

MAJOR HODGINS ON THE STAND

Evidence in Regard to Wrongful Classification of Work

MUSKIEG AS SOLID ROCK

Tells of Conversation With Mr. Morse, of G. T. P., Over Question

ATTACKS PRESIDENT OVER INJUNCTIONS

Lawyer Speaking at Manufacturers' Meeting Says He is Wrong

OFFICIAL NEWS FROM NEW PLACER DIGGINGS

Gold Commissioner of Omineca Tells of the McConnell Creek Stampede

EARTHQUAKE CLAUSE

Insurance Companies Involved in Kingston Disaster Win Out in Court

KING AND CZAR

Coming Meeting Expected to Further Improve Relations of Britain and Russia

ALBERTA LIVESTOCK

Breeders' Show at Calgary Fairly Successful in Face of Unfavorable Conditions

Lake Winnipeg Navigation

Selkirk, Man, May 20.—The first boat to arrive from Lake Winnipeg this season was the majestic, which came in last night with a cargo of lumber.

Died in Operating Chair— Vancouver, May 20.—Walter Drake aged nine, while being operated on for tonsillitis died in the operating chair today after taking an anesthetic.

No Dominion Fair Exhibit— New Westminster, May 20.—Chilliwack district has decided not to make an exhibit at the Dominion Fair at Calgary owing to the small prize of \$50 which is all that is offered.

Excursion to Victoria— New Westminster, May 20.—Victoria was decided upon as the object of the Dominion picnic this year, at a meeting of the committees held in the city hall last night.

Bills of Lading— Toronto, May 20.—Representatives of shippers from all parts of Canada, at a meeting held in the board of trade today, passed a resolution expressing their desire for more simple forms of bills of lading, along the lines suggested by the Canadian Manufacturers' association and the Toronto board of trade.

Fireman Badly Injured— Vancouver, May 20.—Clarence Westover, a fireman stationed at No. 2 fire-alarm, last night fell through the hatchway surrounding the sliding pole at the hall, striking heavily on the floor, 23 feet below.

New York, May 20.—With an election in prospect today, followed by a banquet at the Waldorf-Astoria tonight, the National Association of Manufacturers has held a luncheon in New York today.

Los Angeles, May 20.—That the United States Atlantic fleet, counteracting the coast of Oregon the heaviest sea since it left Hampton Roads, which in turn flows into the Bay of Fundy.

London, May 20.—The meeting between King Edward and Emperor Nicholas of Russia will occur at Reval, in the Gulf of Finland, where the British sovereign will arrive on June 3, on board the royal yacht "Victoria and Albert."

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FRENCH BISHOPS TO REJECT OFFER

Instructions From Pope Are Against Mutual Aid Societies

FUNDS FOR AGED PRIESTS

Rejection Based on Fact That Church Would Not Have Control

Paris, May 20.—It is officially announced that the Pope has instructed the French episcopate to refuse the clause in the church document providing for the creation of mutual aid societies for aged priests.

Montreal, May 20.—A two-year-old child named Boudreau is dead from drinking lye.

Calgary, May 20.—There has not been any crop north of Airdrie, but the crops are looking ideal. The rain which we have been having here is said to have reached as far south as Nanton.

Bookmakers Win in Court— Toronto, May 20.—The court of appeals today quashed the conviction against John Wolff and seven others who were fined \$100 and costs each at Fort Erie for betting at Fort Erie Jockey club last fall.

Calgary Building Trouble— Calgary, May 20.—The trouble at the new city hall between the stone-masons and the laborers on one side and the Alberta Building Co. on the other. The Alberta Building Co. has refused to pay the stone-masons and the men take a different view. Work has been suspended.

Rural Jury Disagrees— San Francisco, May 20.—The jury in the case of Ruff, accused of offering a bribe to former Supervisor Jennings Phillips, came into court today after being locked up all night and announced that the agreement had been reached and asked for instructions. The indications point to a disagreement.

Sun Life Company— Montreal, May 20.—Robertson McAnay, while retaining the presidency of the Sun Life Assurance company, has relinquished the managing directorship, and is succeeded by J. B. Wood, assistant secretary, becomes secretary, and J. C. Cape, assistant superintendent of agencies.

Low Temperatures in Wheat Country— Authorities Do Not Expect Any Serious Damage From the Frost

Winnipeg, May 20.—Low temperatures in wheat country, authorities do not expect any serious damage from the frost.

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UNFAIR CLAUSE MAY BE ALTERED

Rumor That Opposition Fight on Election Bill is to Be Successful

PART OF SUPPLY VOTED

Civil Service Salaries Provided for on Suggestion of Opposition

Ottawa, May 20.—The air is full of rumors regarding the plans of the government in connection with the election bill. One rumor is to the effect that the government will amend the clause in the bill to overcome the objection of the opposition by limiting the judges to the allocation of voters to their proper polls where the lists are prepared for provincial purposes.

St. Catharines, May 20.—While probably a thousand excursionists from Welland and other points were coming into the city on the Niagara Central railway this morning, the first car jumped the track on a fifty-foot embankment near Thorold.

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DOUBLE CRIME OF INSANE SON

Deliberately Shoots His Father and Turns Revolver on Himself

ELDER MAN A MILLIONAIRE

Trouble Caused By Intention to Remarry Against Family's Wishes

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WORK PROGRESSING ON G. T. P. TERMINUS

Merchants and Others Erect Temporary Buildings— Work on Railway

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EDUCATION BILL READ SECOND TIME

Nationalists Join Unionists in Voting Against the Measure

BOOM BILL THROWN OUT

Senate Committee Accepts Attorney-General's View of Shuswap and Thompson River Bill

Ottawa, May 20.—The Shuswap and Thompson River Boom Company bill, by which power was sought to construct booms in one of the most important lumbering districts of British Columbia, was thrown out this morning in the senate by a vote of 17 to 12.

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New York's latest Actual \$35.00



Tailored Costume \$18.50



Tailored Costume \$18.50

WINDOW DISPLAY AND BROAD STS.

GARESCHE-CARTER CASE IN THE COUNTY COURT

The Proceedings Before Judge Lampan Will Be Resumed This Morning

(From Thursday's Daily) Yesterday morning in the county court before Judge Lampan, the Garesche-Carter trial was begun with W. J. Taylor, K.C., acting for the crown and Frank Higgins for the defence. Before proceeding, the prosecution stated that while Miss McIntosh was giving her evidence, it might be well to ask those who were not directly interested to leave the court. Judge Lampan readily consented, and all except those who were anxious to see the proceedings, left the room.

As prosecutor for the crown, it fell upon Mr. Taylor to make known the facts of the case to his honor. Mr. Taylor's remarks were a brief resume of the evidence which had been brought out in the police court three weeks ago. In presenting his case to the bench, Mr. Taylor stated that it was the duty of the crown to establish upon the evidence which was already in the hands of his honor. He pointed out that in a concise manner the main points of his case and he pointed out that it would be his endeavor to produce evidence as he proceeded to prove the charges against the accused.

Miss McIntosh was the first witness called and told of her employment with Garesche. She also related her experiences which were much the same as given before Magistrate Jay in the police court.

The court adjourned at 12.30 p. m. and continued shortly after 2 o'clock. It was then that Mr. Higgins took up his cross-examination of Miss McIntosh. During the early part of the cross-examination, the answers to his questions did not vary to any great extent until the young woman was questioned regarding her term of residence in Vancouver. When asked if she knew a man called Ferguson and a woman of the same name who was ostensibly posing as his wife, she stated that her acquaintance with the Ferguson was of short duration. She gave the same reply regarding Vandeviller, Stuart, Donovan and a number of others. It was at this point that Mr. Higgins began an unmerciful cross-examination which brought out the fact that the witness had not told the entire truth regarding her life in Vancouver when under cross-examination in the police court. To further force his point, Mr. Higgins at this juncture called in Vandeviller and a woman called Roach.

Continuing he pressed the witness to state whether or not she knew the man and woman who were with her in her court. The witness finally admitted that both were known to her when she began to weep bitterly. Judge Lampan waited until he satisfied himself that the witness was not in a fit condition to continue and requested Constable Carter to remove her to an outer room in order that she might regain composure.

The court stood adjourned half hour when the witness was brought back. Mr. Higgins continued his cross-examination and the informa-

BATTLESHIP FLEET IN STRAITS TODAY

American "Armada" Should Be Visible From Beacon This Forenoon

(From Thursday's Daily) The squadron of U. S. battleships and auxiliary vessels, sixteen battleships and as many more other vessels, from the Atlantic coast will pass into the straits this morning at 7 o'clock and pass up to Port Angeles about 10 a. m., being probably visible from Beacon Hill. The fleet will consist of the battleships, the Wisconsin replacing the Maine and the Nebraska the Alabama. The fleet is composed as follows:

First division—U.S.S. Connecticut, U.S.S. Kansas, U.S.S. Vermont, U.S.S. Louisiana, U.S.S. Oregon, U.S.S. Iowa, U.S.S. Missouri, U.S.S. Wisconsin, U.S.S. Kentucky, U.S.S. Illinois, U.S.S. Kearsarge, and U.S.S. Tennessee. Second division—U.S.S. Georgia, U.S.S. New Jersey, U.S.S. Rhode Island, and U.S.S. Nebraska. Third division—U.S.S. Minnesota, U.S.S. Ohio, U.S.S. Mississippi, and U.S.S. Virginia. Fourth division—U.S.S. Wisconsin, U.S.S. Illinois, U.S.S. Kearsarge, and U.S.S. Tennessee.

SEARCH FOR MISSING

Provincial Police Will Investigate Disappearance of the Waters

After several futile attempts to get into communication with the police authorities at Clayouot, word has at last been received by Superintendent Hussey relative to the disappearance of Horace and Harvey Waters, who had been reported missing on Nootka Island. The provincial constable at Clayouot has wired that it is believed that the brothers have met with an accident in the woods and the two carried a quantity of dynamite with them when they left Friendly Cove, the last place at which they were heard of. They are supposed to have travelled into the woods and it is possible that through an explosion of the dynamite they have been injured. The provincial police department will order a constable to proceed either from Alberni or Clayouot to Nootka Island and make a thorough investigation. It will be some time before a report can be received back in Victoria though it is expected that when the Waters returns on her next trip some word of the missing brothers will be brought.

Calgary Debentures

Calgary, May 20.—This city has effected a sale to Geo. Stinson & Co. of Toronto of the \$485,000 debentures, thirty years, 4 1/2 per cent at the highest price received for such securities by either Calgary or any other city of its size in the west for the last couple of years. The price paid was \$255 and all the interest accrued in report can be received back in Victoria through the next ninety days, amounting to \$415,000.

Prominent Horseman Dead

New York, May 20.—John H. Bradford, one of the best horsemen in this city, died at his home of pneumonia.

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DYNAMITERS FOILED

Attempt to Blow Up Railway Bridge Over Harlem River Frustrated By Watchman

New York, May 20.—That an attempt was made last night to blow up the new bridge of the New York, New Haven and Hartford railroad, over the Harlem river, at West Farms road, became known today, when a watchman on duty discovered a quantity of dynamite floating in the river. An investigation followed the finding of the dynamite, and the police learned that the watchman on the bridge had been set upon by five men during last night when he caught them in the act of placing a charge of dynamite under the structure. The watchman succeeded in driving off the men, who dropped the dynamite into the river. It was picked up by a barge captain, who turned it over to the police.

C. N. Freight Wreck

Edmo. Ont., May 20.—A Canadian Northern freight train was wrecked near here when it cut six cars, loaded with coal, were derailed. The cause was a broken rail. No one was injured.

Toronto Station Project

Toronto, May 20.—The Hamilton Radial company is said to be negotiating for the purchase of the land bounded by Adelaide, Bloor and Spadina streets, which to erect a terminal station.

