

CANADA'S NEW
NAVAL POLICY

Will be Not Only for Protection of Coasts, But for Helping in Defence of the British Empire

OTTAWA, Ont. March 18.—The house began its morning sittings today.

During question time Mr. Foster informed Mr. Lemieux that the Canada steamship service contract with Ottawa has been renewed for five years. Mr. Borden's two resolutions adding Ungava to Quebec and part of Keweenaw to Ontario were passed. Mr. Lemieux asked if the islands were to go to Quebec. Mr. Borden answered in the negative. There is difficulty about the description and the Dominion might need the islands for navigation purposes.

Mr. Hazen's bill to amend the fisheries act by allowing the provincial governments to encourage the oyster industry by leasing portions of the shore to individuals who will put the industry on a scientific basis was given its second reading.

Mr. Burrell's bill for the aid and encouragement of agriculture was read a second time and taken up in committee.

Mr. Pugsley pressed for the clause stipulating that the grant in aid should be apportioned on the population basis. Messrs. Burrell and Hazen objected to the laying down of any hard and fast rule. Some regard should be had to the action of the government of the provinces. The minister should have some discretion.

The opposition pressed the demand for the invariable apportionment by population. Mr. Pugsley moved an amendment to that effect.

Mr. Borden said that in working the act out this would be done, but the apportionment would be made in the supply act. There was no need to state the principle in the two statutes.

Mr. Pugsley's amendment was declared lost and the bill was reported.

Naval Service
The house took up the naval estimates. The first vote was for \$1,660,000 for "Naval service." Mr. Hazen explained that the estimates had been drawn up on a basis of carrying on the present establishment in full working order without taking up new works. The Niohe, Rainbow, naval colleges and other establishments would be kept up, pending the declaration of the policy which would not be decided until full opportunity had been given for consultation with the Admiralty. It seemed better to maintain the existing ships and establishments on a proper basis without building new ships or adding to the equipment.

After a fierce quarrel between Messrs. Lemieux and Pellerin, Mr. Hazen gave a long explanation of the course of the government with regard to the proposed navy. He noted that tenders came in by May 1, 1911, and that there was not a scratch of a pen to show that any action had been taken until October 5th, 1911, when the Laurier government decided to leave the matter to the incoming administration. Continuing, Mr. Hazen said that the Admiralty would embark on a policy not only to protect Canada's own coasts and shipping, but also of helping in the defence of the empire. Contribution, he added, must be on the grounds that Canada was a self-respecting part of the empire. There could not be one navy for New Zealand, one for South Africa, one for Australia, another for Canada and another for the British Isles. A navy to be effective must have individual control. All parts of the empire must be at war if one were attacked. The empire must be prepared to strike as one united whole.

Canada's Admiralty
Mr. Borden noted that the Admiralty is dropping the "Chatham" for the improved Bristol type which the late government had ordered. When the present government goes to England, he said, it will tell the Admiralty, first, that it did not believe that the Laurier policy would benefit either Canada or the empire; secondly, that the people of Canada thought so too; thirdly, that it was ready to discuss details of policy, which it would afterwards submit to parliament and the people.

"We will think about it first and formulate our programme afterwards," he added.

Mr. Borden said that if the Dominion entered into a system of naval defense which would serve the whole empire they could not be excluded from having a greater voice in the control of the empire than they had had in the past years. Very great problems were involved. Arranging for a few cruisers would not settle them. Before this government entered into any engagement they would consider the matter to its root. The policy ultimately decided upon would be presented to parliament and the people would be given opportunity to consider it.

After some further consideration the vote passed and the house adjourned at 12:50 a.m. All naval service votes were passed, one being for the fishery cruisers.

GOVERNMENT DRYDOCKS

New Bill Will Allow Federal Subvention to Undertakings Costing \$50,000

OTTAWA, March 18.—Hon. F. D. Monk has given notice of the following resolution upon which will be based a bill amending the drydock act relating to subsidies:

"That it is expedient to amend the drydock subsidies act of 1910 and to provide: (a) For the construction of drydocks for naval and general purposes costing for the purposes of subsidy calculations not more than \$50,000, being drydocks other than floating drydocks of dimensions to be prescribed in a bill to be based upon this resolution; and (b) that the subsidy payable in respect of such drydock shall be a sum not exceeding three and one-half per cent. of the cost of the work

as fixed and determined under the provisions of the drydock subsidies act of 1910."

The act at present makes \$4,000,000 the limit.

