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Boots made are not supplied to soldiers. A man will cheerfully pay a price for his footwear, but he wants shoes that will give satisfaction. The most reliable goods on the market today are the

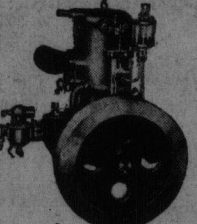
Waterbury & Rising "Specials."

Choice leather, expert workmanship, perfection of fit and a knowledge that if not perfectly satisfactory in wearing qualities we stand ready to make them good.

\$4.00 to \$6.50 a Pair.

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The latest development in Marine Engines. Strong, simple and unsurpassed when companions are made on cylinder dimensions. Operated on gasoline or kerosene.

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"MADE IN CANADA"

All our Electric Fixtures are made in Canada, we buy only Canadian-made goods, therefore we have the Exclusive Agency in this city for these goods.

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Each one receives our prompt attention. A trial will convince you. We also install Electric Bell Wiring. If you desire an electric door bell installed, or the present one repaired, just phone our office.

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A Uniform Standard of Quality

"King George IV."

WHISKY

THE "TOP NOTCH" SCOTCH

OBITUARY.

Dr. Frank H. Dickie.

The death of Dr. Frank H. Dickie took place Saturday morning at his home, 36 Crown street. The deceased was the son of the late George W. Dickie. He was 38 years of age, and had practised as a dental surgeon for a number of years in this city, his office being on Union street.

Dr. Dickie was a graduate of St. Joseph's College, and of Tufts Dental College, Boston, in dental surgery. He was unmarried.

Ralph Lee Day

The death of Ralph Lee Day, son of Charles H. and the late Sarah M. Day,

took place on April 2nd, after a lingering illness which was borne with Christian patience and fortitude. The funeral which was largely attended was in charge of the L. O. L. No. 150 and the services were conducted by the Rev. S. Johnson of the Chipman Baptist church. Interment was made in the new Baptist cemetery. The deceased leaves to mourn many relatives and friends.

DANGERS TO NAVIGATION

Miami (probably cutter Miami) reports via Portland, Me., April 7 by radio to Hydrographic office, New York, that she passed a three-masted schooner, with two masts showing, in lat 42 55 N, lon 65 15 W; hull submerged; rough sea and dense fog.

ROYAL YEAST



IS BEST YEAST IN THE WORLD

ROYAL YEAST CAKE

ROYAL YEAST COMPANY, LIMITED

Schr William Thomas Moore (before reported) was abandoned April 4 in lat 36 17, lon 74 01, in a water-logged condition under single reefed mainsail; rudder lashed amidships; vessel heading NNE and probably drifting ENE about one mile per hour.

U S str Dixie reports April 6, lat 34 53 N, lon 75 09 W, saw a mast, with wreckage attached.

Str Huron reports April 5, about twelve miles SW of Cape Lookout. Schooner lightship, passed a vessel bottom up.

Ice patrol str Seneca reports April 6—iceberg around in thirty-eight fathoms, lat 43, lon 50 09; find no ice further south; position, lat 43 34, lon 49 51.

Str Glenstrae (Br) reports April 2, lat 42 03 N, lon 64 57 W, passed two spars projecting above water from waterlogged vessel.

HON. MR. HAZEN TELLS OF WORK OF THE CANADIAN NAVAL SERVICE

What Has Been Done in the Eight Months Since the Outbreak of War — Interesting and Comprehensive Statement by Minister of Marine and Fisheries—Sir Wilfrid Laurier Admits that Mr. Hazen Has Work of His Important Department Splendidly in hand.