GOOD PLACER GROUND IN FINLAY COUNTRY

Advices Received From Ingenika River Tell of Rich Pay Dirt

Vancouver, May 20.—Direct advices from the Ingenika River country, east of the Cominca district in North Central British Columbia, giving authentic particulars of the placer gold discoveries there were received today by C. H. Dunlevy of this city. All doubts of the existence of pay dirt on McConnell Creek have been dispelled. Although the claims are only in the prospect stage, bedrock not having yet been reached, the yield is given at from four to five cents per pan, and indicates the richness of the ground. The news was contained in a series of letters written by prospectors in the employ of a Vancouver syndicate organized by Mr. Dunlevy and William Ellis is now on his way to the Ingenika. He left here last Thursday on a trip to the Ingenika. The placer region eighty miles from the Ingenika, and which gives promise of proving richer than McConnell creek, was discovered by the discoverer, McConnell creek, last summer, staked claims there on behalf of Messrs. Dunlevy and Ellis, who dispatched Gus Rosenthal and Belnes to the scene in February last. These last-mentioned parties also located additional ground before returning to Hazelton a few weeks ago to report and secure supplies. They will hurry back to the diggings within a few days. Work will be prosecuted vigorously all summer. Hasler and Billy Edwards, on behalf of the same syndicate, also went to the Ingenika in March last. They are still there. Fulmore, a veteran prospector, was gratified by the same people last January. He is supposed to be seeking placer ground in the Peace River country beyond the Ingenika.

McConnell Creek, April 21.

"As I have an opportunity of sending a letter I thought I would write you. I expect this will be the last chance to send mail out until the pack train comes in. The country looks good for prospecting and there is a good showing in platinum on Discovery on this creek. I have made three locations. I consider them very good, as they have pay dirt on both sides. I am building a cabin and intend to make this headquarters. This creek is about eight miles long. They tell me there is a schist formation just over the divide from here. I intend to investigate it when the snow goes off. I would call this a serpentine formation, and may also produce platinum in paying quantities. Lower Discovery men claim to have dirt that runs four cents to the pan. There is about four feet of snow here now and prospecting is difficult."

Hazelton, May 10.

"Saw Burns and Rosenthal last night and had a talk with them about the Finlay river country. They seem to think that it looks good and say that Mero and Perry have got fair prospects, but have not yet done much work. The pay runs four or five cents to the pan and we have the adjoining claim to discovery located by them for us last fall. The government has granted claimholders an extension of one year for the discovery of some locations for us and they seem to think favorable of them."

Hazelton, May 12.

"George Burns and myself have been to the Ingenika and staked claims for all the members of your syndicate. There will be a pack train leave here for the diggings about June 1. Horses are scarce and very high here. Belnes and I made a trip down to the diggings, but our supplies gave out and we had to return. I think it is an even better country than the Ingenika."

GUS A. ROSENTHAL

Latest Report. Vancouver, May 20.—Top gravel that will cost \$12 per day to the man, and flour at 75¢ per sack. Some 40 miners at work on McConnell creek whelping for the summer season. The placer ground in the Peace River country beyond the Ingenika.

Consul Shirley Resigned

Washington, May 20.—It was explained at the State department today that the resignation of John H. Shirley, United States consul at Charlottetown, P.E.I., was withdrawn by the British government in the regular course of procedure on the recognition of his temporary successor, Inspector Murphy. Mr. Shirley's resignation was accepted by the department some time ago, the reason given being his desire to engage in private business. His permanent successor, Franklin B. Hale, is to be transferred from Charlottetown, P.E.I., and confirmed by the senate two weeks ago.

ROBBERED OF HIS MONEY AT POINT OF REVOLVER

William Locke Held Up on Mears Street Within Block of His Home

(From Thursday's Daily) "This order backed up by the muzzle of a six-shooter brought William Locke, an apprentice on the Times newspaper, to an abrupt stop at 12.30 o'clock this morning just at the corner of Cook and Mears streets, a block from the young man's home. Following the injunction to "Show out" Mr. Locke handed over to the hold-up man his roll containing \$3 in bills and with the admonition to "Make away" the robber turned and disappeared across a nearby vacant lot.

Mr. Locke, who had been employed at the Times office until shortly after midnight, was on his way to his home, on Beicher street, but a short distance from the scene of the hold-up. The robber, who was dressed in a dark suit and a hat, was seen to enter the opposite side of the street where there is no sidewalk a quantity of long grass is growing and while Mr. Locke did not see the robber until the latter stood in front of him it appeared as if the latter jumped up from the grass. The spot is lighted only by an electric light about two blocks away on Cook street and was comparatively dark, though Mr. Locke obtained a sufficiently clear look at the man to recognize that the latter was wearing a mask and was apparently shabbily dressed. The revolver pointed straight at Mr. Locke was sufficiently visible to warrant him obeying the summons to hand over the money which he promptly did. The robber made no attempt to ascertain if his victim possessed any other valuables and curtly obeying him to "make away" turned and disappeared.

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Invitation to Teachers

Frederickton, N. B., May 20.—Prof. J. W. Robertson, addressing a public meeting here tonight, told of the practical work at the McDonald college at St. Anne's, Que., and invited a dozen New Brunswick teachers to take a year's free course and return and give their opinions on the proposed new educational system.

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"Saw Burns and Rosenthal last night and had a talk with them about the Finlay river country. They seem to think that it looks good and say that Mero and Perry have got fair prospects, but have not yet done much work. The pay runs four or five cents to the pan and we have the adjoining claim to discovery located by them for us last fall. The government has granted claimholders an extension of one year for the discovery of some locations for us and they seem to think favorable of them."

Hazelton, May 12.

"George Burns and myself have been to the Ingenika and staked claims for all the members of your syndicate. There will be a pack train leave here for the diggings about June 1. Horses are scarce and very high here. Belnes and I made a trip down to the diggings, but our supplies gave out and we had to return. I think it is an even better country than the Ingenika."

GUS A. ROSENTHAL

Latest Report. Vancouver, May 20.—Top gravel that will cost \$12 per day to the man, and flour at 75¢ per sack. Some 40 miners at work on McConnell creek whelping for the summer season. The placer ground in the Peace River country beyond the Ingenika.

ROBBERED OF HIS MONEY AT POINT OF REVOLVER

William Locke Held Up on Mears Street Within Block of His Home

(From Thursday's Daily) "This order backed up by the muzzle of a six-shooter brought William Locke, an apprentice on the Times newspaper, to an abrupt stop at 12.30 o'clock this morning just at the corner of Cook and Mears streets, a block from the young man's home. Following the injunction to "Show out" Mr. Locke handed over to the hold-up man his roll containing \$3 in bills and with the admonition to "Make away" the robber turned and disappeared across a nearby vacant lot.

Mr. Locke, who had been employed at the Times office until shortly after midnight, was on his way to his home, on Beicher street, but a short distance from the scene of the hold-up. The robber, who was dressed in a dark suit and a hat, was seen to enter the opposite side of the street where there is no sidewalk a quantity of long grass is growing and while Mr. Locke did not see the robber until the latter stood in front of him it appeared as if the latter jumped up from the grass. The spot is lighted only by an electric light about two blocks away on Cook street and was comparatively dark, though Mr. Locke obtained a sufficiently clear look at the man to recognize that the latter was wearing a mask and was apparently shabbily dressed. The revolver pointed straight at Mr. Locke was sufficiently visible to warrant him obeying the summons to hand over the money which he promptly did. The robber made no attempt to ascertain if his victim possessed any other valuables and curtly obeying him to "make away" turned and disappeared.

Latest Report

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Invitation to Teachers

Frederickton, N. B., May 20.—Prof. J. W. Robertson, addressing a public meeting here tonight, told of the practical work at the McDonald college at St. Anne's, Que., and invited a dozen New Brunswick teachers to take a year's free course and return and give their opinions on the proposed new educational system.

Ogilvie's Big Fire Sale Attracts Crowds Daily from All Over the City

Make it a point to visit our store before this sale closes—it will pay you—there are many bargains to be obtained. We mention a few to tempt you.

Bird Cages

- Enamelled cages, reg. \$2.00, sale price..... **\$1.45**
- Enamelled cages, reg. \$2.25, sale price..... **\$1.65**
- Enamelled cages, (brass seed guards) reg. \$3.00, sale price..... **\$2.00**
- Brass cages, reg. \$3.25, sale price..... **\$2.00**
- Breeding cages, reg. \$3.50, sale price..... **\$2.00**

Carpenters' Tools at Your Own Prices

- Nickel plated iron Levels (with ground glasses), Regular \$4.50, Sale price..... **\$3.25**
- Stanley's all brass-bound wood Levels, Regular \$5.00, Sale price..... **\$4.00**
- Dixon's Back Saws, Regular \$1.35, Sale price..... **\$1.00**
- Nichols' blood-stain Priming Squares, Regular \$2.50, Sale price..... **\$1.35**
- Wood Dado Planes, Regular \$1.25, Sale price..... **90c**
- Wood Noting Planes, Regular \$1.50, Sale price..... **90c**
- Stanley's wood Jolter Planes, Regular \$3.50, Sale price..... **\$2.00**
- "Clean Cut" Lathing Hatchets (Dunhill's pattern), Regular \$2.00, Sale price..... **\$1.25**
- Six-inch steel Try Squares, Regular 60c, Sale price..... **35c**
- Eight-inch steel Try Squares, Regular 75c, Sale price..... **45c**
- All sizes Centre Bits, Counter Sinks, Beavers, Punches, etc., each..... **10c**
- All sizes of Scribe, Socket Gauges, Chisels, Gauges, going at cost price.

Builders' Hardware and Nails Must Be Sold Regardless of Cost

Electricians!

—We have about one dozen Frey's Corner Braces left, which we are selling for **\$3.25** each. The regular price is \$4.50 each. Don't delay in taking advantage of this.

"Prism" Brand Ready-Mixed Paint, \$1.50 Per Gall.

Varnishes, Stains, Enamels and Paint Brushes Going at a Sacrifice

Odds and Ends

- Folding Clothes Driers, Regular \$1.25, Sale price..... **75c**
- Telescoping Clothes Driers, Regular \$2.00, Sale price..... **\$1.00**
- Skirt Boards, Regular \$1.00, Sale price..... **50c**
- Pastry Boards, Regular 65c, Sale price..... **35c**
- English Hair Brooms, Regular \$1.00, Sale price..... **50c**
- Weighted Floor Polishing Brushes, Regular \$3.50, Sale price..... **\$2.50**
- Weighted Floor Polishing Brushes, Regular \$2.75, Sale price..... **\$1.75**
- Enamel Coffee Pots, Regular \$1.65, Sale price..... **75c**
- Spring Balances (Government stamped), will weigh 25 lbs. Regular \$1.00, Sale price..... **50c**

Tape Lines

- 65 feet English Linen Tapes, Regular \$1.00, Sale price..... **50c**
- 50 feet English Metallic Tape, Regular \$2.50, Sale price..... **\$1.50**
- 65 feet English Metallic Tape, Regular \$3.25, Sale price..... **\$1.75**
- 66 feet English Steel Tapes, Regular \$6.00, Sale price..... **\$3.50**

Church's Alabastine

5-pound Package, reg 50c sale price **25c**

Picks and Mattocks

- English Claypick and Handle, sale price..... **90c**
- Long Cutter Mattocks and Handles..... **90c**
- Long Handle, round point, Shovels, reg. \$1.00, sale price..... **75c**
- **\$1.25**, **85c**
- extra strong, reg. \$1.40, sale price..... **\$1.00**

Scythes and Snathes

- Scythes..... **50c and 60c**
- Snathes..... **60c**
- Grass Hooks, reg. 60c, sale price..... **35c**

1110 Government Street **OGILVIE'S BIG FIRE SALE** 1110 Government Street

POINT OF HIS MONEY

Locke Held Up on Street Within Block of His Home

From Thursday's Daily)
The robbery of Mr. Locke, which was reported in the Daily Colonist on Thursday, has been the subject of much speculation...

PATHANS OF INDIA FOND OF FIGHTING

Lieutenant Bertram Bell of the Scinde Horse on His Way Home on Leave

That the Pathans of northwestern India insurrect more out of Inborn love of fighting than because of any serious political grievance is the belief of Lieutenant Bertram Bell...

IMPROVED TURBINE FOR STEAMSHIPS

Interest Displayed in Recent Trials at Aberdeen—Is a Reversible Machine

An improved steam turbine, which is likely to arouse considerable interest in engineering circles, was given a trial at Aberdeen, Scotland, recently...

FEW CHANGES MADE IN LOCAL PRODUCE

Butter Shows Slight Decline, But Nearly All Lines Hold Firm

A drop in the price of butter on the local market occurred this week when values eased off five cents per pound...

CAMOSUN RETURNS FROM PRINCE RUPERT

High Water in Skeena Delaying Navigation—Prominent Steamship Men Go North

Bringing news that the water in the Skeena river has raised so much that navigation has been interrupted...

