RACE OF THE NATIONS FOR GREAT SEA POWER

By Jas. L. Powell in New York Post.

An obscure British army officer, serving in South Africa, has done a very remarkable thing. For years Kipling had been bitterly apostrophizing his countrymen:

Must ye wait for the spattered shrapnel ere ye learn how a gun is laid,
For the low, red gleam to the southward where your raided coast towns burn;
(Light ye shall have on that lesson, but little time to learn.)

But "arid, aloof, incurious, unthinking, unthanking," the empire over whic hthe sun never sets, went on its way, "waiting some easy wonder, hoping some saving sign." And now an army officer who had turned playwright for the moment has accomplished at one stroke all that Kipling had failed to do with all of his many proddings. In his extraordinary play, "An Englishman's Home," the tuneful portrayal of a sudden foreign invasion and its dire results has excited England almost as much as the actuality might have done. In the vernacular, the play hit the British public where it lives. Its far-reaching effect is now shown in cable dispatches which describe the turbulent scenes in parliament when the naval bill came up for debate and the overwhelming vote of 322 to 83 in favor of the rapid upbuilding of a more powerful navy.

Distrust of Germany.

Navies are essentially business instruments, and no amendment of argument can disguise the fact that they are built for use and not for ornament. There is no need here to attempt to define which is the governing principle, whether those who have the greatest strength are the ones who are most likely to use it, or whether the mere possession of armed strength implies an intention of employing it. But the fact remains that for many years Great Britain's postulate had been that whatever the coat she would have a navy superior to that of any two powers. Her attitude has been that, as the greater includes the less, therefore by preparing to fight a combination of the two greatest naval powers, that preparation would make her secure against any other combination that could possibly be conceived. "But now," said Mr. Balfour in his impassioned speech before the House, "for the very first time in modern history we are face to face with a naval situation so new and so dangerous that it is difficult for us to realize its import."

The nation that has created for England the situation "so new and dangerous" can be easily enough identified. With good reason or without, England has long distrusted Germany, and long before the production of the play which so started the British populace and so much electrified its parliament, there was in the heart of almost every Englishmen a conviction that if Great Britain ever went to war, Germany would seize the opportunity to overthrown British maritime supremacy. Great Britain's frankly disclosed perturbation is now due to the vast strides that Germany has been making with her navy, and instead of the settled British idea of maintaining a two-power standard, there are now some excited doubts as to her ability to maintain ascendancy over this single one.

Germany's Rapid Building.

It is estimated that thirteen German Dreadnoughts and Invincibles might be completed by 1911, as against 12 Dreadnoughts and four Invincibles which Great Britain would have by November, 1911. If Germany accelerates her construction work she would have seventeen of those ships by April of 1911. Great Britain, it was pointed out in parliament, could not afford to take risks, and if she was to maintain her superiority the admiralty must be in a position to obtain the delivery of four additional Dreadnoughts by March of 1912, thus giving Great Britain twenty such vessels against Germany's possible seventeen.

Thus, while it is plain enough that Germany is the one power against which Great Britain is arming in such feverish haste, it would be difficult to say what combination of two powers is at present regarded by Downing street as being the most probable. But it is recognized that the kaleidoscope of international relations can alter more rapidly than fleets can be built, particularly those fleets of Dreadnoughts whose rapid upbuilding in Germany has brought so much disturbance to the sober British mind. These are the all-big-gun ships which one hears so much of nowadays, vessels of such tremendous offensive and defensive power, of such high speed and wide radius, that it is now admitted that upon their preponderance will rest the naval supremacy of the future.

The All-Big-Gun Ship.

Although the idea of the all-big-gun ship originated on this side of the Atlantic, and had its inception in target practice in the American navy, that distinguished Italian, Cuniberti, of the Royal Italian corps of naval engineers, has, by reason of the capaciousness of pigeon holes in Washington, been credited with the first design. In the current volume of Jane's Fighting Ships of the World this distinguished commentator notes a remarkable evolution in German battleship design, "although up to the present time there had been a distinct difference between them, or either the French or English system of construction.

Continuing, he says that "among these great navies the British certainly predominates, but while it is hardly likely that the other two will modify their ideas in warship construction, the general trend of constructive ideas may not be modified, as a war between Great Britain and her two allies is altogether improbable."

This elimination leaves only Germany, France and the United States as the only powers with sufficient naval strength to confront Great Britain without being utterly swept from the seas from the very start. This country and France may be left out of the count, as it is not against either of these that Great Britain's shipbuilding energies are now being directed.