In the House of Commons a few days ago Hon. Mr. Hazen submitted some information as to the expenditure on the Canadian naval service since the outbreak of war. He showed that since the outbreak of war up to February 1st the Naval Department had spent, chargeable to the war appropriation, the sum of \$3,091,608.67. The estimated expenditures for February and March were \$700,000, so that the total expenditure up to the first of April was approximately \$3,791,608.67. Continuing Mr. Hazen said: "The amount that we have spent is divided under several heads, as follows:

Statement of Expenditure on Account of War from August 4, 1914, to January 31, 1915

War (including purchase of submarines)	\$2,695,096.22
Naval Service (Halifax and Esquimaux dockyards)	215,536.86
Fisheries protection service and Hydrographic surveys (vessels used as auxiliaries to Canadian fleet)	180,975.59
	\$3,091,608.67

Estimated for February and March	700,000.00
Estimated expenditure to March 31	\$3,791,608.67

"I have the details in connection with the expenditures under these different heads, but perhaps it is not necessary that I should go into them now. As a matter of fact, when my naval estimates were before the house on Saturday, in answer to questions by hon. gentlemen opposite, I gave a statement of the expenditures under the various heads, and the sub-heads, and it may not be necessary to take up the time of the committee by presenting these details at the present time. For the future, taking the period of twelve months, from the 1st of April next, my estimate is that in round figures we will expend \$3,000,000 out of any war vote which passes Parliament. My estimate is made up in this way:

H. M. C. S. Niobe	\$726,125
H. M. C. S. Rainbow	365,450
Submarine CC 1 and CC 2	170,975
Submarine Depot Esquimaux	38,800
Halifax Dockyard, civil employees	257,500
Esquimaux Dockyard, civil employees	173,350
M. M. C. S. Shearwater (depot)	207,425
H. M. C. S. Diana (depot)	264,975
Atlantic defences	336,000
Pacific defences	229,500
General account; Pension contributions to Imperial navy, Separation allowance and other miscellaneous expenses	179,800
	\$3,000,000

"I may explain that certain expenditures at Esquimaux are charged up to the name Shearwater, while at Halifax certain charges at the dockyard are charged to what is called Diana. This \$3,000,000 is only an estimate and it may vary one way or the other according to the progress of the war. If we find it necessary for any purpose to charter other vessels or to make use of other vessels in connection with any of the services on the Atlantic and on the Pacific, the amount would be augmented to that extent. This is the nearest estimate we can make at the present time.

The Rainbow and Niobe

"It will be interesting to the house if I give a statement in a general way of the work that has been carried on by the Naval Department since the outbreak of war.

"Preparations having previously been made to meet all contingencies which could be foreseen, it was only necessary to carry out or expand these preparations when war appeared imminent.

"At that time the Rainbow had been commissioned for patrol duty in the Behring Sea and was therefore ready for immediate service, whilst the Niobe was laid up at Halifax with a care and maintenance crew on board, which ensured her being kept in such a condition as would enable her to be placed in commission at short notice. On the declaration of war the Niobe and the Rainbow and the officers and men serving in them, were placed at the disposal of the Admiralty. Arrangements were immediately made to commission the Niobe and to complete her crew to full complement. This was done partly by the transfer of the Imperial officers and men of the sloop Albatross and Shearwater, which, owing to their small fighting value had been ordered by the Admiralty to pay off at Esquimaux, and partly by the inclusion of 100 Newfoundland Naval Reserve men.

"As soon as she was ready the Niobe joined the squadron under the command of the Rear Admiral commanding the North American Station, in which she has been doing duty ever since. The Rainbow was despatched south from Esquimaux to guard the trade routes and protect the sloop Albatross and Shearwater which were

proceeding north. These two vessels arrived safely at Aquimait and since that time the Rainbow has been continuously employed in the protection of trade and other duties in the North Pacific, and on the coast of British Columbia, being under the orders of the Imperial senior naval officer on that station.

The Submarines

"The Dominion Government on the outbreak of war purchased two submarines which were building at Seattle for the Chilean government. The crew was recruited from officers and men in the Dominion, the government being fortunate in this respect in obtaining the services of two retired officers of the Royal Navy, who had had previous experience in submarines. These vessels also were placed at the disposal of the Admiralty.