TRUST PROSECUTION

Government Attorneys Satisfied That Chicago Meat Packers Will Be Sentenced

CHICAGO, Ills., March 18.—"Declare the ten Chicago meat packers guilty, we are satisfied Judge Carpenter will give them an immediate sentence."

This in brief was the answer today of the government attorneys who prosecuted the packers under the criminal provisions of the Sherman anti-trust law, to the meat wholesalers' attorneys strong arguments for a discharge of the defendants without submitting the case to a jury. Special counsel Sheehan, thus concluded the government's opening address to the jury. The packers called no witnesses to the stand.

Attorney George T. Buckingham, representing the Swift group of defendants, will open the packers' appeal to the jury tomorrow.

SALMON INDUSTRY

Governor Hay, of Washington, Seeks Co-operation of Premier McBride in Conservation of Fisheries

OLYMPIA, Wash., March 18.—Gov. Marion E. Hay asked Premier Richard McBride of British Columbia in a letter sent today to co-operate with Washington in conserving the salmon industry of Puget Sound. He wants the Washington commission named for the Washington coast to have similar that purpose and to name the commission for his province so that the laws governing the fishing on Puget Sound will be uniform.

MR. BOURASSA
EXPLAINS CREED

Apostle of Nationalism Wants Rights of Minority in Matter of Education to be Preserved

TORONTO, March 18.—Henri Bourassa descended on "The Belief of Canada" tonight and Messrs. Hall was packed with 3,000 people to hear the apostle of "Nationalism" explain his creed.

An elaborate argument for separate schools in Manitoba and for a bilingual investigation in Ontario, beginning the earliest Canadian history and coming down to the time of federation and after, occupied most of the speaker's hour and a half. He announced his text as "Canada" but this served merely as the flimsiest kind of a peg upon which to hang his propaganda. He summed up his platform by referring to "The poet of confederation" under which, after ratification by the parliament of England, "The power was to be handed to the provincial legislatures to enact in every province whether English or French, whether Protestant or Catholic, that the rights of the minority in matters of education would be preserved throughout the Dominion."

Circulars for Ontario
TORONTO, March 18.—An effort is now being made throughout the province of Ontario to follow up the agitation begun in Quebec to secure provision for the establishment of separate schools in the district of Keewatin, which is to be annexed to the province of Manitoba, and English speaking Roman Catholic pastors of Ontario received on Saturday last circulars from an unknown Montreal organization, which styles itself on the circular "The constitutional defence association of Canada." Accompanying this circular, which was signed by W. H. Wyckham, secretary, were a number of blank petition forms addressed to the federal senate.

The purpose of the circular was to have the pastors circulate these petitions among the members of congregations. Many priests immediately recognized the circulars as an attempt to have it appear that English speaking Catholics in general were committed to the Bourassa programme. The mere fact that it was lacking in episcopal sanction and bore only the signature of an individual, as far as could be ascertained, circulated the petitions among the laity.

The English speaking priests of Ontario, as a class, are a conservative group and a prominent Toronto priest today, and they realize that the separate schools in Manitoba were defeated by the very Quebec agitators who are now trying to stir up trouble for the Borden government. "We have little use," he said, "for Mr. Bourassa's leadership or his programme and will not permit either ourselves or our people to be used to further his ambitions."

VANCOUVER'S HOSPITAL

Charges Against Management May Lead to a Government Investigation

VANCOUVER, March 18.—That this son, while in the general hospital from November 15 to January 31, paid \$17.41 a day for his room; that five others also in the same room paid the same amount, that the father had seen dead cockroaches in his son's food there, and live ones on the plate he ate from and that he had also several times killed cockroaches in the hallway of the hospital, was the content of an affidavit made by Mr. Horace Williamson of this city and read before the special meeting of the council today by Alderman Baxter.

This evening the hospital board specially met and resolved to ask the government to hold an investigation into the whole matter of the management of the hospital.

NEW PRINCESS
REACHES PORT

Turbine Steamer Bought for Vancouver-Nanaimo Route Makes Fast Run from Clyde to Victoria

turbine vessel bought from the Clyde passenger line by the C. P. R., and remodelled at Greenock under the superintendence of Mr. J. H. Alexander, assistant-superintendent engineer for service on the Vancouver-Nanaimo route, reached port yesterday afternoon after a record run of 48 days, 43 days 23 hours, actual steaming time from the Clyde. Capt. W. S. Pedder, after whose grandfather Pedder Bay was named, brought out the vessel, and he says that of the 43 steamers he has delivered none were more seaworthy. It was when the turbine was nearing her destination that she encountered the worst weather, off the Oregon coast on Sunday night. Storms were encountered in the Gulf of Mexico when she entered the Pacific and the way to Coronel, off San Diego, and when near the Straits of Juan de Fuca, the gale on Sunday night being the worst. Heavy confused seas swept over the steamer and rolled her from beam to beam, but no damage was sustained.