Everything Ready-to-Wear for Ladies. The Home of the Dress Beautiful. Campbells

Oceans of Feminine Finery for Empire Day

Our Show Rooms are packed with dainty finery, deftly designed in London, Paris, Vienna and New York. Each item is marked in plain figures, which will appeal to your pocket in the same degree as the goods appeal to your good taste.

The Ladies' Store 1010 Gov't St. Campbells & Co. Limited

Table listing various goods and prices: Clover Seed, Alfalfa, Potatoes, etc.

CANADA'S BORROWINGS OF ENGLISH CAPITAL

Issues to Amount of One Hundred and Nine Millions Are Floated in Six Months

Canadian securities that have been placed in England during the past six months amount to the respectable total of \$109,475,000...

SUNK BY COLLISION

Steamer Latona, of Thompson Line, Lost Off the Lizard—Passengers and Crew Saved

Palmouth, May 20.—The British steamer Latona, Captain Rollo, 2,008 tons, from Montreal, May 8 for London, foundered west of the Lizard...

ADDERLEY'S BIG CARGO

Sailing Ship Takes 95% Per Cent. of Tonnage—Makavel Coming for Lumber

SUIT AGAINST LAWSON

Mining Journal Taking Civil Action for Violation of Copyright

OVERDUE ADELA ARRIVES

Chilian Bark Arrives at Valparaiso From Tacoma—Anxious for Falklandbank

CROFTON HOUSE

A Boarding and Day School for Girls. Highly qualified and trained staff of English mistresses.

WOMEN

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WOMEN tempt you. The new styles in hats and dresses are now on hand...

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FIRE CAUSED DAMAGE AT WHALING STATION

Teas Returns From West Coast With News—Work Not Interrupted

Considerable damage was done to the oil-bleaching factory and ship by the fire which broke out at the whaling station at the Narrows...

LOOKING FOR STEAMERS

Puget Sound Men Looking Over Available Craft of the Columbia

As an indication of the expected increase of travel on Puget Sound the following from the Portland telegram is of interest...

Body of Mrs. Guinness

Laporte, Ind., May 20.—Coroner Mack this afternoon conducted an inquest into the death of the adult female body found in the Guinness home after the fire on April 23rd...

New Water Main

Vancouver, May 20.—After waiting several days for favorable weather, work on the new water main was started yesterday...

Saanich Municipality

The Court of Revision to consider appeals on the assessment of property in Saanich was held on Thursday...

MAY PLEASE SUFFRAGETTES

Premier Asquith Says Government Will Not Oppose Amendment in Their Favor

London, May 20.—Prime Minister Asquith took a long rest this afternoon in the direction of encouraging the claims of women for enfranchisement...

GREAT FLEET IDLE

Over One Hundred Cargo Steamers Laid Up in the Tyne by British Shipowners

Shipowners are now laying up their vessels more freely than of late, says London Fairplay. Over 100 steamers are laid up in the Tyne...

METHODIST CONFERENCE

Executive Committee of Jubilee Education Scheme Meeting in New Westminster

Vancouver, May 20.—At the Methodist conference today, the members of the executive committee of the Jubilee Education scheme were submitted and approved...

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THRONA SOLD SKEENA TRADE

Dealer Which Has Been Raged for Years to Now Northern River

REPAIRED TO VANCOUVER

Many Vessels on Skeena River

The steamer Strathcona, six years has been lying dis- Spratt's wharf in the upper being sold, a deal for her being expected to be com- pleted on the arrival of the re- pairer, to Mr. Springer

of Vancouver, who will river steamer in service on a river. The steamer was owned by Mr. Bodwell, of the price is stated to be in- the neighborhood of \$10,000.

It is expected that the Strathcona will be about ten years ago by the British Col- onial Works of Vancouver for the R. A. Company, and was then used by the company on the river. She was afterwards

IGNERS USE BRIBES

For Their Obtaining Pref- erence Over Men of British Nationality

May 19.—One reason why men are preferred over those given to English, Scotch and Irish is because they are given by Crown Attorney Plewes, foreman for Kelly

LOGS BROKE LOOSE

May 19.—The lumber on the Saskatchewan near threatened with a great loss this morning, the vessel being

AT TOKIO EXHIBITION

May 19.—The House to- day is making an approxi- mation of the Tokio ex- 1911. The bill has already

CATCHEMAN VETERINARY

May 19.—Dr. H. E. Must- recently graduated from the veterinary college, winning medal, has been appointed inspector of contagious or the province of Saskat-

DATE OF VISIT HAS NOT BEEN ANNOUNCED

May Be Second Week in June Ere Cruisers Come to Victoria

U. S. Consul A. E. Smith is waiting inaction with regard to the coming of the squadron of armored cruisers, under command of Rear Admiral Dayton, which, as announced by Wash- ington, has been ordered to Victoria. Beyond the fact that the war- ships are to come within two or three weeks no information has been re- ceived. The first proceeded on Mon- day from San Francisco to San Diego, and presumably will receive their or- ders to proceed north from the south- ern port. At the Bremerton naval yard it is announced that the Colorado and Pennsylvania, two of the fleet, are to arrive there on June 16 for installa- tion of fire control on the Colorado.

TWO MORE FAST TRIPS BY EMPRESSES

Slower Time Will Be Inaugurated In- ward by the Empress of India

The R. M. S. Empress of Japan which is due on Sunday from the Orient and the Empress of China, which leaves Hongkong on June 1, and is due here June 21, will be the last of the steamers from the Orient on the schedule carrying the Overseas mails between Hongkong and London in 1926-27. The time has been extended under the new con- tract made, with reduced subsidy, to 24 days. The R. M. S. Empress of India will be the first steamer to start the new and slower service. By the terms of the new contract the Empress steamers are no longer amenable for service as auxil- iary cruisers, the payment included in the former subsidy to that and having been cut out in the new arrangement. It is questionable whether the white liners will be able to meet the new contract, to fly the blue ensign which has been flown heretofore.

CHIPPEWA'S CREW HAS A JUBILATION

International Steamship Company's Steamer Reached Seattle Five Minutes Before Rival

There is jubilation among the 47 men who compose the crew of the steamer Chippewa on Monday night when they celebrated their jubila- tion in 1907 for a trip from New York to Puget Sound arrived at Seattle on Monday morning. The steamer Chippewa, which was built in Victoria, which vessel left, as usual, an hour after dark. It was decided on Monday to make the trip under slow- speed than usual, a little better than 18 knots, thereby economizing in coal. The Chippewa was under way in front of the faster Princess was hur- ried. Capt. McAlpine and his crew were waiting at the wharf, and there was excitement galore among the 30 passengers and 47 sailo- men.

PREMIER'S NEW HOME

Hon. Richard McBride and A. T. R. Blackwood Exchange Residences

Premier McBride has bought the handsome home on the Gorge Road now occupied by A. T. R. Blackwood for a consideration stated to be in the neighborhood of \$20,000. The grounds are over two acres in extent and run back to the water, giving communica- tion with the city either by road or by the sea. The grounds have been generally well planned and the premises gen- erally are well appointed. Mr. Blackwood has also bought the premier's residence on Victoria Cres- cent, and his home on the Gorge Road will probably take place some time during the coming month.

PLANT STEAMER AHOY

Halifax May 19.—The plant steamer H. W. was wrecked this morning at McMillan's Point, a short distance north of Port Hastings. The steamer was on a thick fog in the Straits of Canso. There was very little sea and the passengers were given no chance of difficulty. The crew stood by the vessel.

AERODROME EXPERIMENTS

Hammondport, N. Y., May 19.—Lieut. Col. Baldwin made two flights in Baldwin's aerodrome, White- wings. In the first experiment, the machine made a flight of 100 feet in two seconds at an elevation of three feet. The flight was impeded by loose gear wires catching in the propeller, but no damage resulted. In the second experiment the machine made a flight of 200 feet at an elevation of 20 feet in the air, but landed badly in a newly ploughed field. The machine was damaged, but the track carrying the front part floated into the ground and the front wheel was broken. The damage will be easily repaired.

STABBED HIS BROTHER

Orangeville, May 19.—As a result of bad blood that has existed for three years between them, Walter Mounahan, of East Luther, was ar- raigned in court at Grand Valley on a charge of wounding his oldest bro- ther, Henry Mounahan. The wound was caused by a stab in the left breast, and the crown contends that had it not been for the fact that the blade of the knife first came into contact with the man's watch the wound might have proved fatal.

CANADIAN PACIFIC EARNINGS

Montreal, May 19.—The traffic earnings of the C. P. R. for the week end- ings May 14 decreased by \$429,000, the total being \$1,209,000 for the year compared with \$1,636,000 for the same week a year ago.

FATAL SALUTE TO FLEET

Eureka, Cal., May 19.—As a result of the explosion of a four-inch can- non, which was being used to fire a salute to the passing Atlantic fleet at Centerville Beach today, one man was killed, three women and one boy dan- gerously wounded and a dozen or more slightly injured.

ONE NEAR WOODSTOCK

Woodstock, Ont., May 19.—At a depth of 40 feet was struck by a Petro- leum company which has been drilling an innkeeper, seven miles from here. The fire was extinguished by a fire- fighting machine. It is strong enough to move a fifteen hundred pound weight.

WORK IS PROCEEDING ON MILL BAY ROAD

Dennis Harris, P.L.S., is Now on the Ground With Surveying Party

Work is proceeding on the new wagon road from Goldstream to Mill Bay, for which a partial appropriation of \$20,000 was made last session of the legislature. Dennis Harris, P. L. S., made a preliminary survey of the proposed road last autumn, which was followed by a report. Mr. Harris is now out on the ground with a party of surveyors, making the final loca- tion and calculations necessary for the construction of the road. The road will be about 10 miles long, and will be a very important link between the coast and the interior. The road will be a very important link between the coast and the interior. The road will be a very important link between the coast and the interior.

MAY OPPOSE BILL

Rome Not Pleased With the Irish Uni- versities Bill

Dublin, Ireland, May 19.—Representa- tions have been made in Rome against the Irish universities bill, which was passed by the House of Commons the other night and approved by a large majority. It is the desire of the Irish government to have the bill amended so as to give more satisfaction in Ireland, but should Rome intervene the difficulty in the way of the bill would be considerable. However, the best judges do not expect such intervention. The Catholics in the Irish government are anxious to have the bill amended so as to give more satisfaction in Ireland, but should Rome intervene the difficulty in the way of the bill would be considerable.

FAMOUS MUSICIAN SPEAKS IN VANCOUVER

Canadian Club Makes New Precedent by Having Ladies at Luncheon

Victoria, May 19.—The luncheon given by the Canadian club yesterday afternoon at the Victoria Hotel, was a notable event in the history of the club. The ladies were invited to participate, and the occasion was a very successful one. The ladies were invited to participate, and the occasion was a very successful one. The ladies were invited to participate, and the occasion was a very successful one.

PRIZES ANNOUNCED FOR DECORATED BOATS

Water Carnival Committee Arrange to Lend Lanterns to Participants and Others

The committee in charge of the water carnival for the Victoria Day celebration held a meeting last evening at the Victoria Hotel. The com- mittee will take place at the Gorge on May 22. The prizes for the decorated boats will be announced at the time of the carnival. The committee will take place at the Gorge on May 22.

SO CLAIM COMMITTEE OF TERMINAL CITY FOOTBALL LEAGUE

A Statement

Vancouver, May 19.—The committee appointed by the Vancouver Athletic Association to investigate the claims of the Terminal City Football League, has issued a statement. The committee has found that the league is not entitled to the title of 'Terminal City Football League'.

INDIANAPOLIS SUICIDE

Indianapolis, Ind., May 19.—John Mc- Gaughey, a prominent local busi- nessman, committed suicide today. He was found dead in his room at the Hotel Hamilton. The cause of death is believed to be a heart ailment.

WALKERVILLE BURNED

Walkerville, Ont., May 19.—Walker- ville, four years old, of Walkerville, was totally destroyed by fire today. The fire started in a barn and spread to the main building. The cause of the fire is not known.

MR. DELAIE'S COMPENSATION

Ottawa, May 19.—The Commons pub- lic accounts committee today opened an inquiry into the amount of com- pensation paid to Mr. Delaie for the loss of his property in the Lachine canal in 1908.

PHOENIX ARE SCORES

Phoenix, May 19.—The B. C. Cop- per company is experiencing some difficulty in organizing the forces at the Phoenix mines. The company is having trouble in getting the men to work at every shift they are required to do.