But in the untoward event of hostilities between Germany and England it may well be assumed that the theatre of conflict would not be such as is portrayed in the drama of An Englishmen's Home, but in the North sea, and, possibly, also, in the Baltic.

Scene of Possible Strife.

Supposing, merely for the sake of illustration, that the fleets of the United States were the ones to assail, or be assailed, the theatre of war would doubtless be the high seas; in the second case, that of Germany, it would in all likelihood be fought out in the North sea. In the first event the land armies of the two powers would have little to do, if we exclude possible warfare in their colonies; while in the second, the far greater power of the land armies of Germany could in no wise compensate for the greater power of the British fleets on the sea.

An eminent naval authority recently pointed out as an obvious truth the fact that battleships of great displacement, and capable of keeping the seas for a considerable length of time would be indispensable to Great Britain, and in any way that she undertook to wage with any nation widely separated from her by sea. Equally indispensable would be fast and verp powerful armored cruisers. Thus the Dreadnought and the Invincible types seem exactly designed to meet such needs; and for long runs across the ocean. But in the case of Germany, would they be of the same service? The difficulties that would encompass the theatre of conflict in that event would indeed be serious for such vessels; the shallow coastal waters of the North sea, the difficult Straits of Denmark, and many other drawbacks which hardly require enumerating to show at once that in a war with this nation the conditions would be totally different.

Protecting Food Supplies.

Among other possibilities that may arise there is the one that must not be overlooked, that is, that the world might see two repetitions of Port Arthur, one within, and the other beyong the Danish straits. And such blockades might protract the war for months and months, without definite results to either side, except for the effect on their commerce.

Leaving aside all the fancies of the Napoleonic days, the imaginary surprise landings, and all those other romantic ideas that so interest one in one's young days, and which are now so much disturbing England, let us consider the matter in its most natural aspect. The most probable situation would be that the land armies would be vigilant and ready, that the German ships of war would be in their ample and well-protected harbors of refuge of comparatively little depth, and that the Bristish ships would be keeping watch outside so that no hostile cruiser could get away unobserved to play havoc with the commerce Britain and disburt her food supply.

There is no reason whatever why such a state of things should not go on for month after month, and especially so if the Togo of the day, instead of being outside, is in this case within, and has the intention of keeping his few ships intact at all costs.

Ideal British Battleships.

The blockader will then find himself in this dilemma, either he maintains a really strict blockade, and then there is serious risk that his ships go the way of the Hatsuse, Petropavlovsk, and others, or he keeps them well out of danger, and then the blockade of but a fictitious one, and in such a case British commerce has everything to lose. Of course, it is understood that the German ocean-borne commerce is completely stranded for the time being, but the effect of such suspension on the large extent of German territory will be nothing in comparison with the results if such suspension in the case of Britain, which would bring with it absolute peirl to that country, while in the case of Germany there would be no such danger. What possible use would be those big guns of the Dreadnoughts and the Invincibles? Certainly they would be useless for the purposes for which they were originally designed, a fight in the open, in the Atlantic, for example, in full daylight, with a final strenuous effort of the Tsushima type.

If the history of the armored ship era teaches anything, it teaches that every change is always preceded by a universal conviction that something akin to finality has been reached. Italy has so frequently anticipated events that her programme is always of special interest. And it was quite a very few years ago that Col. Cuniberti's "Ideal British Battleship" excited something very like derision from those who characterized the idea of a battleship armed with nothing but 12-inch guns as "altogether too fanciful an idea for serious work!" Yet now every battleship is a "Cuniberti," more or less.

Comparison of Guns.

To Jane the mystery of the new German battleships has been well maintained, but none apparently are quite so powerful as was once supposed. The three guns in a turret idea is entirely given up as unsatisfactory—which reduces the number of guns to twelve, or possibly only ten.

The two first of the Nassau class are of 17,710 tons; the two next about 19,000 tons, but with the same armour and armament. The ships to be built under the 1909 programme are probably sisters of these last.

Of the new armored cruisers the cruiser "F" is now understood to carry but eight, or possibly nine—11 inch. She is of practically the same dimensions as he British Invincibles. It is still only possible to give conjectured designs of her.

The Blucher is now reported to have ten—8.2-inch guns, which, her displacement being under 15,000 tons, is far more probable than the heavier armament hitherto assigned to her. Between the 12-inch 45 calibre of the Invincibles and the German 11-inch 50 calibre there is no very great difference in weight, not more than six tons per gun at the outside. Seven 11-inch German guns would weigh as much as six 12-inch 45 calibre British ones, or rather more than that.