"Permission was also obtained from the Admiralty to use the Shearwater as a depot ship for the submarines. These three vessels have all been actively employed in the defence of the British Columbian coast.

"Naval depots have been established at Halifax and Esquimaux, in the former place for the accommodation of supernumerary ratings awaiting draft, and in the latter for the training of the Royal Naval Canadian Volunteer Reserve officers and men. A large number of other vessels, both governmental and private, are being utilized in connection with the naval defence of the coast. They are being employed on various services.

"The icebreaker, 'Earl Grey,' on her sale to the Russian government, was transferred to this department to be sent to Archangel. A crew of naval ratings was provided and the vessel was successfully navigated to her destination, the voyage of 3,000 miles being completed in fourteen days. On arrival at Archangel she was turned over to the Russian authorities. The crew returned by ordinary steamer.

Recruiting

"As to the personnel; recruiting has been actively carried on to complete the 'Niobe's' crew as previously stated and to obtain the requisite crews for the other vessels employed on subsidiary duties, preference being given to men with previous naval experience. The naval volunteers, which were established just previous to the outbreak of war, developed largely in the west, where some 400 officers, and men are enrolled. These volunteers have done good service both ashore and afloat, a considerable number having served continuously in the 'Rainbow' since the outbreak of hostilities, whilst others are in H. M. S. 'Newcastle' and various vessels at Esquimaux, including the 'Shearwater.' Their training is being continuously carried on. The department has acted as recruiting agent for the Admiralty. A large number of Imperial service officers and men have been reached and arrangements made for their transportation from all parts of the Dominion to England.

"As to harbor defence; all details connected with naval defence at defended ports are undertaken by this department. At certain ports in Canada: Halifax, Quebec and Esquimaux, an examination service was instituted before the outbreak of war and has been uninterruptedly continued. This is for the purpose of ensuring that no vessel with hostile intent shall enter the harbor and also to facilitate the ordinary flow of commercial ships. To this end every vessel entering the harbor is boarded outside the port and her papers, crew, etc., examined. If satisfactory she is allowed to proceed; otherwise, she is detained for further examination.

"The mine sweeping was undertaken at the request of and after consultation with the Admiralty. At certain ports a mine-sweeping flotilla is provided. This consists of comparatively small vessels whose duty it is to keep the approaches to the harbor clear of enemy's mines. This entails daily operations on their part. "A number of vessels are employed on patrol duty on different parts of the coast, including the Gulf of St. Lawrence and Bay of Fundy. They are charged with the duty of keeping watch for hostile craft of all sorts. "All enemy merchant ships were ordered to be detained on the outbreak of the war, the arrangement for this being concluded with the Customs Department. The only German ship in Canadian harbors was the barque 'Bellia' which was seized at Rimouski and has since been condemned in the prize court. The Austrian steamer 'Ida' was seized also, but subsequently released under the days of grace allowed. Many important questions regarding contraband and neutral commerce are continually arising which indirectly affect the department and are dealt with accordingly.

"As to defence; at certain places guns have been mounted and manned by naval volunteers; whilst in other places protection has been prepared by the provision of motor torpedo boats and mines prepared for laying in case of emergency. These operations also were carried out largely by naval volunteers.

Ships' Stores

"In connection with the stores branch for H. M. C. ships and dockyards, the organization and systems under which the work of this branch at headquarters and at the dockyards is performed, had been maintained in full force as far as possible before the outbreak of war. While the ships were manned by reduced crews, it had not been considered either necessary or advisable to maintain in the dockyards the full stock of stores required when ships were in full commission. When affairs assumed a threatening aspect in the last week of July, steps were immediately taken to supplement the stock of stores necessary to complete the ships for active service.

"All stores necessary for the commissioning of H. M. C. S. Niobe were obtained without delay. Clothing and equipment have been supplied for all entries of active service ratings and the Royal Naval Canadian Volunteer Reserve. Suitable arrangements were made for the messing of the shore parties in various localities. H. M. C. S. Earl Grey was fully stored for her voyage to Archangel, and suitable supply arrangements made for the submarines and all fleet auxiliaries.