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FAMILY'S ESCAPE FROM FIRE

Monterey, Calif., May 19.—Fire yester- day destroyed the residence of I. K. Morris, just south of here. The fam- ily had a narrow escape, just get- ting out in time. Loss \$2,000.

KILLED BY FALL

Toronto, May 19.—Lawrence Plant, 18 years old, fell from the eleventh story in the warehouse of W. E. Chal- cote & Co., wholesale clothing, this afternoon, and was instantly killed.

FLEET'S PROGRESS

Los Angeles, Cal., May 19.—The United wireless telegraph office this city is in communication with the fleet of the Atlantic coast. The fleet is now in the Pacific coast, and is expected to arrive in the Pacific coast in a few days.

CHINESE HEAD TAX REVENUE

Ottawa, May 19.—The trade and commerce department today mailed a cheque for \$20,000 to the provin- cial government of British Columbia, being half of the total amount collected as head tax from the Chinese in this province last year.

LITTLE BOY BURNED

Walkerville, Ont., May 19.—Walker- ville, four years old, of Walkerville, was totally destroyed by fire today. The fire started in a barn and spread to the main building. The cause of the fire is not known.

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MILES OF BORE HOLES IN GRANBY PROPERTY

System of Diamond Drill Pros- pecting to Be Further Employed

The recent re-inauguration of dia- mond drilling operations at the mines of the Granby Consolidated in Que- bec, makes it somewhat interesting to note what has been done in this line heretofore, says the Phoenix Pioneer. While officials naturally are not searching for opportunities to give out the direct assay results from diamond drilling operations, it is pretty safe to say that some of the best work done in this line in British Colum- bia has had so many bore holes made, and consequently not so thor- oughly prospecting as the Granby- and with the bill practically riddled with these operations, and which have been done in this line heretofore, says the Phoenix Pioneer. While officials naturally are not searching for opportunities to give out the direct assay results from diamond drilling operations, it is pretty safe to say that some of the best work done in this line in British Colum- bia has had so many bore holes made, and consequently not so thor- oughly prospecting as the Granby- and with the bill practically riddled with these operations, and which have been done in this line heretofore, says the Phoenix Pioneer.

NO MORE OVERCROWDING OF SOUND STEAMER

Dr. G. L. Milne Speaks of Recent Risk—Comment of a Spokane Newspaper

Dr. G. L. Milne, immigration inspec- tor, returned yesterday by the steamer Princess Victoria from Seattle, where he has been on business connected with his department. Speaking of the recent overcrowding of the steamer Chippewa and the warning given by him to the owning company in an interview given at Seattle, Dr. Milne said: "The American steamship men have shown themselves to be very reasonable and I do not think there will be any future cause for complaint." Milne last evening. "They want to give good service and realize themselves that they cannot give it without overcrowding. It was just an incident growing out of keen business competition."

MATTER IS SETTLED

Dr. Milne Says Question of Oriental Immigration is Past

Dr. G. L. Milne, immigration inspec- tor, has returned from a business trip to the Punjab to British Columbia, where he has been on business connected with his department. He said: "The Hindu immigration question has been settled as far as the Pacific coast is concerned. The ques- tion is now being dealt with by the Canadian Government and that in addition to the matter of the Indian Empire, the introduction of Japanese to the coast by way of the British Columbia cities would be re- garded as a serious matter. While the Hindus are British sub- jects and technically have the right to take up their abode in this coun- try, our government has restricted their arrival by passing regulations which permit their entrance to Can- ada only when they have come direct from India. That shuts them off, for there is no direct line of steamers from India, the Indians having to come up to Hongkong in China, to get a vessel to take them across the Pacific. The Hindus who have come to the United States have come from British Columbia, and the regulations which apply to the Japanese, who, unless they come direct from Japan, are not allowed to enter."

PAPER QUESTION

House Committee of Inquiry Gets In- formation From Many News- paper Publishers

Washington, May 19.—The wood pulp and print paper investigating com- mittee of the House was furnished a mass of statistical information today by the census bureau. The census bureau sent by the committee to 6,923 publica- tions, having a circulation of 1,500,000.

COTTON STRIKE

Representatives of Textile Workers' Union Wait on Ministers to Sign Settlement

Montreal, May 19.—A delegation of about twenty members of the Domini- on Textile Workers' union waited up on Postmaster General Lemaux and Hon. L. P. Brodeur in the former's office today. The delegation was led by P. E. Tremblay, legal adviser of the textile workers, and Secretary of the union. They were waiting for the government to sign a settlement of the cotton strike. Mr. Lemaux said there were 6,000 operatives up in Valleyfield and Mon- treal, a thousand more having been placed on strike. The delegation was led by P. E. Tremblay, legal adviser of the textile workers, and Secretary of the union. They were waiting for the government to sign a settlement of the cotton strike.

TUG CHIEFTAIN GOES TO PORT ESSINGTON

After Extensive Overhaul Will Be Used in General Tugage Work From Northern Port

The tug Chieftain, of R. Cunning- ham & Sons, left yesterday in charge of Capt. Noel and with R. G. Cun- ningham on board bound to Port Es- sington. Since coming from the north the Chieftain has had an extensive overhaul, a new boiler having been brought from the Clyde by the steamer Teucer for the tug and installed at the Victoria Machine Works. The Chieftain is one of the best known tugs in northern waters, was built in 1890, her cabin and upper works being built by R. G. Cunningham, who, while he has never ap- plied for a license, has a practical knowledge of steamship operation.

UNION OF CAMP COOKS

Winipeg, May 19.—An union of camp cooks was formed here today, with a charter membership of about 700. They will endeavor to secure bet- ter wages and improved conditions in construction camps.

METHODIST CONFERENCE

Vancouver, May 19.—At the Metho- dist conference today, the business was principally speeches approving the Jubilee fund scheme.

DID NOT SHOOT

Winipeg, May 19.—The C. E. R. conciliation board did not sit this morning.

Bi-Pedal Grinders

Thinners down and Butchers use them for the small work-grinding, sharpening daily use.

Owners of Farms Fruitlands to Wish to Sell

Are going to do some advertising in these customers are

You to Give Us Exclusive Sale of Your Property for 60 Days

Does not say that we are the only people to sell it, because we are the only ones who can sell it with all other farms simply because we are organized to sell it.

Your Price and Terms Right

Will do the rest at once, as we are up our list this

Cuthbert & Co.

116 Fort Street

New Comics & Day's 10c Annuals

Just received from London

35 Cts. Each, at

Her Brothers

Government St.

Notice

Monday & Sons

Andora Street

Signs and Styles in all kinds of

Red Oak Mantels

All Classes of

Grates

Enamel and American Onyx Tiles.

of all fireplace goods, Portland Cement, Plaster, Building and Fire Clay, etc., always on

for THE COLONIST

10c. The latest success. Back Watch. The big black plug chewing tobacco.

VICTORIA STUDENTS MAKE GOOD SHOWING

Results Announced in McGill First and Second Year Arts

The following Victoria results of the seasonal examinations of the first and second years in arts was received yesterday morning from McGill University...

English composition, Class 1—Green 80; Holmes, 76. English literature, Class 1—Holmes, 82; Green, 75. French, Class 2—McNaughton, 75; Pape, 68; Class 3—Jones, 54; Erskine, 53; McKillop, 49; Roberts, 48.

English composition, Class 3—McNaughton, 58; McKillop, 57; Pape, 56; Erskine, 53; McKillop, 49; Roberts, 48. Latin, Class 1—Chandler, 81; Beckwith, 78; Jones, 75; Pape, 60; Class 2—McNaughton, 77; Roberts, 48.

JAPANESE NETS SEIZED

Found by Fisheries Warden Set for Trout in Brunette River—Fishermen Escape

ELECTIONS IN OCTOBER

Prediction Made by Vancouver Province From Information Coming From Ottawa

DIVIDEND REDUCED

International Coal and Coke Shareholders Are Notified of Reduction

STEARNS TO FORT GEORGE

Steamer Charlotte Completes Her First Trip to Point Barrow on the Fraser River

HYDROGRAPHIC WORK OF BRITISH NAVY

Retired Naval Officer Who May Settle Here, Tells of Recent Labors

Capt. W. Tooker, R.N., accompanied by his wife and family, are at present staying at the Dallas hotel. Capt. Tooker, who about a month ago, definitely retired from the imperial service, has for some years been engaged, under the admiralty...

G. T. P. HOSPITALS

Dr. Ewing, Who is to Have Charge of Service, is Now on Way to Prince Rupert

NURSE'S BODY FOUND OFF BEACON HILL

Jury Decides Death Was Suicide While Temporarily Insane—Funeral Today

The funeral of the late Miss Mary Ellen O'Sullivan, who took her own life, while temporarily insane by drowning herself at the beach, just off the foot of Douglas street, will take place this morning at 9 o'clock from the family residence, 418 Quebec street.

AIR NAVIGATION

Experiments With Aerodromes and Dirigible Balloons—Mr. Baldwin's Slight Mishap

Hammondsport, N.Y., May 18.—The aerodrome Whiteheads made a short flight here today, carrying the designer, F. W. Baldwin, to a height of about 10 feet. The pressure of air on the elastic rod edge of the lower aeroplane caused it to foul the propeller, and the aerodrome was therefore brought down to the ground.

SAILORS AND LOGGERS

Vancouver Mission Profits Substantially By Concert Under Auspices of Ladies' Guild

Vancouver, May 18.—The Ladies' Guild of the Sailors and Loggers' mission, which met last Friday afternoon in St. Andrew's schoolroom, transacted a considerable amount of business.

CANADA IS RECEIVING GREAT ATTENTION

Work of Representatives in London—Tangible Results From B. C.'s Climate

An interesting example of the amount of attention Canada is receiving from even the most unexpected sources is a report from the London Daily News...

RESORT TO DYNAMITE IN CLEVELAND STRIKE

Two Cars Blown Up and One Passenger Injured—Many Violent Acts

Cleveland, May 18.—A deadlock in the arbitration proposals, car service largely restored, and a return to the streets to do anything until disorder and violence have ceased, marked the third day of the strike of the conductors and motormen of the Municipal Street Railway lines.

EDITH LAMONG SHOT

White Man Who Had Paid Her Attention, Engaged by Her Marriage With a Chinaman

Vancouver, May 18.—A solid morden drama, exceeding the feeble imitations of vaudeville was enacted at 1016 Westminster avenue yesterday at noon when Tom Morey called upon his erstwhile paramour, Edith Lamong, who on Friday had become the legal wife of his superior, a well-to-do, reputable Chinaman of New Westminster.

EDITH LAMONG SHOT

White Man Who Had Paid Her Attention, Engaged by Her Marriage With a Chinaman

Today Edith lies in the general hospital with four bullets in her chest, arm and limbs, while Morey awaits in jail the result of his brutal work, to tell whether he must answer charges of murder or attempted murder. The bullets are being extracted today and the physicians believe the woman will recover.

Clock Made of Straw

An extraordinary addition has been made to the exhibition of inventions now being held in Berlin. A clock-maker named Wegner, living in Strasbourg, has sent in a clock of the grandfather type, nearly six feet high, made entirely of straw.

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15 Years' Agony

Dared Not Eat Meat or Vegetables



The life of a dyspeptic is a life of torture. The craving for anything but burning pain after anything substantial is eaten—the monotonous diet of fruit, etc.—make the sufferer often long to die.

ENGLISH INVESTORS SHY

Canadian Fruit Per Centa Fail to Attract Old Country Capital

JUDGMENT INVOLVES MARITIME LAW POINT

U. S. Supreme Court Decides Appeal in La Bourgoigne Disaster

Washington, May 18.—In an opinion by Justice White, the supreme court today decided the case of Geo. Desloins and others versus La Campagne Generale Transatlantique. A French corporation which had involved many complicated points, including a construction of French law, the company owned the steamship La Bourgoigne, which was sunk off Seble Island in 1883 in collision with the British steamer, the 'Dunbar'.

SKIRREA LAND DISTRICT

District of Coast

Take notice that John Edward Moody of Hazelton, B.C., occupation, gardener, intends to apply for permission to purchase the following described land:

LIQUOR LICENSE ACT, 1900

I, Francis Dudley Stetson, hereby give notice that I intend to apply to the Superintendent of Provincial Police for a renewal of license to sell intoxicating liquors at the Sible Hotel, situated in the town of Esquimalt, in the District of Esquimalt.

NOTICE

Notice is hereby given that I intend to apply to the Superintendent of Provincial Police for a renewal of my license to sell intoxicating liquors in the town of Esquimalt, in the District of Esquimalt.