Germany's Fast Cruisers.

The small German cruisers tend to become faster annually. They have now reached "scout-speeds"—and being considerably better armed, must be regarded as "distinctly superior to the ordinary scout. German destroyers are following the usual tendency to increased size and armament, but they do not present any novel features.

Of the submarines on which Germany is embarking comparatively little is known. From the excellence of the Russian boats built at Krupp's Germania yard, the assumption is that the German boats will be at least equally efficient. The main defect appears to be too small a radius. Japan and Germany now both occupy the third place among the naval powers. On paper Japan, perhaps, occupies almost the latter position on account of all the ex-Russian battleships that she owns. Outside and apart from these ships, however, the Japanese fleet is now very considerable in the most powerful types of craft. The Satsuma, of the new Dreadnought type, was completed during 1908, as were most of the armored cruisers of equal date.

Considerable progress has been made on Japan's other big Dreadnought, the Aki, and two ships, the first of a new series are well advanced. Four others are projected, but none of them appears to be yet in hand. The number of big armored cruisers to be built is rather indefinite; it is doubtful whether more than one is actually in hand.

One of the most interesting developments of the recent past is the advent of Dreadnoughts among the northern European "coast defence" navies. Of these navies that of Sweden is probably equal to the Russian in ships as they now stand. Under the new programmes Sweden, Norway and Holland all project or are beginning to build Dreadnoughts of power quite equal to the best battleships set afloat by any nation a few years ago. Supposing Sweden to build hese as industriously as she has built her coast defence battleships in the past, it will not be long before this country becomes an extremely important factor in the Baltic, especially in the event of Norway co-operating, as might well be the case in matters involving general Scandinavian interests.

In the South American navies none of the ambitious programmes of last year has yet borne fruit except the Brazilian. These carry twelve 12-inch and so are considerably superior to the Dreadnoughts in gunfire, but the protection given is distinctly less.

In varying degree with each of the smaller navies the standards of value which apply to the great navies are hardly applicable, the value of any warship being governed by its probable antagonists.

Relative order of warship tonnage at present:

Nation.	Tonnage.
Great Britain	1,669,005
United States	685,426
France	628,882
Germany	524,573
Japan	371,891
Russia	240,943
Italy	114,250

As would be the case were vessels building now completed:

Nation.	Tonnage.
Great Britain	1,871,176
France	801,188
United States	770,468
Germany	693,599
Japan	444,903
Russia	320,040
Italy	284,778
Austria	148,350

WARSHIP TONNAGE OF THE PRINCIPAL NAVAL POWERS.

Number and Displacement of Warships, Built and Building, of 1,000 or More Tons, and of Torpedo Craft of More Than 50 Tons.

Type of vessel.	Great Britain. Built No.	Tons.	Building No.	Tons	France. Built No.	Tons.	Building No.	Tons	United States Built No.	Tons.	Building No.	Tons	Germany Built No.	Tons.	Building No.	Tons.	Japan. Built. No.	Tons.	Building No.	Tons
Battleships, first class	52	753,650	6	113,550	18	227,420	6	110,100	25	334,146	4	72,000	22	256,067	6	97,964	11	152,548	2	38,950
Coast defence vessels	..	.....	..	.....	11	65,800	..	.....	11	45,334	..	.....	8	32,378	..	.....	3	18,786	..	.....
Armored cruisers	35	419,250	3	49,100	21	192,982	2	28,000	12	157,445	..	.....	8	78,693	2	35,200	11	108,900	2	29,200
Cruisers above 6,000 tons	18	176,250	..	.....	3	24,409	..	.....	5	43,800	..	.....	..	.....	..	.....	2	13,130	..	.....
Cruisers, 6,000 to 3,000 tons	43	191,130	2	6,650	13	52,549	..	.....	26	72,620	..	.....	20	82,363	6	21,672	9	34,727	1	4,100
Cruisers, 3,000 to 1,000 tons	25	53,505	..	.....	10	13,724	28	.....	14	18,058	..	.....	17	37,626	..	.....	8	16,138	..	.....
Torpedo boat destroyers	144	55,500	23	21,401	44	13,724	..	12,950	16	6,690	15	10,900	64	29,447	21	13,170	55	19,824	2	762
Torpedo boats	48	5,182	23	6,180	256	24,908	10	970	32	5,615	..	.....	42	7,629	..	.....	63	6,312	..	.....
Submarines	44	11,538	16	5,200	44	7,252	50	20,286	12	1,718	7	2,142	2	360	4	720	10	1,526	..	.....
Total tons built and tons building	..	1,669,005	..	202,171	—	628,882	..	172,306	..	685,426	..	85,042	..	524,573	..	169,026	..	371,891	..	73,012

Total tons: Great Britain, 1,871,176; France, 801,188; United States, 770,468; Germany, 693,599; Japan, 444,903.

