore and aft, at the side of the turbines. Steam is supplied by four cylindrical tubular boilers, two double-ended and two single, and a working pressure of 150 pounds per square inch, and fitted with Howden's system of forced draught. The go-astern turbines are contained within the low pressure, and work on the driving shafts. The reversing gear is particularly well arranged, the whole of the engines being easily controlled by one engine. The auxiliary machinery is very complete.

At her first official trial, at full power, with all boilers in use, the Maheno easily attained a mean speed of 17.5 knots; and at the second trial, which had to be done with a third of the boilers shut down, and speed maintained for six hours, as her contract, was 16.4 knots, considerably over the guarantee.

Passengers on the steamer were a unit in stating that there was a marked absence of the vibration ordinary to steamers engined after the old fashion. In fact, it seems that the turbine-driven steamer will revolutionize ocean travel, for with the lessening of the vibration the passenger has more comfort and

Less Seasickness

while to the shipowner the turbine spells speed and efficiency. The turbine is as big an improvement on the twin-screw of today as the twin-screw was on the old paddle-wheel. Recently a United States naval engineer wrote of seeing hundreds of vans broken in the turbine of an Atlantic liner, but, according to one of the assistant engineers of the Maheno, this is only possible where slop work has been done. If the engines are built by reputable firms, such as the Dennys, of Dumbarton, who have engined many vessels in British Columbia waters, nothing of this kind occurs.

The Maheno, which will make another trip to Victoria this season before returning to the Australia-New Zealand trade, is replete with all the latest impovements in modern shipbuilding. She has four decks. On the promenade, upper and main decks, are the cabins. All are particularly large and airy, and furnished with every requirement for passengers' comfort.

The Dining Saloon,

which is on the upper deck, is lit by large square windows, and there is also a beautiful dome light in the centre. The electric lights are so fitted as to harmonize with the surroundings, and placed so that an even distribution of light is afforded throughout the room. Electric fans are provided to keep the saloon cool, and there are also electric heaters, if it is necessary to provide warmth.

The dining saloon has table accommodation for 98 passengers. Light is obtained by means of large square opening windows on the sides and fore end, also from a well in centre of fore saloon, which is covered by an elliptical dome filled in with stained glass. The framing and decoration of this spacious apartment is in the classic style, freely treated, the wood employed being light oak, dull polished. The lights are divided into bays by Ionic pilasters, which are surmounted by spandrilled arches and frieze, all of which is much enhanced by a restrained use of good carving. The background is narrow vertical reeded work, tinted a soft green, which very successfully emphasizes the design.

The first saloon vestibute is a roomy place, the full width of the ship, and to serve a

Double Purpose

is fitted with crairs, tables, etc., which enables it to act the part of overflow dining saloon. It is framed in walnut of a simple yet effective design, and the panels are in beautiful figured satinwood. The first class music saloon, which is situated in the forward deckhouse, on the shade deck, is a spacious and lofty apartment, designed in the "Adams" style, and finished in ivory white, the ornament being in compo relief work and carving.

The music, or social hall, and the smoking room are on the promenade deck. The social hall is spacious and ample, and is beautifully furnished with lounges, sofas and chairs. The smoking room is large and handsome. Besides the seats round the room there are arm chairs, which can be moved and grouped round the tables, where reading card playing and games can be arranged. The electic lights are placed inside lanterns, and the general effect is very pleasing. There is a large library fitted with an extensive selection of books from many authors.

In her open-air arrangements, the Maheno offers every accommodation for promenading, in the true sense of the word. The promenade deck is lengthy and broad, so that a constitutional, or an after dinner stroll, can be had with every convenience. There are also cosy corners fitted at the end of the deck houses, where those so inclined can enjoy comfort, secure from the force of the wind. Her bath rooms and lavatories are models of everything that is up to date, and she is particularly well equipped with shower, spray, plunge, and other baths. The comforts of second class passengers have been equally regarded and studied with great care. The dining saloon is on the upper deck, occupying the full width of the ship. The cabins are large and of a very superior type. The bath rooms and lavatories are numerous, and as much attention has been paid to them as to those for first class passengers.