NOTICE

Notice is hereby given that thirty days after date, I, John Day, of Esquimalt, B.C., intend to apply to the Superintendent of Provincial Police, P. S. Hussey, for a Retail Liquor License for the Esquimalt Hotel, located at Esquimalt, B.C.

on Mar-oney

housekeepers do their same amount of sav-
Marmalade, known
75c
25c
40c
85c
50c
20c
20c
20c
can be purchased 1/2-
75c

OMPANY

317 Government St.

at Less than Fire Prices

..... \$ 9.00
..... \$10.00
..... \$16.50
..... \$18.50
..... \$45.00
..... \$36.00

CONDITION.

OMPANY

P.O. Box 633

TY STORE

RIES

ou money. Mail Or-
entation.

OUNG

VICTORIA, B. C.

OR OF B. C.

menia or Inginea Campa
fits and provisions at my
navigation on the Skeena
points.
ELTON, B. C.

ON MILLS STRIKE

Mills Closed Down and
Thousand Hands Idle—
Work at Hochelaga.

id, Que., May 18.—The
cotton mills here have closed
y, and three thousand oper-
idle as a result of the strike
le spinners. The town is

May 18.—With the excep-
mule spinners, all the em-
the Dominion textile mills
were at work today, de-
today's report that the mills
died up.

May 18.—There was an
development in the cotton
strike this evening, when
of the council of the feder-
held. President Gignac, who
the strike, was deposed from
n, and Emil Ouellet, of St.
lected in his stead. Fur-
the council appointed
to wait upon the Hon.
Lemieux, federal minister of
orrow, and notify him that
pected to settle the strike
y seeing that the cotton in-
s given a measure of pro-
ficient to allow the manu-
to meet the competition of
mills and pay decent wages
employees. In the event of
to do this, it was intimated
of the cotton mill work-
probably be cast against the
of the government party
al elections now pending in
of Quebec.

St. John Man Dead.

hn, N.B., May 18.—Peter
carried on a large cloth-
ess here for over fifty years,
ht, aged 84. He retired nine

ERUPTIONS

ILL ZAM-BUK CURED.

decina St. Hochelaga, Mon-
Buk an excellent remedy for
g I was bothered for almost
ples and sores on my face and on
ed would clear this rash from the
This salve has effectually rid me
unsightly pimples and sores from
and Zam-Buk to all my friends."

Zam-
Buk
Co.



THE SIMPLE LIFE



WITH THE POULTRYMAN

BOWEL TROUBLES IN SMALL CHICKS

DURING the past year or two several investigators have endeavored to show that white diarrhoea and other diarrhoeas are more common among incubator hatched and brooder chicks than those reared under hens. I have carefully investigated this matter and do not find any ground for attributing the cause of this trouble to the method of incubation employed, whether artificial or natural.

In cases coming under my observation during the past several years there have been proportionately quite as many cases of bowel trouble among hen hatched chicks at the same season of the year as among brooder chicks. Many investigators are misled in their observations in this regard owing to the fact that such a very considerable portion of chicks are hatched in incubators and reared in brooders nowadays as compared with those brought up by the so-called natural method. Naturally a greater number of artificially reared chicks come under observation, and from this fact, their numbers make a deeper impression upon the observer, leading to hasty conclusions as to the percentage of chicks affected with diarrhoea. Were it possible to obtain reliable statistics I feel sure that it would be demonstrated that quite as great if not a greater percentage of hen-hatched chicks are lost through diarrhoeal diseases than are brooder chicks.

In the majority of cases diarrhoea in chicks is simply a case of acute intestinal indigestion, dependent chiefly upon the inability of the intestinal organs of the bird to digest the foods administered. The undigested foods act as an irritant and diarrhoea results. All conditions of bad hygiene, careless feeding, too little or too much water, impure drinking water, infected food and unsanitary surroundings are all causes of diarrhoea.

Chilling a Common Cause

With early hatched chicks undoubtedly chilling and exposure is commonly a cause of bowel trouble. When the weather is cold little chicks need much more heat and hovering than when the weather is warm. There is very little danger of overheating brooder chicks in wintry weather, or when the outside temperature is less than 50 deg. When the outside temperature gets to 65 deg. and upwards care must be taken not to overheat the chicks. Flocks that would readily stand a temperature of 110 or 115 under the hover of the brooder in cold weather would, when the outside (outdoor) temperature stands at 75, be seriously injured by long exposure to any temperature above 100, for the reason that there is not sufficient difference between the temperature under the hover and that immediately outside in the hover apartment, and the chicks do not have the same opportunity to get away from the heat that they did when the weather was colder. Crowding chicks in poorly ventilated coops and brooders where they are subjected to stifling heat and an insufficient supply of pure air is a prolific source of trouble. All of these causes are easily avoided.

Little chicks require to be kept comfortably warm at all times whether they are reared under a hen or in a brooder and just what temperature is comfortably warm is one that will have to be decided by the caretaker through observation of the chicks. A great deal depends upon the weather and a great deal more upon the particular brood under observation. Chilling and overheating must both be avoided if diarrhoea is to be prevented. Late hatched broods more commonly have diarrhoeal troubles than earlier ones because they frequently are less carefully attended than early broods and because of weather conditions.

Indiscretions in feeding or careless feeding are undoubtedly the most prolific causes of diarrhoea and "white diarrhoea" in chicks, with the possible exception of chilling. If the chicks are given an opportunity to balance their rations for themselves, being supplied with a liberal variety of necessary foods, there will seldom be any trouble from this source. It is only where the chicks are kept on short rations and starved into eating things that are not good for them, or fed on too one-sided a ration, that digestive troubles are common. Chicks are naturally healthy and hardy if bred from good, sound, healthy breeding stock and they are not as a rule subject to digestive disorders when a reasonable amount of common sense is employed in taking care of them.—B. C. Poultryman.

SETTING HENS

On most farms the hen is the only incubator, and when many chicks are to be hatched the care of many sitting hens is likely to consume a great deal of time. I have hit upon a method of handling them which considerably lessens the time required, and for me, at least,

has brought better results than the usual way of sitting one hen here and another there, wherever a place can be found.

I have partitioned off one end of my hen house for the setters. The space is 8 by 14 feet on the floor. A colony house, a shed good enough to turn water, a sod house, or anything in which the hens can be kept out of the wind and rain would do.

The setters' pen has no floor, though I do not consider this a matter of great importance. The nests are made all round the edge of the pen on the ground. For this method of handling hens it is essential that the nests be on the floor. The nests are made 14 inches wide by 16 from front to back. They are separated from one another by pieces of inch board with long boards running along the top. A piece of inch board 4 inches wide is nailed to the partition in front at the floor, to keep nest material from dropping out.

The hens are set on glass eggs and confined to the nests for one day. They are always set at night, just after dark. After they have been in a day they are let out to feed, each with a string on her leg so that she can be easily caught. When they show that they have settled down to business eggs are given them. When they are fed they are given a chance to go back to their nests without being caught. It usually takes a hen from one to three days to learn her nest. As soon as she goes back to the nest of her own accord the cover is taken away from in front of the nest and she is allowed to take care of herself.

On the floor space not occupied by the nests is a box of sifted ashes for the hens to dust in. By the time the chicks hatch, the hens are usually free from lice. One should keep an eye on them, however, for an occasional hen will not dust. She should be dusted with insect powder. There is a drinking vessel kept full of water, a box with slats nailed across the top to keep the hens from getting into it, and filled with oats and wheat, a box of grit and some raw vegetables.

Allowing the hens to care for themselves saves the time of taking them off the nest and putting them back. The ashes in most cases save the time of dusting the hens with insect powder. The hens stay in better condition when they can eat, drink and exercise to suit themselves.

One would naturally suppose that they would get two into one nest and let some eggs cool and smash others. Last year I set my hens this way and never lost an egg from any mix up among the hens, yet this sort of mix up could easily happen but it will not happen if a few essential things are observed: Only hens used to run together on the range or in the same pen should be set this way. The attendant should always look in at the window before entering the pen and absolutely never enter when a hen is off the nest. When he is inside he should avoid anything which would frighten the hens, handle them as little as possible, and do it very quietly when it is necessary. Be sure that the nests are made on the floor. If two hens are off at the same time one will occasionally go into the other hen's nest, but the other will always walk about the floor before she goes in, and when she sees the nest of eggs left vacant by the first hen, she will take to the nest of eggs every time instead of going in with the other hen.

REARING OF CHICKS

It is advertised by one of the insecticide makers that 85 per cent of the mortality in chickens is caused through insects. This seems a high percentage, but there is no doubt that with hen-hatched chickens that die after a few days old, in the majority of cases insects are the predisposing cause of death, and in incubator chicks want of cleanliness in the brooders is the cause of more mortality than is generally credited.

If the chickens are to be raised successfully under a hen, the hen must be absolutely clean and free from insects when they are hatched, and if a brooder is to be their first home, see that it is sweet and clean some time before putting the chicks into it. Lice and chicks will not live together, and it is better to save the time and feed than to try to rear chickens under a lousy hen or in dirty brooders. Under these conditions both the time and the feed are bound to be wasted.

With hen-raised chicks examine the heads of one or two in each brood every few days for nits. Should insects appear put on the heads of the chicks in the brood a few drops of carbolic acid (sweet oil with 2 to 3 per cent refined carbolic acid), and place the hen for a minute or two in a box or canvas coop, the bottom of which has just previously been sprinkled with one of the commercial liquid insecticides. Care must be taken in doing this, as if the hen is left too long she will die from the fumes.

For the first few weeks it is economy to feed the chicks one of the advertised chick foods. This gives the little ones a good start, the variety in the food gives them an appetite and helps them along at the most difficult time. Hard-boiled eggs and bread crumbs mixed together are fairly good for the first three or four days, but when egg is used none must be left lying about, or the chicks will foul it and afterwards eat it, causing bowel troubles. Grit, if it is not in the food, must not be forgotten, and after chicks are past the

youngest stages grit should be where they can always get at it whenever they desire it. After three to four weeks hoppers can be used for feeding in. Put cracked wheat or cracked corn (if it can be obtained) and a few rolled oats in one, and a dry mixture of shorts, chopped oats, from which the larger hulls have been removed, and a little bran in another. The hoppers must not at any time be allowed empty. At this stage the hen must not be forgotten. She needs regular feeding and watering.

Water should be placed in the shade where they can always get it, and in the hottest weather changed frequently. New milk, warm from the cow, may be given them twice a day, and the water shortly after the milk. The youngsters will stand around the milk, and if there is not too much, finish it right off, when the water can be given in the same vessel after well rinsing. The chicks will do well on sour milk if not old, but it is not advisable to keep changing from one to the other; give all sweet milk or all sour milk, but changing about will upset their stomachs. The vessels in which the milk is placed must be frequently scalded.

Shade is essential to the life of the chicks. Trees or brush are excellent for this purpose, and a potato patch gives the best of shelter for late chicks.

If the chicks are raised in clean, roomy quarters at a fairly even temperature, there is generally little difficulty in rearing. As much food as they can eat and plenty of clean, fresh water at all times are necessities. Mash mixed in sour pails, and musty hard-boiled eggs, they are better without. And fight the insects as you would the old gentleman himself.

ARE LATE HATCHED CHICKS PROFITABLE?

In many sections of the country the early spring days have been anything but favorable to the raising of chicks, and as a result the plan of work in the poultry yard must necessarily be altered for the remainder of the season to suit new circumstances. The poultry raiser who has been confronted with not a few untoward conditions has yet time to retrieve his lost opportunities this year. Although chicks hatched in the months of April and May have the better chances to mature into fine, healthy fowls, yet those started later will, if given the proper attention, develop with astonishing rapidity.

Oftentimes it is desirable to hatch birds of the smaller breeds late in the spring. This is to accomplish what is often an important thing, i. e., to have the birds in what the fancier is pleased to term "the pink of condition" for the winter shows. It is a generally known fact that a fowl is in its prime condition during a period of two to three weeks. This exact age varies with the different breeds and different individuals, the time for the small breeds being about six months from date of hatching, and of course, it is more extended with the larger birds. So the reader can see that birds of the small varieties when hatched during the month of June (or even as late as the first of the succeeding month) will be in good condition for the winter shows. Some of the American breeds may be hatched late, also, with profitable results, during the latter part of the season.