PROPOSED HUDSON BAY ROUTE

From "Surveying the Hudson Bay Country," by Isaac Cowie, in "Canada-West" for April.

Naturally the route does not find much favor with the Little Canadians in the east, who think that all western grist should pass a through their mill, forgetting that a prosperous west means a prosperous east also. There are also other who sincerely doubt the availability of the route. But all these doubts must be set at rest by the splendid summary of the reports of other Government experts, such as Dr. Robert Bell, the well-known scientist, and the result of his own personal experience, extending over a number of years, given by Mr. A. P. Low, Director of Geological Survey of Canada, in his interesting book "The Cruise of the Neptune," 1906. He says: "There is no natural difficulty in the navigation of the bay and strait so far as depth of water, presence of obstructions and width of channel are concerned, and if situated in a more southern region the route would be an ideal one for the navigator. . . Hudson Strait and Hudson Bay do not freeze solid, but are so covered with masses of floating ice as to be practicable for at least seven months in the year. The ice does not begin to melt until well into the month of June, and is not sufficiently melted for safe navigation with ordinary steamers until the middle of July. No ice is formed in the strait and bay sufficiently heavy to obstruct ordinary navigation until the latter part of November. . . The period of safe navigation for ordinary iron steamships' through Hudson Strait and across Hudson Bay to the port of Churchill may be taken to extend from the 20th of July to the 1st of November. This period might be increased without much risk by a week in the beginning of the season and by perhaps two weeks at the close."

Admitting that the route by the bay opens two months later than that by Lake Superior, still by reason of the thousand miles of distance saved, and on account of its being on the ocean itself, on which all freight carriers can come and go, the capacity of the bay route is very much greater than that by the lakes and canals. During at least four months of the year the strait and bay can be safely navigated by all such vessels as frequent, without undue risk, the Gulf of St. Lawrence.

DESPERATE ATTEMPT AT SUICIDE

Minneapolis Girl Uses Pearl-Handled Penknife—Stops Bleeding With a Towel.

Minneapolis, April 9—Anna Johnson, 22 years old, chief bookkeeper and cashier of the Monarch Lithographing company, is at St. Barnabas hospital in critical condition today, suffering from the effects of a self-inflicted wound in her throat. Miss Johnson today made a futile attempt to commit suicide with a penknife at the company's offices. The authorities and officials of the company have been unable to discover any motive for the girl's act. She was found unconscious lying on the floor of a rear room by one of the employees who summoned a physician. A towel was wrapped about her neck and a small pearl-handled knife lay open on the floor beside her.

Young Woman Attempts Suicide.

Toronto, April 9.—Grace Darling Moore, a young woman, aged about 22, nominal at 158 Wilton avenue, made a determined attempt to commit suicide yesterday. She first took laudanum, but this failed to render her unconscious and she buried herself in her bed clothes with a rubber gas tube turned full on. She was almost suffocated when the mistress of the house, smelling the escaping gas, investigated and found the unconscious girl. Dr. Robinson was called and he had Miss Moore removed at once in the ambulance to the General Hospital, where she is now recovering. The girl was formerly employed at Nasmith's. No cause is known for her attempted suicide except despondency.

Was D. C. Sullivan Murdered

Minneapolis, April 9—D. C. Sullivan, president of the Sullivan Elevator Co., is believed to have been murdered. Sullivan disappeared on March 27. His relatives have made a vain search for him. Today it was announced that a reward had been offered for any news concerning his whereabouts. Sullivan left his office about noon, saying he was going to St. Paul on business. Later in the afternoon word was received from him that he had given up his trip to St. Paul and would be at the office shortly. He failed to put in an appearance, and since then nothing has been heard from him.

Demonstrations Against Italians.

Rome, April 9—The Italian government is making representations to Turkey with reference to certain violent demonstrations against Italians at Bengazi and Cyrene, Turkish possessions of Africa. The population attacked an Italian captain and consul and wounded several Italian sailors, who endeavored to protect these officials. The Italian warship Francesco Ferrucio has been despatched to Zengazi.