The Dimensions

of the steamer are 400 ft. x 50 ft. x 33 ft. 6 in. moulded, to upper, and she has almost a complete shade deck, with a boat deck over a large portion thereof. She is elaborately fitted out for passengers, of whom she carries 2234 first class, 116 second, and 60 third class. The requirements of the cargo service have not been neglected, as will be seen from the fact that her trial had to be carried out with not less than 3,000 tons of deadweight on board, while if loaded down to her marks she would carry more than this.

While the speed of the steamer is not all that her engineers would seek, she averaged over 16 knots throughout the voyage, and is two days in advance of her schedule. The steamer left Sydney on April 16th, at 1 p.m., arrived Brisbane 18th, and proceeded again next morning. Soon after night she arrived at Suva April 23rd, sailed same date for Honolulu, where she docked on April 30th at 1.20 p.m., left same date at 11.7 p.m. for Victoria, arriving early yesterday morning, after a record-breaking voyage. The Maheno experienced light northerly winds and smooth sea to Brisbane, thence light easterly winds with smooth sea to Suva, thence light to moderate south-east and north-east winds, with occasional calms, smooth sea, fair weather, to arrival Honolulu; after leaving the latter port she met with light norh-east winds, dull weather and smooth sea to May 2nd, when a moderate south-east gale, with heavy sea and rain squalls was experienced, and this continued till the 3rd. Thence moderate to fresh easterly winds with moderate sea were experienced to arrival.

Maheno's Doctor.

The run of the Maheno is the fastest that has been made between Sydney and Victoria, and the fastest that that has been made between Honolulu and Victoria. The previous record was held by the steamer Manuka, which occupied about eight hours longer than the Maheno in reaching Victoria. One of the ship's officers who is well known to Victorians is Dr. F. B. Williams, who was formerly a Victoria newspaperman, and left the profession for the study of medicine, in which he made considerable success, and had a good practice in Vancouver before journeying to Australia, where he has been practising of late. Mrs. Williams accompanied him on board the Maheno. The second officer, A. E. Barlow, was an apprentice on the British ship Kentmore when C. R. Patterson, artist of the Times, was an apprentice on the same vessel, and Mr. Patterson was glad to renew an acquaintance with his former shipmate.

TWO TOWNSITES ON WINDY ARM

Great Activity in New Mining District---A Bright Future Assured.

The Atlin Claim, in a recent issue, which has just reached the Colonist, says:

At present there are two townsites located on Windy Arm, Conrad City, about three miles up the arm on the north side, and Wynton, five miles further up on the same side and just over the Yukon boundary in British Columbia.

Conrad City, which was started last summer by those in control of the Conrad Consolidated Mines, is situate at the end of the partially erected tram line, and is quite a promising little town, although at the present time it is comparatively small with only a few buildings. At present it is the depot for all freight teams from outside as well as the pack train to the mine.

Wynton, in our own province, has an almost ideal situation for a townsite. The ground has a gradual slope from the lake back to the mountains, giving all an excellent view. The townsite is almost in the shape of a half circle three-quarters surrounded by water and facing the southeast, receives the full benefit of the sun. The soil is loamy and free from rocks. There is a very clear stream from the mountains running through the town, affording ample water for power, domestic and fire fighting purposes. At the present time there are under course of construction a number of smaller buildings and a sawmill, which latter will probably be running this next week.

Of course

Great Rivalry Exists

between the various parties and both are loud in their praises. As to which will be the larger town depends entirely upon the quartz mines in its immediate vicinity, and, from the present showing, it looks as though Wynton will have a decided advantage. But it is a little premature at present to make any emphatic statement.

There will be great activity all over the Windy Arm district, and for from 40 to 50 miles southerly in B. C. Some very excellent outcrops have been located and sales are easily made.

The work on the Conrad Consolidated Mines, of which D. Mann, of Messrs. Mackenzie & Mann, has obtained control, will be pushed to the utmost to prove the extent of the ore bodies in all the various claims. To this end he has had shipped to the mines 100 tons of machinery and supplies, consisting of four 50-horse power engines, three hoists, four compressors, rails and hardware, and it is estimated that the various pay rolls will shortly aggregate at least $15,000 per month.

The Dalton Mines

owned by an independent company and situated right back of Wynton, are an extension of the Venus ledge, and will also be developed, work commencing this month. The copper and silver claims, on the opposite side of the Arm, will also be worked, and, altogether, work on the whole Arm will be most active.