There are several distinct advantages to be gained by hatching chicks toward the last of the season. By this time the fertility of the eggs from the various pens will be determined and the poultryman will have some definite guide to go by. The fancier who does not hatch his chicks by artificial means will have no trouble in obtaining broody hens at this time, while earlier in the season they may not have been disposed to set. If one is successful in hatching a few early chicks it is probable that by this time something definite regarding the quality of them may be told. Often the serious defects may be detected in fowls when they are very young. If the poultryman is raising fowls for the fancy he will need to take notice of all these details. Such chicks as have the most imperfect combs (side sprigs or other serious defects), those that are deformed in any way, and those that are low in vitality may be noted, and if accurate records are kept, no more eggs need be set from the pens from which these came. There is one advantage for the beginner in hatching chicks late. The early part of the season may have been largely experimental and by this time he may have acquired knowledge that will make him competent to hatch and raise chicks in larger numbers. Then the price of eggs is usually reduced and it is possible for the amateur with a limited capital to obtain a start of some of the best birds for very reasonable prices.

The chicks hatched at this time of the year should, as stated above, be given different care from those hatched earlier. Tender green food should be abundantly supplied them. By this time the grass will be too tough for them to eat, and it is well to have a bed of lettuce from which to feed them when they are small. The weather at this time being much warmer, it will be necessary to water them frequently. No impure water should be in the drinking vessels, and as a further precaution they should be scalded with boiling water every few days. Look with special attention to the food supply. See that the birds get only the purest food. If any

soft food be given during warm weather it should be before the fowls only a short time, as it quickly spoils. Of meat food is this particularly true. The lice and mites are busy at this season, and they should be met with stiff opposition. Keep the coops thoroughly clean, likewise the yards. Take a good sprayer and give the interior of the coops thorough coats of whitewash, getting the liquid in all the crevices that afford harboring places for these pests. Put the lice-infested chicks in a shallow box, which has previously been painted with lice-killer, and over the box stretch burlap. Be careful not to let them remain there too long—a very short time will suffice to kill all the insects on them. During the hot days small chicks will be unable to stand the extreme heat and will require shelter from the sun. Small bushes make good shade, but where there are none of these an improvised shelter should be made. This takes but little time to construct, and is a necessity.

As with all other things there is a limit to the late hatched chick proposition. We have never considered it advisable to have them hatched after the first of July at the very latest. If they are hatched too late they will not mature before cold weather and will be stunted in their growth. For the same reason it is not advisable to hatch birds during the fall months in our Northern States. Here cold weather will come on at the time when they should be making the most rapid growth.

For winter laying, late-hatched chicks of the smaller breeds are all that is required. After they are hatched keep them growing and endeavor to have them mature before cold weather. These fowls should be in prime condition during the winter months when prices of eggs are the highest.—Commercial Poultry.

AROUND THE FARM

JOINT DISEASE OF FOALS

FOLLOWING from the pen of that excellent authority A. S. Alexander, V. S., of the Wisconsin Experiment Station, appeared in the last issue of the Chicago Breeders' Gazette:

When the foal is born and the membrane has been stripped from its nose the navel cord (umbilicus) should have instant attention. It is better to allow the cord to rupture in the natural manner than to ligate and cut it. By the natural method we mean breaking by traction which happens when the mare rises if lying down at time of parturition, or by rupture when the foal slips to the ground, the mare being in the standing position. When rupture of the cord takes place in this way the blood vessels' walls are drawn apart and the tissues retract in such a way as to prevent escape of blood and the entrance of filth and its accompanying germs. It should be remembered that the umbilicus (navel) is made up of both blood vessels and a tube leading to the bladder (urachus) and one which originally connected with the intestines of the foal.

It is necessary that all these passages should close naturally else the blood vessels may conduct germs to the liver, bladder or circulation of the foal, or the urachus allow urine to escape by way of the navel, or the open abdominal passage allow omentum to descend and cause an umbilical hernia (rupture). Cutting the umbilicus by means of an emasculator would accomplish the work of closing the open vessels properly as happens when castration is performed by this instrument. When, however, the umbilicus is ligated (tied) by means of a fine cord or string, the walls of the various tubes referred to are simply shut, but not crushed or lacerated so that their tissues retract. When the cord is removed the openings of the vessels still are open, or may be open, hence entrance of filth germs is made possible, or likely and either hernia or escape of urine induced. We therefore strongly favor the rupture of the umbilicus in preference to ligation and would recommend rupture by traction when found possible. When it is found necessary to ligate the navel cord, however, do it by means of a cord that has been soaked in a 1,500 solution of corrosive sublimate or a strong solution of coal tar disinfectant or carbolic acid and as soon as possible remove the ligature and squeeze out the collected clot of blood. The ligature should be tied within an inch of the body of the foal. If the cord is cut off too short there is most likelihood of escape of urine (persistent urachus) and if left too long there is most chance of hernia. When the ligature has been removed the next step should be to soak the stump of the navel in strong, cauterizing disinfectant.

Apart from ligation of the navel cord its disinfection is of most importance and it will be wholly useless or practically so to use any mild non-astringent or caustic solution for the purpose. Failure is common where simple disinfecting solutions are applied. We advise the use of a solution made as follows: Dissolve half an ounce of finely powdered corrosive sublimate (bichloride of mercury) in a pint of boiling water to which a dram of hydrochloric acid has been added to assist in dissolving the mercurial salt. When cold add to the solution two drams or so of solution of the chloride of iron to give an amber color and at the same time perhaps increase the astringent

or stypitic blood coagulating effect of the lotion. Label the bottle "poison" and set it out of the reach of children. Apply the lotion instantly and freely to the severed umbilical cord and repeat the application twice daily until the cord shrivels up, drops off and no raw spot can be seen. The latter hint is important as a sore or raw spot remaining and neglected after the cord has dropped off may well become the entrance place of germs."

TRAINING THE MANE

A horse's mane which parts on top of the neck and lies on both sides never looks well. A reader says he has a stallion whose mane lies about equally on each side of the neck, and he wants to know how to braid it so as to make it all lie on one side. First of all wash the mane clean and dry it. Comb all the snarls out of it most carefully. Then white it is just slightly damp comb it all over to the side desired. Begin now right up back of the ears. Have three strands of any suitable material, raffia, worsted, what not, and right on top of the neck take up three strands of the mane. Now keep on braiding the material, say worsted, in an ordinary three strand plait, taking up strands of the mane as you go. Pick these strands of the mane up carefully so as to get in them hair from both sides of the neck. Let the plait slant downwards as you get farther back along the neck. Have some narrow strips of thin sheet lead or tea lead and braid these into your plait, allowing the strips to hang down below the plait several inches. These should be braided into every second strand taken up from the mane. They will work loose and the hair will also, so that the mane should be rebraided about once a week or oftener if necessary. It is a good deal of a trick to train a mane in this way and requires an infinity of patience.—Breeders' Gazette.

HUMUS (ORGANIC MATTER) IN SOILS

Since the use of commercial fertilizers has been introduced, though they are understood by comparatively few farmers, their use and value as a money-making proposition has come before us farmers very forcibly; at the same time, there has been some very careful attention given to the soil and to the effect that humus (organic matter) has upon the producing power of the soil when supplied with ammonia, phosphoric acid and potash, and when applied without these constituents of plant food.

Scientists who have given this subject careful attention have made some important discoveries since the introduction of commercial fertilizer. According to Mr. Freer-Thonger, of England, who has spent much time in investigation, and who is an acknowledged authority on this important question, it has been shown that all vegetable matter which grows and is left on the soil, or any vegetable matter which may be applied to the soil, is eventually transformed into humus. Before these researches were made it was commonly supposed that humus alone supplied plant food. Thus the fertility of the soil was estimated by the amount of humus it contained. There was some foundation for this belief, as soil rich in humus produced a better crop than soil of like nature which had no humus; but it was later discovered that organic matter undergoing decomposition formed carbonic acid and nitric acid, both of which act powerfully in rendering the mineral elements of plant food present in the soil in an insoluble form, soluble, such as insoluble phosphoric acid and potash.

Soils rich in humus also have the property of retaining the soluble plant foods which have been rendered so by the action of the frost and rains, also preventing them from being washed away in the sub-soil; and delivering these soluble elements to the crops as they are required. Soils containing a good supply of humus are easily worked and are very easily warmed by the sun's rays, which latter is very essential to produce a good crop. Such soils are always greatly benefited by the application of phosphoric acid and potash, and, in fact, investment in these plant foods applied to soils rich in humus, by careful comparison, paid 60 per cent more than the same investment on soil which was poor in humus.

Besides carbonic acid gas being produced in humus decaying in the soil, other vegetable acids are formed which combine with the potash, magnesia and other substances to form humates; all these processes are constantly taking place in soil rich in humus even when the farmer is not helping in cultivation; while in soil destitute of humus these conditions do not take place. Therefore, the reader will see the necessity of keeping the soil rich in humus, and when commercial fertilizers are purchased, he will procure those which carry humus as well as plant foods (ammonia, phosphoric acid and potash) as commercial fertilizer carrying humus does not cost any more per unit of plant food when the potash is derived from tobacco dust, than where a mineral (sulphate or muriate) potash is used in the formula.—C. E. Johnson, Carthage, Mo.

Eldorado of the West

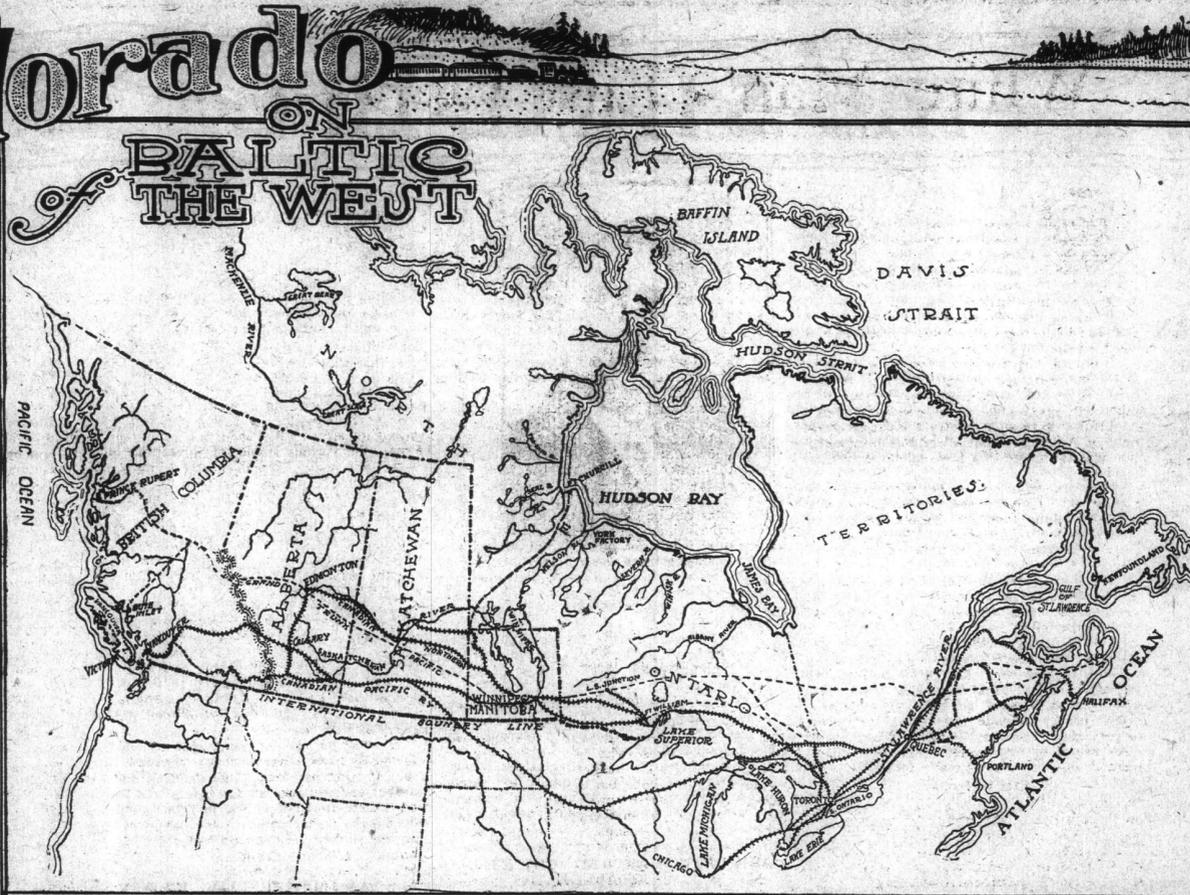
SPEAKING in the House of Commons on April 7, T. A. Burrows made an interesting speech on the necessity of the Hudson Bay railway being constructed by the Dominion government, and dealing with the character of the country through which it will pass.