COMMISSION CHARGES MISAPPROPRIATION

Hon. Wm. Pugsley, Lieut. Governor Tweedie and Geo. McAirty Are Alleged, by Central Railway Commission, to Have Misappropriated $134,000 of Public Funds—Minister of Public Works Makes Statement.

Fredericton, N.B., April 8—The report of the royal commission which enquired into the transactions of the Central railway, presented to the legislature, contains a sensational account of disappropriation of public funds. Justice Landry, Fulton McDougall, manager of the Bank of Montreal at Moncton, and N. I. Teed, of St. Stephen, were the commisisoners appointed by Premier Hazen's Conservative government. The report is an arraignment of Central railway transactions. The commissioners find that "the conduct of Hon. Mr. Pugsley and Hon. Mr. Tweedie (now lieutenant governor of New Brunswick), and George McAvity, is open to gravest censure, and that they must be held accountable by the province for $134,000, which they have misappropriated."

"Far larger sums," says the report, "than $134,000 might well have been switched from their legitimate course, for nearly a million dollars was tossed about without any special guidance."

Mr. Pugsley's Statement.

St. John, N.B., April 9—On his arrival here today Hon. Mr. Pugsley discussed the report of the Central railway. He said whereas the act creating the commission had set 1901 as the period of commencing the investigation, the commission had delved back into history 14 years more ancient in one instance, and six years prior to that date in another, to bring in figures and allegations for a purpose. He claimed the report was unsustained by the evidence and that the evidence should have been printed so that the people of the province might form their own conclusions. The statement was made that $134,035.35 was unaccounted for, but there were no details to show how the sum was arrived at, further than giving lump sums and receipts.

"However," he said, "it is clear that the commissioners assume that no part of the $180,000 paid for the Central railway, outside of what was paid to Evans and Elkins for bonds and stocks held by them, was used for the purpose of securing complete title, an assumption entirely unsupported by evidence. Neither does it appear that the expenditure includes between $60,000 and $70,000 expended by the company upon the Central railway after the time the New Brunswick Coal and Railway company began to operate. A statement of this, prepared by Mr. Evans, was submitted to the commissioners. Nor does it appear that the sum of $8,500 paid to Jas. Barnes, nor $12,000 paid to Geo. Scovil for tiers nor monies paid for coal areas or right of ways were credited."

Hon. Mr. Pugsley continued: "The report assumes that the interest paid was approximately $92,000; the commissioners give no details of how the amount was made up, but when it is remembered that this interest covers a period of seven years and the expenditure outside of interest was upwards of $700,000, and during considerable of that period the company was paying between 6 and 7 per cent., Pugsley thought that likely the interest would be probably $50,000 or $60,000 more than the estimates of the commissioners.

COAL BARONS ISSUE ULTIMATUM

Anthracite Operators Refuse Every Demand of the Union.

New York, April 9—Owners of the anthracite or hard coal mines, who are sometimes called "coal barons," today rejected the modified demands of the workers and hurled their ultimatum at the representatives of the men in conference at Philadelphia.

"Renew the agreement that has been in force for the last six years," they said in substance, "or accept the consequences. If any trouble occurs, if work is stopped, or you or the public suffer, the responsibility is yours. We wash our hands of the whole affair. We will not accept a one-year agreement, we will not recognize the union, and we will not agree to any arrangements by which we would have to deduct from the men's pay their dues to the union to turn them over to its officers and thus furnish the sinews of war to our antagonists."

Having delivered their final terms, the mine owners signed the old agreement with its time of three years, and threw it to the men's delegates, telling them that they could sign or reject it, as they saw fit. Then they broke up the conference. Those who reside in this city boarded the noon train and returned here.

The leaders of the workmen said: "Under no circumstances shall we permit the operators to drive us into a strike. We shall continue to work under the conditions imposed by the Roosevelt anthracite coal strike commission."

"What shall you do in the event of a lockout?" President Lewis, of the miners' union, was asked.

"That would be the very best thing that could happen so far as the union is concerned," he replied. "It would mean a great increase in our numerical strength. Every worker in the mines would then want to join us. If there is any likelihood of that happening, I shall probably call another tri-district convention."

Banks Declare Dividends.

Ottawa, Ont., April 9.—The Standard Bank has declared a quarterly dividend at the rate of one half per cent perannum and the Sterling Bank five per cent.

Marion Crawford Dead.