The Princess Patricia, which is to be equipped to burn oil before she starts service, is fastest of the fleet of the C. P. R. fleet, being capable of 22 knots an hour, and is the first vessel to be registered at the port of Victoria with turbine engines. She has excellent lines, being obviously built for speed.

The steamer Princess Mary left the C. P. R. wharf at 1 p.m. yesterday, taking Capt. J. W. Troup, manager of the C. P. R. steamship service, Mr. J. H. Alexander, assistant superintendent engineer, Capt. W. H. Logan, Capt. McLeod, of the Princess Mary, and chief engineer McGraw, Mr. Thomson, boiler inspector and others, to William Head navigating station to meet the new steamer. Capt. Troup was greatly pleased with the vessel, which came out in excellent condition. Boards had been placed over the windows and sides for the voyage out, but the majority of these had been torn away when the steamer entered the Strait.

On the way from William Head the Princess Patricia was opened out for a few miles, just as an indication of what she can do, and, although the hull was foul from the long voyage, the steamer logged over 21 1/2 knots an hour. She has turbine engines with triple screws and without forced draught can do 22 knots an hour.

Leaving Greenock on January 17th the steamer ran to Cardiff to coal in 28 hours, and left the Welsh port on January 19th for Los Palmas, where she coaled, and proceeded on January 21st. Two days later she called at St. Vincent and sailed, with her dining room piled with coal in addition to her bunker space, on January 23rd. She had a good run across the Atlantic to Bahia, where a revolution was taking place.

When Capt. Pedder landed at Bahia he found the Venezuelan army engaged in getting rid of an unpopular governor by the direct method of bombarding his residence. The guns of the fort at Bahia were turned on the governor's palace, and the bombardment reduced it to a ruin. The Governor took the hint to decamp when the bombardment began. After the destruction of the palace the guns were turned on the administration buildings, and they were wrecked by shrapnel. The troops afterward paraded the streets, and were cheered by the populace, and this ended the revolution. Thirty-three were killed and 65 wounded.

The Princess Patricia remained only a few hours at the Venezuelan port, and proceeded to Rio de Janeiro, where she coaled and continued to Montevideo, leaving there on February 9th for Punta Arenas. After loading fuel from the coal hunk at the Chilean port the steamer proceeded toward the Gulf of Patagonia, where she encountered a heavy westerly gale with high seas, the storm being at its worst when the steamer rounded Cape Horn, and after a severe buffeting the vessel put into Fortune Bay for shelter. After spending a night there she proceeded, and next night went to an anchorage in Grappler Bay. On the way thence to the Gulf of St. Lawrence she encountered a heavy northerly gale with tremendous seas. Although rolling considerably during the storm the Princess Patricia weathered it well and reached Coronel on February 19th.

Leaving Coronel on February 21st the steamer made a fine run to Callao, arriving at the Peruvian port on February 27th, and after coaling, she proceeded on February 28th, toward Salina Cruz, encountering a moderate gale off the Mexican port. Thence she made a good run to San Diego, running in the storm which wrecked the oil tanker Rosencrans and a number of fishing vessels. The Princess Patricia was tossed about in this storm, but sustained no damage, and after coaling continued her voyage. After an average run to the latitude of the Columbia river she ran into the worst storm encountered during the trip on Sunday night. The wind was very heavy, and a high confused sea broke over the vessel, hurling clouds of spray over the bridge and pouring on the decks. She rolled from beam to beam. The weather moderated toward morning, and the steamer passed Tatoosh at 9:30 a.m.

The Princess Patricia, which was renamed in honor of the daughter of H. R. H. the Duke of Connaught, governor-general, is a vessel constructed for daylight service, having promenade decks fore and aft the full length of the vessel, so that travelers can enjoy the fresh sea breeze if they so desire or they can lounge in the spacious rooms and still view the scenery. This is accomplished by arranging large windows much similar to the observation rooms now so familiar to the traveling public. The main deck is arranged to carry freight for deck, the freight being put on board through the usual large doors. Amidships on

the main deck is the engine and boiler casing. The engine room, contrary to other vessels, is open, so that passengers can see the working of the various engines and auxiliaries necessary for the operation of the vessel. The engines are of the turbine type after Parsons' design. There are three shafts, the wing shafts are operated by the low pressure turbines, the central shaft by the high pressure pressure turbines. The reverse turbines are on the two wing shafts and these run idle while the ship is going ahead. She is capable of a speed of twenty-two knots.