Mr. Burrows held the attention of the House while he described the agricultural possibilities, the mineral prospects, and the great pulp industry awaiting development in this country, which will shortly form part of the province of Manitoba. In the course of his speech Mr. Burrows said: "Ever since Manitoba entered the confederation, indeed, ever since there was a settlement in any portion of that western country, there has been an agitation for the construction of a railway to Hudson Bay. Probably this originated from the fact that the first settlers in the Red River settlement went into that country via Hudson Bay, and therefore looked on the Hudson Bay route as the natural trade route of the country, and looked forward to the time when they would not have to spend a month or six weeks on the journey to Fort Churchill, portaging around rapids, but would have railway connection with that seaport. Any person who looks at the map and observes the position of Hudson Bay will easily recognize what an important factor it may yet become in the trade of the western country. It is an inland sea 1,000 miles long and 600 miles wide, and its principal port, Fort Churchill, is so situated that it is farther from Montreal and other eastern ports than it is from the Pacific ocean. So that if you can once establish proper navigation to Fort Churchill you will have an ocean port in the centre of the country 600 miles from the prairie, and bringing the prairie country closer to the seaboard than some parts of the province of Ontario. If you draw a line due north from St. Paul or St. Louis, it will pass 250 miles east of Fort Churchill. What the White sea is to Russia, what the Baltic is to Germany and Sweden, what the Gulf of St. Lawrence is to eastern Canada, the Hudson bay is bound to become to Manitoba, Saskatchewan and Alberta. In 1880 the first charters were granted to two companies giving them power to build railways to Hudson bay. They vied with each other to get the land grant. Three years afterwards an act of parliament was passed amalgamating the two companies, and from that time on the promoters of the Winnipeg and Hudson Bay Railway company endeavored to raise money by various means.

"They went to the local government and got assistance from time to time. They first tried to float their bonds in the markets of the world, but in those days it was impossible to raise money to build a railway to the bay. By and by, in addition to the land grant the Dominion government gave them a further subvention of \$80,000 a year for twenty years, but even then they were not able to raise sufficient money to build the road. It was not until 1896, when Mackenzie & Mann and company obtained the charter, that any work was done in the construction of this railway. It will be seen that the parliament of Canada, from 1880 on, under the direction of both governments, has from time to time recognized the importance of a railway to Hudson bay. It has done this by various enactments, by giving them a charter to build and a land grant. In 1884 an act was passed authorizing the granting a land subsidy of 6,400 acres per mile for the mileage inside the province, and 12,800 acres per mile for the mileage outside the province. In 1896 construction began, and a year and a half ago ninety miles were built to the Pas. A year ago the company finished the last link connecting the southern prairie country with the Saskatchewan river, so that today we have a railway built as far as the Saskatchewan and the proposition now is to build a link which will connect the Pas with the Hudson bay.

"When the charter was first granted giving power to build this railway, we did not know much of that northern country, but during the last twenty-five years a great many surveying parties were sent out. The government sent out members of the geological survey and others, and we have learned from them a great deal of information. We have found that instead of that country being full of rocks and swamps and not fit for settlement there is along the projected line of this road a great deal of territory valuable for agriculture. Commencing at the Pas there is for 150 miles a country containing a very large amount of pulp wood. Mr. Thibeau, who made a survey for the government last year, reports that pulp wood can be obtained along that route for the first distance of 140 miles. After that the reports of many men who have explored that territory, indicate that there is in it a large area of agricultural land. Mr. Tyrell reports an area of country there of 10,000 square miles as good as the ordinary land in Manitoba. North of that the country is not so good. Within 100 miles of the bay the reports indicate that the land is not very fit for settlement, but it seems to me that a country having 10,000 square miles of good land is a country through which we ought to have a railway. When you consider that in Manitoba, where we have a very large wheat field, there were not more than 5,000,000 acres under crop last year, you can see what possibilities there are along this line of railroad, which will surely open up 6,000,000 acres to agriculture. There are besides natural resources, such as mineral wealth, which are very promising. Mr. Tyrell and other geologists say that the formation is very similar to that of the western part of Ontario, where we have discovered much valuable mineral. The railway will run along the Nelson river a distance of 50 to 75 miles, and the Nelson is one of the greatest rivers in point of volume of water we have in the whole continent. It is 400 miles long and drains a very large area. In these 400 miles there are 300 miles between the upper to the lower rapids, and between these there is a fall of 850 feet, so that the water power which may be generated is tremendous, and if it should become expedient to run the road by electricity, the water power is there at hand. Churchill harbor is reported to be one of the best in America. There are therefore several grounds on which the construction of this road can be justified. In the first place it will be a colonization road. In the second place, it will be the final link connecting the prairies with Hudson bay; and in the third place, it will open up a route to connect the western prairies with the markets of Europe. Some objection has been taken to the grants for building the portions of the line already completed. No doubt the grants seem to be large. In addition to the land grant, this railway draws a subsidy of \$80,000 a year for twenty years. But when we look at what has been accomplished by its construction, we will see that the expenditure has been well repaid. The whole country through which this railway runs was not settled and would never have been settled had it not been for that line. That line has opened up an important fishing industry at Lake Winnipegosis and very large lumber industries in the northern part of the province, so that although it has cost a great deal in money and land, it has developed that northern country in a marvelous manner.

"There is a very large area around Hudson bay which we know contains natural resources, which it would be very important to develop, and the development of which can only be accomplished by means of a railway to that bay. Then at present the Canadian government is undertaking to administer that country. It has established mounted police stations around the bay. But if this government wants to communicate with these police stations, it will take a long time at present. The building of a railway, however, would facilitate the administration of that whole locality by the government. Then when the railway is built to the bay, stores will be established at various points from where prospectors can get their supplies. It will be easy for prospectors to get to the bay, and they will then use Fort Churchill as the point from which to start their exploring work. In two or three years after that railway is built to Hudson bay, you will see great development in the line of minerals,



MAP SHOWING... PROPOSED HUDSON BAY... RAILWAY AND ITS CONNECTIONS

for we have a good reason to anticipate great mineral development in that country as we had to expect mineral development at Cobalt six years ago or in the Yukon fifteen years ago. The reports of Dr. Bell, Professor Tyrell and other geologists indicate that there is gold, silver, lead, iron, copper. Mr. Lalor—"Any timber?"

Mr. Burrows—"Lots of timber can be found around the shores of the bay. With regard to the land through which this road would pass, I would like to read an extract from the report of the men who explored that country. Mr. McInnes, a member of the geological survey, was sent out to make an exploratory trip from the Pas to Hudson bay, and he gives this as his opinion regarding the country in his evidence before the committee of the senate a year ago:

"The witness passed through this country, went by the Burnwood river and came back by part of the Grassy river, and made a number of excursions inland between these two rivers. After leaving Split lake, ascending the river, this clay-covered country shows absolutely no boulders and no gravel. Even the shores of the lakes, until you reach a height of about 800 feet, show no gravel bars at all. There is absolutely nothing to interfere with the cultivation of the soil there. It is a country that has been burnt over. Witness assumed that the Burnwood river got its name that way. It has been subject to repeated burns. At the present time it is covered by a very open forest. Grasses grow very luxuriantly. There are two species of this, blue joint grass and a wild rye, that are the prevailing grasses. He understood, though he is not familiar with these grasses himself, from Professor Macoun, that these are very excellent meadow grasses and make excellent fodder.

"Mr. McInnes left Norway House in the second week of June and made the circuit and came out at the Pas on September 6, so it was June, July and August he was there. He saw grass growing from eighteen inches to two feet high. "Witness computed the area of this country to about 10,000 square miles. He does not mean to say that all of that ten thousand square miles is good land, but the basin characterized by this deposit of clay has an area of about ten thousand square miles."

"Referring to what is grown in the country, he says: "Upon the Nelson river wheat has been grown successfully at Norway House, and also at Cross lake. Of course, he could see that they grow no grain at any of their posts nowadays. In the old days they grew it and ground it in hand mills. Witness saw potatoes that were grown about fifty miles north of the Pas. There were quite showy potatoes, great large fellows like those you see exhibited in fairs.

"There are no settlers in the Nelson district. The Indians, however, grow potatoes at several points, even in the northern part of it, as far north as Nelson House, about latitude 55. On July 11, when the witness arrived at Nelson House, the Indian potatoes had vines about eleven inches high, and were almost ready to flower. When he got out on September 6 to the Saskatchewan, at the Hudson's Bay post there, at the Pas, Indian corn was very well headed out, with very large fine ears quite ready for table use, and there was

no frost until September 29. He knew that because he stayed there until then. "With eighteen hours of the daylight, and no frost in the summer, vegetation is rapid. In a country where you can ripen Indian corn you can grow practically anything. "Mr. Tyrell passed through that country some years ago, and this is the evidence he gave to the senate committee: "North of Lake Winnipeg there is another magnificent area of from five to ten thousand square miles of as fine country as there is in Manitoba or anywhere else. "That is on the proposed line of the Hudson bay railway. When the witness came out of there a number of years ago, after spending a summer there, and north of there was a rich agricultural country north of Lake Winnipeg, the Hudson Bay men and the people in the southern country pooh-poohed the idea. They said they had been up at the head of the lake and knew there was not a foot of good land there. But there is a magnificent stretch of country there, and it extends westward along the Churchill. These lands north of Lake Winnipeg are clay lands, an extension of the same basin as the Manitoba clays.

"The hon. member for Souris, Mr. Schaffner, this afternoon spent a good deal of time in setting forth the facts concerning the navigability of Hudson straits. I think the hon. member is to be commended for the diligence he has shown in hunting up the history of this northern country and the waters thereof. I do not see how anybody can assume that Hudson bay is not navigable, when you take into consideration the fact that it has been navigated since 1610. Since 1660, vessels have gone in and out of the bay once every year except two years. The Hudson's Bay company keep regular vessels on the route. For the last sixty or seventy years whalers from the Atlantic coast have been making periodical trips in pursuit of their calling. We have the record of trips made into the bay by all kinds of vessels. In the service of the Hudson's Bay company 750 vessels, ranging from 70-gun ships to 10-ton pinnacles, have crossed the ocean and passed through the straits and sailed into Hudson bay and only two of them were lost. We have the record of men-of-war going into Hudson bay. La Perouse, with three French war vessels, sailed into Hudson bay, took Fort Churchill, dismantled it, took Fort Nelson, looted the supplies and sailed out successfully. Commandant d'Iberville sailed into Hudson bay, fought an engagement with English battleships and got out quite safe again. From time to time, during the wars between France and England, it was necessary for the Hudson's Bay company when their ships sailed into Hudson Bay to have a convoy, and it was quite a common thing for a British warship to go with a trading vessel into and out of Hudson bay. If it was possible to carry on this navigation with the vessels of a couple of hundred years ago, when they did not have the advantages of navigation of today, when they had no steam vessels and none of the aids to navigation such as lighthouses, the route must have been a pretty easy one to navigate, or we should have heard of more disasters. Our own government has sent in several parties to make investigations. Dr. Robert Bell travelled in and out from 1880 to 1897, making nine complete trips. He gives this as his experience: "The bay is open all the year round, and there does not seem to be much evidence that

the middle of the channel and then there would have to be lights at Cape Chigney and on Resolution island. Lights would also have to be placed at the mouth of Churchill harbor. "I think we have ample evidence to show that the navigability of this strait is sufficient to warrant the government coming to the conclusion that, for a certain period of the year, this route will afford a means of transportation of the greatest benefit to the western country. In addition to the benefit to be derived from the improved transportation facilities afforded by the construction of this road, it will mean the development of a portion of our northern country which we never could have developed without a railway. Immigration to the west during the last 11 years has given us our prosperity, in that country. According to the returns, nearly 1,200,000 people have been brought in by the immigration department during that period. The impetus to trade given by the influx of that number of people, and the amount of money spent in railway construction has produced our good times in the west. To stop immigration would be to decrease the volume of our business, and the only way to keep up the stream of immigration is to develop the northern country, where we have land on which to put our settlers. Until the present government undertook to build the Grand Trunk Pacific, no determined effort had been made to develop our northern country. At the time they launched their scheme many people objected on the ground that the country through which the road was to be built was not fit for settlement. Even today, in talking to a friend who is a member of this house, he expressed the opinion that it was a great mistake to build north of the height of land in Ontario and Quebec, because the country was not fit for settlement, and it was said that the Grand Trunk Pacific would be a great mistake. I think the majority of the people of Canada have only one opinion on that subject; that is that we have a great big country to develop and we never can develop it unless we get railway construction to the most remote parts.