Sorrento, April 9.—F. M. Crawford, the novelist, died here at 7.30 o'clock tonight.

NORTHERN QUEBEC TRAGEDY.

Jury Exonrated Man Charged With Cannibalism.

Roberval, Que., April 9—The coroner's jury which has been investigating the death of Auguste Lemieux in the wilds of northern Quebec, this afternoon brought in a verdict completely exonerating Joseph Grassett, the only man alive, apparently, who knows anything at all about the affair. At the same time, the jury found that the circumstances pointed to the third member of the party, a Frenchman named Bernard, as the guilty party and it was ordered that he should be arrested if he ever turned up.

It is not, however, thought that Bernard will ever be taken, the general opinion being that after the death of Lumieux and the apparent eating of his body, Bernard lost his way in the wilds and either starved to death or was drowned. Grassett was the only man who knew anything about the the affair. He stated that he had gone north with the two men hired to help him on a four months hunting trip, but they had hard luck and running short of provisions, he sent the two men back to where some food was stored, and went on alone.

That, he stated, was the last he ever saw of either of the men. Later, Lemieux's body was found by some Indians, he having evidently been murdered and part of his body eaten, the fleshy portion of the body being gone while the limbs were hacked off and showed that much of the flesh had been cut away.

GOMEZ IS A USURPER.

Says French Paper, Which Comes to Defence of Castro.

Paris, April 9—If the condition of Cipriano Castro's health is really so grave that his enforced departure from Fort de France, Martinique, where he now is, would be dangerous, the French government is prepared to temporarily suspend the decree of expulsion against him. Le Journal today takes issue with a majority of the French newspapers, which consider that France is bound to comply with the wishes of the Gomez government, with which negotiations for the resumption of diplomatic relations are now going on.

This paper declares that France has made a great mistake in following the American lead and save the United States is probably aiding President Gomez in return for his sacrifice of Venezuelan interests in the settlement of sordid disputes, between the two countries.

"No matter what provocation Castro has given the powers," Le Journal goes on, "they cannot ignore the fact that Gomez is a usurper," and it sets forth the opinion that the persecution of the powers probably will "inflame Venezuelan public opinion against foreign intermeddling and at the same time strengthen the solidarity of Castro's partisans.

Castro Sits Tight.

Fort de France, April 9—Cipriano Castro shows no perturbation and is awaiting developments with tranquillity. He passes his time quietly at his hotel and receives no one. He spoke of the possibility of his going to St. Thomas, Danish West Indies.

C.P.R. WIELDS BIG STICK.

Company Refuses the Requests of the Mechanics.

Winnipeg, April 9—It has been learned authentically that the following is the correct status of the trouble between the mechanics and the Canadian Pacific railway.

Over a year ago the Canadian Pacific published certain rules. The men objected to them and an arbitration board put the minto effect. The men refused to accept them and went on strike. The strike lasted nine weeks, when the men called it off. The company then put the award of the arbitration board into effect. This award expired the first of April. On the first of March, the company posted a notice in its shops stating that they would extend the ward for another year. A committee representing a section of the men called on the company and sought to have changes made so that the men would be in the same state as before the arbitration.

The company's officers met the committee, but would not recede from the notice they posted and the committee finally signed this notice as parties to it for two years. The Canadian Pacific have an absolutely open shop. The men asked that their pension be restored, but this was refused as pensions will not be granted to men who have been on strike.

BIG FIRE IN MANCHESTER

Five Hundred People Left Homeless by the Flames.

Manchester, N. H., April 8.—Four tenement buildings were destroyed, twenty-seven were badly damaged and about 500 persons were made homeless by a fire that raged in the southern section of the city from 11 o'clock until the middle of the afternoon today. Help was called from Concord and Lowell, Mass., and Nashus, Portsmouth and Dover, N. H.

Six companies of militia were called out to help the families that were endangered by the flames. So rapidly did the fire leap from wooden structure to structure that in many cases women and children barely escaped with their lives. In two hours the fire had eaten out the tenement district bounded by Elma and Auburn streets on the east and Cedar street on the north.

Arrest in Smith Shooting Case.

Hamilton, April 8.—John Neville, well known to the police, was arrested tonight, charged with shooting Constable Henry Smith with intent to kill, over a month ago. The police claim they will have no difficulty in convicting him. Neville is a young man employed as a billiard marker. Smith is recovering at home.

Pullman Porter Found Dead.