It has been decided by the management of the various properties not to ship any more this summer, which decision has obviated the improvements to the W. P. & Y. R. service. By the end of September development will have reached the stage when ways and means of handling the various ores can be finally decided. The W. P. & Y. R. will then put their engineers to work to estimate the ore and on their report will decide whether and by what route they will extend their lines to the mines, and also whether or not they will erect a smelter.

Taken altogether no camp, for its age, has a brighter outlook than the Windy Arm mines.

SUMMER SERVICE.

New Season's Transcontinental Service On C. P. R. Inaugurated.

The summer service of the C. P. R. went into effect at one minute past midnight this morning, says Sunday's Vancouver News-Advertiser. Until next autumn the Imperial Limited will arrive at 10:45 in the morning and depart at 5:15 in the afternoon. The transcontinental express will leave at 8 a. m. and arrive at 7:25 p. m. With the inauguration of this time table the C. P. R. has decided to exclude the public from the station platform at the time of the arrival of the Imperial Limited at 10:45 a. m. and at the departure at 5:15 p. m. This is a consequence of the abuse of the privileges and to avoid possible accidents during the rush of the summer traffic. Lately the platform has been very much crowded. All intending passengers holding tickets will have no difficulty in reaching the trains.

The company has permitted the public to have free access to the platform heretofore at much inconvenience to travelers as well as to the employees whose duty require them to move about the platform handling baggage, etc., and in view of the natural desire of people to meet or bid farewell to their friends has not taken this step until the increase in travel and annoyance to the passengers makes it necessary to curtail this privilege for these two trains.

This action is only in line with the regulations existing at all other large passenger depots on the continent, and it is hoped that the public will appreciate the move in the spirit in which it is intended.

Unique Post-Card.—The premier, the Hon. Richard McBride, returned last evening from a visit to the mainland, accompanied by Hon. R. F. Green, chief commissioner of lands and works. In the mail which awaited the premier on his arrival was a post-card dated from Athens on the 16th of April last, and bearing the signature of Mr. Justice Martin. The card had emblazoned upon it in colors, the arms of British Columbia as a centre-piece, supported on either side by a philatelic display of the various postal issues of the Dominion, a facsimile of each type of stamp being reproduced in its appropriate shade of color. In the space allotted to correspondence were written the following lines: "I purchased this card at a kiosk in the Place de la Constitution, the principal square of Athens. It shows that more is known of our splendid province than we usually credit, and it is fittingly given its prophetic position, namely, at the head of Confederation."

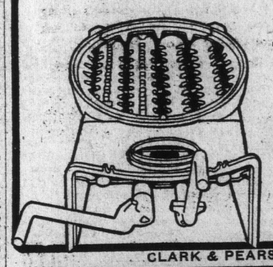
Sunshine Furnace

The "Sunshine" furnace and "sunny" ways are synonymous.

The cold, dreary winter days can be made cheery and warm with a pure, healthful heat if you have a "Sunshine" furnace.

Is easier to operate, cleaner, uses less fuel and "shines" in many other ways over common furnaces.

Two shakers are used to shake the heavy, triangular-shaped grates. This just cuts the work of shaking-down in half, besides being easier on the furnace than the old one-shaker style.



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DRS. KENNEDY & KERGAN

Specialists in the Treatment of Nervous, Blood, Private and Sexual Diseases of Men and Women. 25 Years in Detroit.

No Names used without Written Consent. Cures Guaranteed.

Thousands of young and middle-aged men are annually swept to a premature grave through early abuse or later excesses. Chas. Anderson was one of the victims, but was rescued in time. He says: "I learned an evil habit. A change soon came over me. I could feel it; my friends noticed it. I became nervous, despondent, gloomy, had no ambition, easily tired, evil forebodings, poor circulation, pimples on face, back weak, dreams and drains at night, tired and weak mornings, burning sensation. To make matters worse, I became reckless and contracted a blood disease. I tried many doctors and medical firms—all failed till Drs. Kennedy & Kergan took my case. In one week I felt better, and in a few weeks was entirely cured. They are the only reliable and honest Specialists in the country."

READER—We guarantee to cure you or no pay. You run no risk. We have a reputation and business at stake. Beware of frauds and imposition. We will pay $1,000 for any case we take that our NEW METHOD TREATMENT will not cure.