Aft of the engine room is situated a ladies' sitting room. This is a beautifully fitted up room, capable of seating over two hundred people comfortably. From this room one can view the scenery as the windows are all arranged for that special purpose. In this room there are writing tables for the convenience of passengers. A ladies' boudoir and lavatory is immediately forward of this room on the starboard side. The other lavatory and the bar are on the port side. There is a wide passage from the stairway leading from the lower promenade deck to the ladies' saloon. A stairway leads from this passage down to the dining room, which is a comfortable room beautifully fitted up and capable of seating about ninety people. The galley and pantry are immediately forward of the dining room so that all meats can be served hot. Coming up again to the main deck and taking the stairway to the lower promenade there is a clear deck fore and aft for those wishing to promenade while on board. The ship's portion, however, is sheltered by having the sides plated up, as well as the protection forward by means of plating transverse. This amidship portion is fitted with large observation windows so that those who do not care to have the sea breeze can sit down and still view the scenery. The officers' cabins and wireless rooms are located on the amidships portion of this deck and the furnishings of this room will be elegant when she is fitted up. The upper promenade deck is spacious and occupies the amidship portion of the vessel. This is purely a promenade and will, no doubt, be appreciated by many travelers. It is worth noting that the after end of the lower promenade deck, although open as a rule, can be fitted up with an awning, and in fine warm weather such luxuries as afternoon tea can be served without losing any of the interesting scenes on the trip. This is merely a brief description of the vessel as far as the passengers are concerned, and it is too early at the present stage to adequately describe her as she will be when fitted up for her particular work. All fittings, carpets, etc., have yet to be installed, and the furnishing will be carried out in the same luxurious style as on all vessels of the C. P. R. fleet.

The officers who brought the steamer out were: Capt. W. S. Pedder, Chief Officer J. Leslie, who was years ago in command of the Canadian steamer Alexandria, which took sugar to Vancouver from Java, and Chief Engineer J. Anderson.

EXPLOSION KILLS
THIRTY-TWO MEN

Fifty Others Injured When Locomotive in Southern Pacific Shops at San Antonio Blows Up

SAN ANTONIO, Tex., March 18.—At least thirty-two men were killed and parts of their bodies strewn for blocks when a big passenger locomotive in the Southern Pacific shops blew up here this morning. The locomotive stood in a square formed by the copper house and round house, all of which were wrecked. A part of the locomotive crashed into a house several blocks away and seriously hurt a woman.

Twenty of the bodies have been identified, but what is believed to be 12 more are little more than a tangled mass of fragments of human flesh and bone. The fragments were found scattered in crevices about the wrecked buildings, in the streets and entangled in the shops. The former residences of many of those killed are not known.

The shops have been manned for several weeks by strike breakers imported when shopmen on the Harriman lines went out. It is believed they are from the north. It is believed the explosion was caused by carelessness of someone of the killed in allowing cold water to flow into the hot boiler of the locomotive. The locomotive was nearly new and was in the shops for inspection. It was a large mogul type.

Besides the thirty-two believed to have been killed, fifty others were injured. These for the most part, were in remote sections of the buildings wrecked, for those close to the locomotive or in the main part of the building either were killed by the blast or crushed by falling material when the buildings crumbled. The monetary loss will be about \$200,000.

Hamlet Wiped Out By Fire
WAHPETON, N. J., March 18.—Abercrombie, a hamlet, 15 miles from here was wiped out by fire today with a loss of \$50,000.

MANY IMMIGRANTS
COMING TO COAST

WINNIPEG, Man., March 18.—Hundreds of settlers are passing through Winnipeg weekly for British Columbia points. Seventy-five from the steamer Asotia will leave Portland, Maine on Wednesday. Over a hundred came in tonight. Tomorrow the tonnage of passengers are due, with a big party aboard for the coast.

SUPERIORITY IN
BATTLESHIPS

Britain to Have 60 Per Cent. More Than Germany—First Lord of Admiralty and Naval Preparations

LONDON, March 18.—Winston Spencer Churchill, First Lord of the Admiralty, today introduced in the House of Commons the naval estimates for the coming year. The appropriation calls for \$220,457,000, a decrease of \$1,835,000 from last year.