Toronto, Ont., April 9.—Isaac Fraser, a colored Pullman porter of the Montreal-Toronto run, was found dead in his car on arrival this morning.

24 YEARS AGO TO-DAY

(Taken from the files of the Edmonton Bulletin, Saturday, April 11, 1885.)

The grist mills will soon shut down for the season.

Ice cleared in the River at Fort Saskatchewan on Thursday last.

The courier for Calgary was seen passing boggy plain on Wednesday morning at daylight riding hard.

The Calgary Herald says that the H. B. Co. is freighting north 1,100 pounds of seed corn for the use of the Indians on their breakings around Edmonton.

Proclamation were received for the election of trustees for Belmont school district to take place on Saturday, May 30th, at the Belmont school house, G. A. Blake returning officer.

Ice began to run at Edmonton on Saturday afternoon last but grounded in the bend below Hardisty and Fraser's mill in the evening. On Tuesday morning at eight o'clock it made its final break.

The Calagry chief of police, it may be interesting to know, is the old and only original Jack Ingram, who was the first chief of police in Winnipeg, and who was at one time reported to have been scalped in the Black Hills.

Sunday last was quite warm with a good breeze. At night a rain storm came up with thunder and lightning. This turned to snow and the ground was whitened on Monday morning, the weather being cold and stormy. The snow had all disappeared before evening.

At the Easter vestry meeting of All Saints' church Messrs. Lenny and Michael were appointed church wardens. There is no indebtedness on any of the institutions of the church and the reports were pleasant and satisfactory to those immediately interested.

W. C. Gillies, the telegraph repairer, who went east from Elenor last week to repair the line, was last heard from when about 55 miles from Battleford near Poundmaker's reserve on Saturday morning last. He then telegraphed that a river was unfordable on the bank of which he was camped. The probability is that he is either killed or captured by the hostile Indians.

W. S. Robertson returned from Beaver Lake on Monday evening. Spring was advanced about as far at the Lake as at Edmonton. The ice had left the shores of the lake but was still strong at the centre. Geese and ducks were plentiful. The beaver river was low. Everything quiet at the lake but the Indians there seem to be promptly informed of events at Carlton as people at Edmonton are. The first news of the battle at Duck Lake first heard by the settlers was from the Indians.

S. B. Lucas, farm instructor at Peace Hills went out on Tuesday afternoon last with a party of five men to bring in his family and those of his brother F. Lucas and brother-in-law, James Aylwin. The party reached the farm that night and found everything quiet with no Indians about except Muddy Bull, a minor Cree chief fromerly of Pigeon Lake and one or two others. They camped there the remainder of the night and in the morning put the women and children in wagons and started in. The courier to Calgary arrived at the farm about five o'clock on Wednesday took a fresh horse and started in without waiting for breakfast. The wife of the interpreter at the Edmonton agency, J. Calder, arrived from Bear's Hill, while the party were at the farm and reported that the Indians were preparing for war.

J. Tavel riports having seen a suspicious looking character near Turnip Lake on Friday morning, who from his appearance and conversation he thought was a scout from the hostile Indian camps at Battleford or Pitt. He was an Indian dressed as a white man, with a broad brimmed hat and a belt full of cartridges.

As no measures had been taken by the police officer and magistrates for the protection of persons or property outside of the Hudson Bay fort a meeting of citizens was held in J. A. MacDougall's store on Friday evening of which Dr. H. C. Wilson aws chairman and J. A. Petrie secretary. It was decided that charge of the general defence should be placed in the hands of a committee consisting of Messrs. J. Brown, E. Carey and D. R. Fraser, that work should be commenced this morning and that everybody be asked to help in making all possible preparations for the protection of life and property and that work should not cease until a proper result was attained.

"BOBS" TO DINE SCHOOLBOYS

Lord Roberts Will Honor Winners in Standard of Empire's Trip to England.

Toronto, April 7.—Field Marshal Lord Roberts has conveyed by cable an invitation to dinner in England to the Canadian high school boys who win the Standard of Empire contest for a free trip to the old country. Twelve boys picked from each province will sail for a three weeks' tour of England, Ireland, Scotland and Wales in July. The contest is confined to Canadian high schools and collegiate institutes and to contests in securing votes for subscriptions. Lord Roberts' dinner party to the successful boys will probably be held in London and will be an "early" function.

GREAT NORTHERN TO WINNIPEG

New Line Will Be Built By September 1st.