We treat and cure Nervous Debility, Varicocele, Stricture, Weak Parts, Kidney and Bladder Diseases. Consultation free. Books free. Call or write for Question List for Home Treatment.

DRS. KENNEDY & KERGAN Cor. Michigan Ave. Shelby St. Detroit, Mich.

"THE HELMET OF NAVARRE"

Publication of Notable Novel to Commence in Sunday's Colonist.

A feature of next Sunday's Colonist will be the opening chapters of the brilliant romantic novel "The Helmet of Navarre," by Bertha Runkle, published by special arrangement with the Century Company. The story is an absorbing one, dealing with the adventures of a young gallant of France in the strenuous days when swords were ever ready to fly from their sheaths and men fought for their ladies even as they fought for the King. When the reader has finished reading the opening chapters the remainder will be awaited with eagerness for the story is one that compels interest. It deals with the adventures of a young Frenchman who has gone to join the French King and finds love and adventure galore in old Paris. How he meets his lady, the ward of a jeweler of the French capital, and fights for her, being involved in adventure after adventure is told by the talented authoress in a style that is enthralling, and Colonist readers will welcome the subsequent chapters of "The Helmet of Navarre."

The opening chapters of the clever novel will be published in the Sunday Colonist.

Another feature will be the continuation of the travels of George Ade, who, aided by his friend Peasley, will tell further of the delights of tourist travel and there will be the other regular features of the Sunday Colonist.

Valuable Find.—Mr. A. Young, superintendent of the Mounts Sicker and Brenton mines, Limited, reports the discovery of a very rich vein of copper ore on his company's "Victoria" claim last week. The new strike, which carries rich copper values, is about three and one half feet in width at the surface, and bids fair to open out into a vast ore chamber when depth is attained. Mr. James Humes, who has been long connected with "Amalgamated" and "Boston and Montana" in the Butte district, has accepted the position of general superintendent of the properties owned by the Mounts Sicker and Brenton company, and is reported to place a very high value upon the "Victoria" claim, from which the new striks is reported. From Mr. Humes' long experience in copper mining and his connection with the companies above mentioned, his opinion should necessarily carry considerable weight.

Invited to Winnipeg.—Miss Agnes Deans Cameron, director of the Dominion of Canada Education association, has been invited to attend the third annual meeting of the Canadian Women's Press Club, to be held in Winnipeg on June 8th and 9th., Miss Cameron has accepted the invitation and in addition to the holiday jaunts alluded to has in mind another pleasant excursion. After the meeting is over she intends taking a visit to the Dukhobor communities and collecting data on this remarkable people, now numbering 6,000 members, for magazine articles. Miss Cameron has previously interviewed the leader of this colony and obtained from him the longest interview that he was ever known to have granted.

ARRANGEMENTS FOR THE CELEBRATION

Horse and Parade Committee Have Arranged Prize List--- The Canoe Races.

(From Wednesday's Daily.)

A meeting of the horse and parade committee of the Victoria Day celebration was held last night at the office of J. H. Greer, ship broker and real estate agent, on Yates street, and the prize list was finally arranged, providing amply for many events, more than those of last year. The horsemen of the city and others are taking considerable interest in the parade this year and it is expected there will be a record-breaking turn-out. Two bands will take part in the parade, and poovision has been made to have the orphans as passengers of either tally-ho's or 'busses. The entries are already numerous and all the events will seemingly be well contested. Several aggregations are planning to enter the calithumpian exhibit and it is expected that some notable floats will also take part.

Subscriptions are coming in well, but the collectors are still busy, as more funds are needed. The various committees are reporting favorably.

The Regatta committee announce that eight entries have already been received for the Indian war canoe race with canoes forty feet long and over; and it is probable that three other entries will be received, making the contesting canoes eleven in all—the greatest number that has started for years in such a race. Such being the case the Indian canoe race which is a notable feature of the Regatta bids fair to be a most interesting one.

THE ORIGIN OF CATARRH IS INTERESTING

But a True Cure Is What You Seldom Find.

Scarcely anyone escapes catarrh in some form.

At first it is a cold.

But each day makes it more sickening and offensive.