"The following statement shows the extent of the purchases made under the store vote from August 1 to date shown:

Headquarters orders, 508 No. (January 31)	\$652,700.00
Halifax local purchase orders (January 14)	67,046.00
Esquimaux local purchase orders (January 15)	122,808.00
Local purchases by and on behalf of ships, west coast (December 31)	51,537.00
Local purchases by and on behalf of ships, east coast (December 31)	43,471.00
Orders and commissions placed with the Admiralty (January 31) aggregating approximately	200,000.00
Total	\$1,137,562.00

"The following statement shows the value of stores issued and received at the dockyards to December 31:

Receipts at Halifax dockyard, August 1 to December 31	\$270,622.77
Issues during same period	252,014.99
Receipts at Esquimaux dockyard, August 1 to December 31	272,527.18
Issues during same period	302,777.02

"The figures in this statement do not include stores handled for the Imperial government, nor purchases made direct by ships as in the case of fresh provisions.

"Not including fuel, fresh provisions, stores, the property of the Imperial government in the custody of the naval store officers and direct purchases made by ships from Canadian firms, stores of the values shown below have been drawn from the dock yards.

Issues from Halifax dockyard to Imperial and allied ships, August 1 to November 30:	\$24,473
Admiralty	9,859
Issues from Esquimaux dockyard to Imperial and allied ships, August 1 to November 30:	80,000
Admiralty	19,800

*Includes some fuel.

Fuel and Oil.

The next matter to be considered is fuel and oil for the fleet. At the outbreak of war Imperial and Canadian stocks of Welsh steam coal were low. The purchase of five cargoes of suitable steam coal were made to provide for the requirements of the fleet till supplies from Admiralty sources were again available. Coaling operations on both coasts have been extensive and have necessitated special arrangements for extra accommodation and facilities. Supplies of oil fuel, and lubricating oil have been contracted for as necessary. The following amounts of coal have been handled to date:

At Esquimaux—	
Received	45,826 tons.
Issued	40,828 tons.
Total	86,654 tons

At Halifax—

Received approximately	80,000 tons.
Issued approximately	68,000 tons

Total approximately 148,000 tons

Regarding the naval dockyards at Halifax and Esquimaux, the work has since the outbreak of the war increased considerably, necessitating an increase in the personnel of these establishments and considerable overtime and nightwork. Halifax is being used as the base for vessels of the North Atlantic fleet, and the dockyard is being used for carrying out repairs to these vessels, including the Niobe, and also those necessary to the various auxiliary vessels which have been employed on the defence examination service, etc. At the Esquimaux dockyard the expenditure and personnel have increased correspondingly. Repairs have been effected to the Niobe, the submarines, the Newcastle, and other vessels, and, on the whole, the work has been efficiently carried out, having regard to the facilities available.

Soon after the outbreak of war, I felt that with my official position, that it was necessary to have some officer of higher rank than we had at that time at Esquimaux. We were fortunate in securing the services of a retired rear admiral of the British navy, Admiral Storey, who was living in Canada at the time. We sent him to Esquimaux, and since then

matters have progressed very smoothly.

Vessels in Use.

"There have been engaged the following vessels of the fisheries protection service: Curlew, Malaspina, Constance, Gullhawk, Valiant, Galliano, Newington, Petrel, Restless. Of the Fisheries Patrol service: Falcon, Heron, Wing, Egret, Plume. Of Marine and Fisheries: Lansdowne, Aberdeen, Bellechasse, Druid, Estevan, Lady Laurier, Quador, Stanley, Lady Grey. Of the Hydrographic Survey: Cartier, Acadia, Lillooet. Of Public Works: the Speedy. Of Customs: the Arthur, which was formerly called the Margaret.

