J. K. Rebbeck of British Cor-

poration Has Improved

Speed of Many Vessels

Expert Speaks of Difficulties in

the Way of Modern Con-

structive Engineering

J. B. Rebbeck, surveyor to the British Corporation in this city who has had considerable success with special types of propellers fitted to steamers in British Columbia and other waters.

having improved the speed of at least, a hundred steamers, the last being the C. P. R. steamer Princess May,

a roughly designed or unsuitable

DIFFICULT PROBLEM

MPROVEMENT WORK

NOTICE.

OTICE that I intend to apply on. Chief Commissioner of

NOTICE.

northwest corner of Section 31, 18, and marked E. L.'s N. W. nence 80 chains south, thence east, thence 80 chains north, est to point of commencement, ded to contain 640 acres. at Alberni, B.C., June 16, 1909.

EMILY LAWSON.

J. Renaldi, Agent.

E NOTICE that I intend to apply Hon. Chief Commissioner of

noring at a post planted on or northeast corner of Section 5. 26, and marked F. J. K.'s orner, thence 80 chains south chains west, thence 80 chains to point of commence-

contain 640 acres. ni, B.C., June 16, 1909. W. RAPER. J. Renaldi, Agent.

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NOTICE that I intend to apply Ion. Chief Commissioner of a licence to prospect for coal bleum on the following de-ands, situated in Rupert Dis-

KE NOTICE that I intend to apply he Hon. Chief Commissioner of is for a licence to prospect for coal petroleum on the following de-ed lands, situated in Rupert Dis-

mmencifig at a post planted on or the southeast correr of Section 16 nship 26, and marked C. P.'s S. E. er, thence 80 chains west, thence hains north, thence 80 chains east, ce south to point of commencement, intended to contain 640 acres, ted at Alberni, B.C., June 16, 1909. CLAREMONDE PAYNE. J. Renaldi, Agent.

KE NOTICE that I intend to apply he Hon. Chief Commissioner of is for a licence to prospect for coal petroleum on the following de-bed lands, situated in Rupert Disencing at a post planted on or

AKE NOTICE that I intend to apply the Hon. Chief Commissioner of ds for a licence to prospect for coal petroleum on the following de-bed lands, situated in Rupert Dismmencing at a post planted on or the northwest corner of Section 34, nship 27, and marked G. H.'s N. W. er, thence 80 chains south, thence hains east, thence 80 chains north ce west to point of commencement intended to contain 640 acres.

AKE NOTICE that I intend to apply the Hon. Chief Commissioner of is for a licence to prospect for coal petroleum on the following de-bed lands, situated in Rupert Dis-

ted at Alberni, B.C., June 16, 1909. L. N. COLES. J. Renaldi, Agent.

AKE NOTICE that I intend to apply the Hon. Chief Commissioner of ds for a licence to prospect for coal petroleum on the following de-ced lands, situated in Rupert Dis-

LOCAL ENGINEER

a crippie and at times, the pain was so severe that she was compelled to lie helpless in bed.

"About a year ago," writes Mrs. Small, "I saw Fruit-a-tives advertised and decided to try them for my Rheumatism. After I had taken two boxes I was much better. I took six boxes in all—have had no pain for over six months—and feel that I am completely cured. I have gained over ten pounds in weight and am strong and well."

And yet there are some people suffering with Rheumatism, who have not given "Fruit-a-tives" a fair trial. Perhaps they don't want to get well.

"Fruit-a-tives" are a positive cure for Rheumatism, Sciatica, Lumbago, Neuralgia, and all troubles arising from impure blood.

50c a box, 6 for \$2.50, or trial box, 25c. At all dealers or from Fruit-a-tives and Limited, Ottawa.

BREAKWATER FOR

JORDAN RIVER

The Michigan Lumber Company is having improved the speed of at least a hundred steamers, the last being the C. P. R. steamer Princess May, says the matter of propeller improvement is still the great problem of the marine engineer. Mr. Rebbeck has given a great deal of attention to propellers and he was called upon by the C. P. R. to supply a new screw for the Princess May. When the recent accident to the engineer of the C. P. R. to supply a new screw for the Princess May. When the recent accident to the engineer of the C. P. R. to supply a new screw for the Princess May. When the recent accident to the engineer of the C. P. R. to supply a rew screw for the princess May. When the recent accident to the engineer of the C. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the C. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the C. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the princess filter in the recent accident to the engineer of the c. P. R. to supply a rew screw for the foreign the exhibits are arranged in twelve groups in a hall 450 by 180 feet. They embrace kites, all kinds of apparatus for the princess filter in the recent accident to the recent accident to charac

the outcome of a contraction of the independent felephone companies of the entire United States. Representatives of Pennsylvania, West Virginia, Ohio, Indiana, and Illinois, independent telephone companies are in conference looking towards the incorporation of the National Telephone Corporation of New York, with a capitalization of one hundred million dollars.

ism employed in the transmission of the power. "In steam propulsion of ships a reentury of struggle and steady development in the steam engine have produced such results that the available range of further improvement seems small. Yet all these improvements have not been in the production of power, but in the elimination of losses between the source of the power and its point of delivery and the constructive engineer's efforts continue to be concentrated upon the vital question of prevention of losses of all kinds. In the motive machinery a very high degree of perfection has been attained, but the screw propeller itself, wastes more power than is lost mechanically in the engine operating it. MORE TAXES FOR GERMANY

Reichstag Finishes Programme for Reform of Nation's Finances

"In a roughly designed or unsultable propeller the loss by inefficiency amounts to a large proportion of the engine power, which is thus wasted instead of being realized in the propulsion of the ship. The reduction of this waste is continually striven for, but while its complete elimination is impossible its irreducible minimum is seldom reached.