Mr. Churchill accompanied the introduction with the promise of augmentation or a retardation of British naval construction to correspond with Germany's naval programme. He said he regretted the necessity of referring specifically to Germany.

Mr. Churchill then went on to tell of the conditions under which naval competition would be carried on in the next five years, prefacing his remarks with the statement that the two-and-one standard was not necessary at present, although it possibly would become so.

"The two-power standard" has been extended by some of its supporters," said Mr. Churchill, "to include the United States, and by this means it has lost both good sense and reality."

The First Lord laid down a 60 per cent superiority in battleships and cruisers of the Dreadnought type, as compared with the German navy, as a convenient basis for the next four or five years. He pointed out that Great Britain at present possessed an enormous superiority in pre-Dreadnought vessels.

Mr. Churchill said it would be necessary for Great Britain to construct four and three Dreadnoughts every year alternately for the next six years. He added that any retardation or reduction of German construction would be promptly followed by a proportionate measure of reduction in Great Britain.

Overseas' Attitude
During a discussion on the navy estimates in the house of commons tonight, when Mr. Gilbert Parker said he regretted that the first lord of the Admiralty had omitted to take notice of the one aspect of the naval policy, this was the co-operation with Overseas Dominions.

He invited the Right Hon. gentleman to say whether the government had any further information as to the intended policy of the Prime Minister of Canada and his government in regard to the imperial naval policy. It was because the Dominions thought their efforts despoiled or held in slight regard that they had not cooperated in a more effective or substantial form.

Mr. Norton Griffiths said there undoubtedly was belief in the distant parts of the empire that their co-operation was looked upon as of very small consequence. He hoped the first Lord of the Admiralty would make some precise clear statement that the Admiralty did welcome the co-operation of the Dominions. It was the cry often heard in Canada that if the co-operation of the Dominion was desired they should have some representation. Canadian ministers were shortly expected in this country and he urged that they should be sent back with messages to assure Canadians that the Admiralty wanted their co-operation, and would give them some representation. A message would make their work much easier.

Praise From Unionist Press

LONDON, March 19.—Mr. Churchill undergoes the novel experience of being applauded by the conservative and reproached by the Radical organs for his speech on the naval estimates. The former welcome his decision in favor of a strong navy. The latter are disappointed at the frustration of their hopes of economy.

Misgivings are expressed, however, about the wisdom of Mr. Churchill's blunt invitation to Germany and doubts are entertained whether Germany will receive the offer in a proper spirit. The Daily News says that no olive branches ever had a more formidable appearance.

WOMAN SUFFRAGE

"Bombs May Soon Be Substituted For Window-Smashing Bricks."

CHICAGO, March 18.—Bombs may soon be substituted for window-smashing bricks in England, Dr. Jessie Murray, of London, told a meeting of the Women's party here.

"You in America do not realize to what economic straits the women of England have been reduced," she said. "We are fighting for life and honor."

"The men are taking away our means of living by legislation," she continued. "They rob our working women of the privilege to work when they are eager and willing to work to support themselves. The men are crying for their places. It has reached the stage of actual war. People have asked why we do not substitute bombs for bricks. If our demands are not acceded to soon, I assure you bombs will be used."

\$10,000,000 Contract

TORONTO, Ont. March 18.—The contract for the construction of the new C. P. R. line through Eastern Ontario from Leaside Junction to Glens was today awarded to Deeks and Winks of this city. The firm's tender was \$10,000,000. Work on the road will be commenced forthwith. It is to be in running order by December, 1913.

Mr. W. J. Constantine Dead

NEW YORK, March 18.—William J. Constantine, an English actor, is dead here of heart disease, in his 71st year. He was best known for his work in the companies of Richard Mansfield and Otis Skinner.

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Jockey Club, per tin 50¢
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Skipper Brand, per tin 15c and..... 30¢
King Oscar, 2 tins for..... 25¢
Sea Pearl, 2 tins for..... 25¢
Skipper Sardines in Tomato, per tin..... 15¢
Sea Queen in Oil, 2 for 25¢
Underwood Sardines in Mustard, per tin..... 25¢
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Giraffe Brand Sardines, in oil, 2 tins for..... 25¢
Canadian Sardines, 4 tins for..... 25¢
English Pickles in Oil, per tin..... 35¢
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Royans a la Vatable, per tin 25¢
Eels in Vinegar, per tin \$1.00

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