"The following is a list of vessels under charter for defence: Advent, Halifax, N. S.; Beleine, Sydney, N. S.; Legal Limit, Esquimaux, B. C.; Sable I., Halifax, N. S.; Uncle Sam, Halifax, N. S.; Viking, Oak Bay, B. C.; Gladiator, Nanaimo, Premier, Midland, Scotsman, Shannon, Melanope, King Malcolm. The following is a list of vessels hired for defence not under any charter: Barge No. 2, tug Cruiser, Christine, Gopher, Klondyke (barge), Pilot, Scow 7, Scow 8, Scow 1, Scow 2, tug Sin Mac, tug, Barge A. D., Barge Rose de Lima, Barge Flora Carveth, Barge No. 5.

Patriotic Owners.

"I would take this opportunity of saying that we had placed at our disposal by private owners, vessels that have been of very great use to us. Great patriotism was shown in connection with the matter by men desirous of helping during the present crisis in the nation's affairs. The Davy Jones, which we have used in connection with the northern defence scheme on the West coast, was lent to us by Mr. Evans B. Deane. The Ivy Leaf, the Laurel Leaf, the Holly Leaf and the Viner were lent to us by the British Columbia Packers' Association. The Aquilla was a free donation from Mr. J. Rogers, Commodore of the Vancouver Yacht Club. The Naileen was lent by Mr. J. Musgrave. The Jessie, by Messrs. A. W. Bridgman, J. H. Simson and T. J. Ryan, and the Legal Limit by Mr. A. H. Pease. On the East coast two vessels were lent for defence, the Semiramis by Mr. C. B. Gordon and the Albatross by Mr. J. M. K. Ross, R. N. C. V. R., of Montreal. That is a very fast vessel and is rendering very valuable service. Mr. Ross received a commission in the Naval Service and is now on board another boat, the Tuna, which he sold to us for the nominal sum of one dollar, and he is doing valuable work in connection with the defences of the Atlantic coast. His course has been of the most patriotic description and I feel it is only right to make reference to it here. He made a contribution of \$500,000 for the purpose of the patriotic fund. But his interest in the war and his desire to help did not cease with that; he has also placed at our disposal and is himself serving in the Canadian navy in command of the Tuna, and is rendering very valuable assistance in connection with our intelligence service on the Atlantic coast. We also received an offer from J. C. Eaton, a public spirited citizen of Toronto, of the steam yacht Florence, which, however, was not required for our use. We were also offered by Mr. Gooderham the use of his yacht a very handsome vessel, which we have not yet had occasion to employ.

We also received valuable contributions in kind from three Canadian firms as follows: the Cowan Company, of Toronto, 3,024 lbs. navy cotton; Messrs. Brander-Henderson Company, 30,000 lb. white lead; Messrs. Martin-Senour Paint Company, 4,000 lb. anti-corrosive copper composition, and 4,000 lb. anti-fouling composition. The value of these gifts ran into quite a large figure.

I would take this opportunity of saying that the department feel and I feel very much indebted to Colonel Aemilius Jarvis, of Toronto, who rendered great assistance in connection with the enlistment in Toronto of naval reserve men who were subsequently sent to Halifax and placed on board the Niobe. His services were invaluable.

The House is aware that four young men who were graduates of the Naval College at Halifax, and were serving as midshipmen on the Good Hope gave up their lives. We have now serving on the Berwick nine young men from the Naval College, and there are six more of the same class in other ships, and ten other Canadians are serving in His Majesty's navy. I believe that if they come in contact with the foe they will do their duty in a way of which we shall be proud as Canadians and which will be in accord with the very best traditions of the British naval service.

At the conclusion of his statement Hon. Mr. Hazen was congratulated by members on both sides of the House. Sir Wilfrid Laurier is quoted by Hansard as saying, "The Minister has given us a very interesting statement, very full, very complete, and I sincerely offer him my congratulations upon it."

Belgian Relief.

A subscription of \$33 to the Belgian Relief Fund from the Centenary Methodist Church was sent in by the treasurer of the church, J. L. Thorne, Saturday morning.

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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrup. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Dr. J. C. Fletcher

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