As the nose gets plugged up, the patient has to breathe through the mouth and run the risk of letting consumption germs into the lungs.

No use trying to cure with snuffs, atomizers or stomach medicine.

The germs are in the nostrils, the throat and air passages. Only Catarrhozone can reach the trouble for it goes wherever the air you breathe can go.

Into the smallest air cells, into every passage, wherever there's a sign of Catarrh—you can quickly apply Catarrhozone.

Sore spots are healed, inflammation subdued, the nucous membranes are cleansed and strengthened, the cause of the trouble being cured by Catarrhozone, thorough cure quickly follows.

Foolish to put off when cure is so handy. Your druggist sells Catarrhozone, two months' treatment, $1.00.

TEST THE KIDNEYS.

Allow the urine to stand in a glass vessel for twenty-four hours, and if at the end of that it is clouded or has left a sediment in the bottom of the vessel you may be sure that your kidneys are diseased. As a rule so thorough as Dr. Chase's Kidney-Liver pills are the most effective means of invigorating the action of the kidneys and making them strong and healthy, there is no preparation so prompt and none so thorough.

CANADIAN GIFT MOST WE

Chairman of Frisco Fina mittee Will Gladly A Money.

SUBSCRIPTION OVER FIVE

Still Working to Re Length of the Br Lines.

San Francisco, May 8 Schmitz read the following the meeting of the constructi tee today. "Toronto, Ont., The Canadian parliament v 000 for the relief of San which was declined by Presi velt. It is still awaiting Will you take it if offer (Please rush answer." (Signed) Toro

James D. Phelan, chairm finance committee was asked the message in the affirmati ing for the finance committe lan announced a grand total tions of four millions nine h ninety-two thousand dollars ing five hundred thousand d by the chamber of commerc York awaiting the plan for tion of San Francisco.

In the matter of the relief Paris a message was sent to French capital saying the San Francisco was very grea in view of the fact that the in Washington refused fore butions the sending of such d relief committee here

Would Be Most Welc

A letter was received from P that $15,000 had already be Mayor Schmitz by the Amer ber of commerce in Paris an 000 more was in hand for tr

With the increasing sever regulations surrounding the " General Greely has hopes of nating from the relief lists a centage of the people who a ceiving food supplies. It is more difficult every day for men to secure their army rati a healthy appearing man pre self for food he is frequently by an offer of employment an fuses to engage in the offe he is denied relief. All wo prove beyond doubt that th need assistance. It is antici

When Savings Banks Are

for payments to small depos will be a further lessening o and women who are now for for sustenance. Governor P nounced today that he would days notice before terminatin holidays which have been off claimed since the day of the e

The sale of liquor in counties is causing the San police much trouble. Since t have been closed here drink have been established just county line in San Mateo a loons of Oakland across the recently been allowed to res ness. The result has been sands of idle men are visiting and returning the worse for police have decided not to p sons under the influence of enter the city.

SAN FRANCISCO REL

U. S. Secretary Gives Deta penditure of Special V

San Francisco, May 8.— Roosevelt today transmitted a letter from Secretary of recommending the appropriat additional $500,000 to meet at San Francisco. The Pre recommended this appropria retary Taft's letter shows t $2,500,000 appropriated for of San Francisco, $2,405,333 expended, or contracts have which will consume this s mates are given for the cost ing troops from San Francisc tions, where they are doing the letter also gives tra charges on all supplies and es replacing supplies taken from posts for use in California.

Does Yo FOO Digest We

When the food is imperfect the full benefit is not derived the body and the purpose of feated; no matter how good how carefully adapted to the body it may be. Thus the dys becomes thin, weak and debilit is lacking, brightness, snap lost, and in their place come d appetite, depression and langu no great knowledge to know indigestion, some of the follo toms generally exist, viz.: sour stomach, variable appetite heartburn, gas in the stomach,

The great point is to cure it, bounding health and vigor.

BURDOC BLOOD BITT

is constantly effecting cures because it acts in a natural way upon all the organs invo process of digestion, removing impurities and making easy digestion and assimilation.

Mr. R. G. Harvey, Amelias writes: "I have been troubled pepsia for several years and three bottles of Burdock Bloo was completely cured. I ca B.B.B. enough for what it ha me. I have not had a sign of since."

Do not accept a substitute There is nothing "just as good.