"An enormous amount of study and experiment has been expended, and experiment has been expended, and experience accumulated on the screw propeller during the past 70 years.

"Since Mr. William Petit Smith's first patent there have been thousands of other patents for various real and imaginary improvements of which there are very few evidences in general practice. Although patentees al-GOVERNMENT'S PLAN IS DEPARTED FROM

Higher Duties on Several Articles and New Taxes on Securities

there are very few evidences in general practice. Although patentees always claim great increases of efficiency, the survivals are principally those which apply to special and exceptional conditions.

"An Italian engineer has lately advanced a claim of special efficiency for double propellers revolving in opposite directions on a common axis. These have been in use on all locomotive torpedoes ever since their invention by Mr. Whitehead, and many years ago a special patent was taken out for propellers of this type with the same claim for efficiency, and although they were tried on a sufficiently large scale they have never appeared in practice. Their adoption on torpedoes is a necessity arising from special conditions, apart entirely from any question of efficiency.

"Experience has proven that the efficiency of the screw propeller is affected by causes outside of itself, and frequently even separate from its motive power, and while its performance may be excellent in one vessel its action in another ship may be unsatisfactory. The causes for this peculiarity are often complex and obscure, and in a sense are analagous to what a doctor calls personal idiosyn-

may be excellent in one vessel action in another ship may be unsatisfactory. The causes for this peculiarity are often complex and obscure, and in a sense are analagous to what a doctor calls personal idiosyncrasy, which prohibits the use of a standard cure for an apparent aliment. "It is often found that a designer accustome to deal with one class of vessel will design propellers that are unsuitable for another class, although he may be in possession of a mass of accumulated data on the subject. Practically all advances in steam propulsion may be traced to Great Britain, more than 50 types of steam engines have been used in British practice in the process of its marine evolution. Great Britain has built evolution of the brocess of its marine evolution. Great Britain has built in the world that owns ships, and has been more or less copied or imitated by all nations who copied or imitated by all nations who has not been settled in finality as applied alike to all conditions, as may be illustrated by the fact that the introduction of the steam turbine to marine propulsion has necessitated a marine propulsion has necessitated to most efficient for the class of towing done in Europe are far from offective when applied to the kind of towing done in the sewaters.

Marksmen at Hamburg.

Hamburg, July 10.—The American marksmen who arrived here vesterday spent the day in sightseeing and preparing for the competitions. The Swiss team won the extra international rifie match by two points from the French team. Germany won the pistol championship, beating Switzerland and France.

Took Six_Got Well AIRSHIPS OF

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CARRY PASSENGERS

Scientific Equipment to Be Fully Illustrated

nternational air navigation exposition, with the most complete as

Ceremonies in Commemoration of Famous Battle Concluded

Poltava, Russia, July 10.—The imperial visit to Poltava in connection with the celebration of the bleentennial of the famous battle ended today, and the emperor departed late this afternion for Khiev, where a further series of festivities awaits him tomor-

Berlin, July 10.—The reichstag finished the finance reform legislation this evening.

It is eight months since the measures were first introduced. The completed legislation resembles but little the government's original proposals.

The scheme finally adopted conformal proposals.

RACE WON BY GERMAN SAILER

Training Ship Herzogin Sophia Char-lotte Makes Quick Run With Cadets

The story of an international saling case by training align of several maced by the contestants finished in the contestan

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Victoria, B. C.

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Henry Young & Co.

Regular price, \$2.75, for

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Fit-Reform Suits range in price from \$15 to \$35. You may pay one or the other or any thing between and know that you are getting the greatest. possible value for the money.

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ROAST BEEF, per lb. 40c ROAST PORK, per lb.50c ROAST VEAL, per lb. VEAL LOAF, per lb.50c SHEEP TONGUE, per lb. .. 50c CORNED BEEF, per lb.25c BOILED HAM, per lb.40c OX TONGUE, per lb. 50c

JELLIED LAMBS TONGUE, POTATO SALAD, per lb. ... 20c PICKLED PIGS' FEET, each 5c ROAST CHICKEN, per lb. .. 50c

HEAD CHEESE, per lb.25c PORK PIES, 3 for 25e and 2 SAUSAGE ROLLS, per doz. 30c MACARONI AND CHEESE, DEVILLED HAM, per jar .. 25c HAM SAUSAGE, per lb.200 CHIPPED BEEF, per lb. ... 60c FRESH CREAMERY BUT-TER (exceptionally fine), 3

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