Winnipeg, April 7.—On September 1st of this year, the Great Northern will have a line into Winnipeg connecting with the Hill system at Emerson. This was determined definitely yesterday when James Fisher, Hill's legal representative, filed plans and specifications with Premier Roblin as railway commissioner. The plans show an air line from the boundary about sixty miles. Work will be started at once on the depot on the land owned by the Great Northern on Paulin street between Pacific and Ross, the intention being to have the line in operation by the date mentioned. Hitherto the Great Northern has been entering the city over the Canadian Northern line. The new route will save several miles.

Fire Destroys Settler's Home.

Saskatoon, Sask., April 8.—Fire this afternoon destroyed the farmhouse of Paul Sommerfeld, a couple of miles from town, with all its contents. The origin is believed to have been a defective stove pipe. The total loss is not known, but it will reach several thousand dollars.

WITH

ERADICATION OF

The time has arrived w
mers are again cultivating
the season's crop. In cu
soil it is well to handle
way that the weeds will
der control. The majorit
ious weeds in Alberta a
plants, or annuals, and b
mustard family. The s
mustards are of an oily
will live in the ground fo
iod without losing their
minating when brought u
per conditions. The only
icate them is to get the s
minate and kill the plants
are young, before they
seed. Before these seeds
ate they must be very
surface of the soil, not
two inches, and the soil m
ly packed around the se
were many weeds in last
it will be found advisable
stubble off in the spring
destroy many of the se
on the surface of the grou
render the soil more easil
If the stubble is burned,
be taken to prevent pra
plowing around the fie
should then be disced an
This will encourage the se
surface of the ground to
and by successive cultiv
the disc or harrow, they
etroyed and other seeds br
such conditions that they
ate. If this practice of
harrowing is followed up
of June a large number of
at the surface of the grou
been destroyed. The lan
be plowed and packed if
an early maturing variet
sown. In northern Alber
to sow beardless barley as
middle of June.

When the crop is about
high and the roots are fi
lished in the soil, it sho
rowed with a light lever
sloping teeth. This will
weed seeds that have sta
as encourage the growth
The harrowing should n
when the ground is wet,
will stick to the harrows
tendency to destroy some
If there are only a few wee
can be hand pulled, but i
large quantity, it will be
cut the crop for green fee
weeds reach maturity.

Usually, however, it wil
that the barley will choke
weeds that came up afterw

Where fall wheat is sow
od of discing and harrow
the summer should be cont
it is time to plow for whe

The above method of cult
pertains to very badly infe
It will not be necessary to
where there are only a
present. However, it will
found advisable to harrow
crop of grain when it is
ten inches high, as soon a
are firmly established i

Where only a few weed
they should be hand pull
sow or feed to stock any
contains weed seeds.

DAIRYMEN'S PROGR

Tuesday, April 13th, b
of the private and governm
eries of the province wil
Red Deer and remain in
until Friday, April 16th.

The programme as map
Mr. Marker, the superin
government creameries, w
Tuesday evening, when ad
be delivered by the Mini
riculture, the Deputy Min
riculture, C. Marker, and
fore the buttermakers an
of the twenty-one governm
eries.

On the following day, t
of the government cream
past year will be reviewe
ensuing year's work disc
dresses will be given on t
the secretary of a cream
ations, systems of bookkee
eral efficiency. It is exp
that the Live Stock Commi
be present to discuss dair
the assistance given by t
ment of Agriculture in bri
bred bulls into the provin
legates of the private crea
spend the day in discuss
in which they are partic
cerned under the directio
Miller, of Burnt Lake, pres
dairy association.

In the evening of the 14
vincial butter and cheese
vention and short cours
instruction will commen
dition to the speakers al
tioned the Dairy Commi
provincial instructors wil
tendance to lead the dis
subjects pertaining to th
work in creameries and
tories.

The practical side of the
will be a strong feature.
hibit will be open to all b
of the province. Demonst
be given in the composit
and testing of milk and cr
the determination of mois
er. The most important
the scoring contest for
when the total score of
sent in from the individu
ies to cold storage in Calg
announced.

The prize list shows m
value of $41, cash prize
ter exhibit, a cup of the
and a cup to be compete
year for the scoring con
output of the season.

THURSDAY'S GRAIN M

Winnipeg, April 8.—The
did not continue its trium
this morning, as many con
had predicted. Liverpool
higher, but not in propor
advance on this side the
Wednesday and there wer
works. Winnipeg May
$1.21, or ¾ over Wednesd
Though it had previously
high as 1.21¼ on the cur
after the opening, May s
1.21¼, but the price coud