"With regard to the method of construction, I believe the road should be built and owned by the government, and inasmuch as there is in eastern Canada considerable objection to voting sufficient money to build a road of that kind at the present time, I believe that it will have to be constructed by obtaining money by the sale of lands in the west. The people of the west are a unit in regard to the construction of this road, and I do not think any objection will be raised to the government of Canada using the proceeds of the sale of land to create a fund for the building of this railway. The expenditure on the road itself will not be very large but the incidental expenditures for the building of docks at Fort Churchill, for terminals, for lighting the straits and probably giving a subsidy to a steamship line, will be considerable, in addition to the actual cost of construction of the railway. The road will be an easy one to build and when built to operate.

"There is a gentle down-grade from the Pas to Hudson bay and a fall in 450 miles of about 1,000 feet. It will be down grade in the way the traffic will go so that trains loaded with grain will be going down hill on their way to the harbor. I think it is very important that this road should be built at once. Any one familiar with the western country knows that two years ago we had a very large

the strait is closed in any season. The great width and depth of the straits, with the tides, probably keep it open. He thought it navigable for four months each year, or from the middle of June to the end of October.

"And Commander Low says: Really prepared steamers could navigate Hudson Bay and Hudson straits longer than the period he had mentioned; you could navigate the straits all winter if you had a properly prepared vessel, but it would be a long voyage. . . . Altogether, the witness considered the Hudson bay route, when it was clear, as even a clearer one than via the St. Lawrence. There is at least two months when there is no trouble from the ice at all, and when you do meet loose ice in the summer time there would be no trouble. There would have to be several lights established. There would have to be lights at Nottingham island and probably at Cape Diggs. Charlatan island would probably have to be lit at both ends, because it is practically in

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crop of wheat, about 200,000,000 bushels of grain; and before the commencement of the snow blockade to which the railways attributed all their difficulties, there was a complete grain blockade. At that time we had in that country some 800,000 people. If 800,000 people can grow enough grain to blockade two complete railway systems, what will occur when the population increases in that country as it is bound to increase?

"Today in Manitoba, Saskatchewan and Alberta, we have about 1,000,000 people, and I do not think I am over-sanguine when I express the belief that within the next four years that population will be doubled. In 1907 the population was a little over 400,000. In 1906 it was over 800,000, and, judging from the way immigration is going in there, it is safe to say that in four years we will have 2,000,000 people west of the Great Lakes. When that time comes, probably we will have another railway, the Grand Trunk Pacific; but by the time the Grand Trunk Pacific is built we will find that the trade has so increased that it will tax the powers of the three great railway systems to haul off the grain.

"The road should undoubtedly be built at once. If the government were to undertake the construction of this road at once, it would be four years before they could expect to have it built to the bay, and it will be urgently needed before that time. If the government were to build the road they could easily entrust its construction to the present Transcontinental Railway commission; they have the machinery at hand for looking after work of that kind and could superintend the building of the Hudson Bay railway without very much extra general expense. If this road is built it will facilitate the opening of the country; that country has to be surveyed and this will require some time, and the building of the road will facilitate the surveying, exploration and development of the country. I do not think the government could get any railway company to undertake the construction of that road unless they gave a bonus equal to the cost of building it. I do not think the people of Canada would favor giving any bonus of that kind. The day of large bonuses or land grants is past, and it is the fixed policy of this government not to give a land grant to any railway. I am therefore strongly of opinion that the government should at once address itself to the question of finding some means by which this railway could be built, and I am in favor of the policy which was enunciated by the hon. member for Brandon (Mr. Sifton) that is to set apart certain lands in the north-west, two sections or so in each township, preserve them until they become of sufficient value, and then sell them just as the school lands are sold at the present time to create a fund to pay the cost of construction of this road. The government could borrow money and by the time the bonds fall due the proceeds of the sales of these lands could be applied to paying off the bonds. If you sold the lands today you would not get nearly what they will be worth in a few years. Objection has been raised to that scheme on the ground that preserving land is a detriment to settlement. However, the amount reserved, two sections in each township, would not be sufficient to affect the people in the district. You do not find that the present school reserves affect the people. However, whatever scheme is devised, whether the road is financed by means of a land grant, or by charging a fee of \$3 for redemption, it is a question of policy which the government has to decide upon; and so far as I am concerned the building of the road is so urgent that I feel it should be constructed and constructed at once.

"The public feeling in regard to the construction of this railway has been so strong in the west that if the provinces of Manitoba and Saskatchewan had owned land of their own they would not have hesitated to have given it towards the construction of this railway. I have no hesitation in saying that if Manitoba had owned land for the last twenty years the same as Ontario and Quebec do this road would have been built long ago. The little province of Manitoba did not have the resources to devote to a project of this kind. We have been coming year after year to Ottawa asking the Dominion government to undertake its construction. As soon as this road is built I expect there will be considerable investment in the way of manufacturing along the Hudson bay route. The water-powers along the Nelson and Churchill rivers will become developed. There is a possibility of a great pulp industry being established along the Nelson and Churchill rivers. Wood and water-powers are available, and as soon as this road is built industries of that kind will crop up that are not thought of at the present time."

The death of St. Simon, perhaps the greatest racehorse of his generation, recalls an almost forgotten tragedy of the turf. Half an hour before the race for the Two Thousand Guineas of 1883, Prince Batthyany, who bred St. Simon, and who was one of the most popular racing men of any time, was talking with Lord Cadogan in the luncheon room of the Jockey Club stand at Newmarket, when he suddenly reeled and fell.

He was carried to Weatherby's office and doctors were summoned, but the Prince was beyond all human aid, and just before the bell rang for the race for which his colt Galliard, brother of St. Simon, was first favorite, he breathed his last.

A few minutes later "the clear blue sky rang with cheers and shouts as the horses came thundering along, which rose into a roar as Galliard won by a head," while behind the drawn blinds of Weatherby's office Galliard's owner, who had been looking forward so eagerly to this moment, was lying dead. It was owing to the death of his owner that Galopin's great son could not run in the Derby of 1884, which he would almost certainly have won.—Westminster Gazette.

White Man's Last Opportunity

By Ernest Thompson Seton, Author of "Wild Animals I Have Known," "Lives of the Hunted," etc.



"HO cares for a few acres of snow?" said the flippant French statesman, when he found that through him Canada was lost to France; and our country has suffered ever since from this libellous jibe.

It was commonly said that no part of Canada was fit for agriculture except the extreme south of the Ontario peninsula. It was a surprise when the Ottawa valley was found suitable for settlement. The Red river region was looked upon as Arctic. It is not thirty years since wheat was considered a doubtful crop in what is now the banner grain field of America. And all of this misconception was the result of a few malicious, but far-reaching jeers.

How are we to get at the truth about our northwest? How are we to make sure that we are leading none into disaster by unduly lauding a new region, and yet avoid the other extreme of ignoring a veritable land of paradise.

There are three sources of light—the natural growth of the country, the scientific study of its climate and soil, and the results of actual experiment. The natural growth is nature's experimental farm. My notes made while travelling through the northern part of the Peace river region show that even near Great Slave lake, white poplar, balsam poplar, white spruce, black spruce, jackpine and canoe birch grow to perfection, are here indeed, great forest trees affording the finest timber and a commercial asset of the highest importance.

Rich in Grasses
Grasses of many kinds are so rich and rank on the prairies of the Buffalo river that one may cut hay anywhere with a horse mower. The characteristic flowers are the same as those of Central Manitoba; the anemone or spring crocus is particularly abundant.

Early in July of the year 1907, while in the Salt river country, I rode through hundreds of square miles of undulating country which was sparsely covered with poplar from a foot to two feet thick, under which the ground was overgrown with peavine two or three feet high; the soil was clay loam, the land dry and there were brooks every mile or two; in other words, the most beautiful cattle range, possible to conceive and evidently suitable equally for agriculture.

A scientific study of the climate of internal America has demonstrated the remarkable north-westward trend of the summer isotherms, to which the north-westward trend of vegetation corresponds exactly.

What the Map Shows
The map shows these better than any description, and we should remember that where balsam poplar grows we can grow potatoes, where white poplar grows we can grow barley, and where jackpine grows we can grow wheat. These terminal lines it will be seen are far beyond the northwest part of the Peace river region, how remote then from such limitations is the south part, 500 miles away.

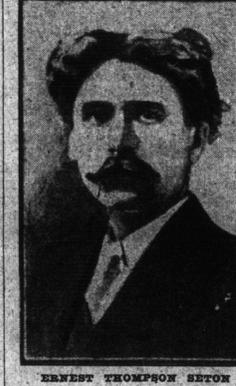
Summer frost was the curse of the Ontario peninsula at one time, and of the Bruce peninsula, and of Southern Manitoba, but now in these same regions, excepting in abnormal years, like the year 1907, it is unknown. With the opening of the country the curse was removed. The theoretical reason is that the ground everywhere shaded by vegetation cannot absorb much of the sun's warmth and get thoroughly stored with the heat, but ploughing land gives it direct contact with the sun's rays and enough heat is stored to raise the temperature a few degrees, enough to carry it over the danger point. This is the theory and right or wrong the fact is that in all wheat countries summer frost has fled before the plough. We are safe to believe, therefore, that agriculture would have the effect of raising the summer temperature of this new land of promise.

So far as I can learn, the summer climate in general corresponds closely with that of Manitoba.

The soil is in most parts of the highest class, a rich clay loam of nearly level or slightly undulating surface. There are a few small acres of sandy country and a considerable amount of muskeg. The latter produces good timber and guarantees a continual supply of water and range for cattle.

Winter a Drawback
The length of the winter is a serious drawback—most serious—but I cannot learn that it differs materially from that of Minnesota, lasting usually from the end of October to the first of April. I make a little account of the past extraordinary season—if it damns this country then it also damns New England and the whole northern tier of states as unfit for agriculture. Ordinarily, the rivers here are open and the plough set free by the 20th of April.

In this lower Peace River region horses can and do indeed run out all winter and dig through the snow for their food, but no wise farmer will let them do it. All stock must be winter-fed and housed to get satisfactory results, and in a country of unlimited timber and hay this is not a great difficulty. There is another drawback, and we ought



ERNEST THOMPSON SETON

to point out and honestly face these drawbacks as completely as we do the advantages, for the unscrupulous boomster is almost as mischievous as the unscrupulous libeller.

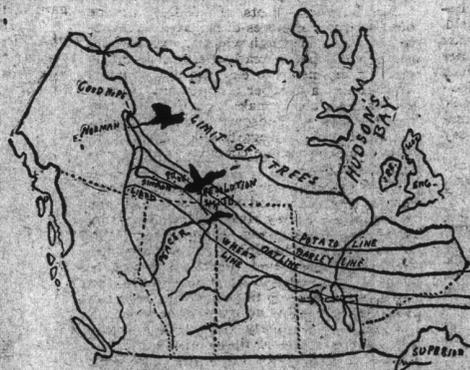
Summer Pests

In summer there are mosquitoes and bulldog flies, but they are no worse here than in Minnesota and those who live in the country have learned to use various expedients of smudge and mosquito bar, and, I find, think but little about these nuisances that force themselves so fully on the notice of the newcomer. At other seasons there are no pests or special diseases; the climate is indeed one of the most salubrious in the world.

But the grand test of the country, the one that is looked to most trustfully by those agriculturally interested is the practical one. What has been done already.

In travelling through this region I have made it a point to see for myself as well as learn from all reliable sources the results of agricultural experiments.

At Fort Resolution this year I saw potatoes, rhubarb, radishes and other garden truck grown to perfection.



Map drawn by Ernest Thompson Seton, 1907, showing limits of crops in the interior—between Hudson Bay and the Rocky Mountains.

At Providence and Hay River, Bishop Breynt assured me that wheat is a regular and profitable crop. At the same place Mr. Elihu Stewart on July 15 last, saw ripe wheat, potatoes in flower and peas fit to use, as well as the usual garden truck.

Limit of Wheat Area

Fort Providence, then, is probably nearly the limit of wheat, but oats, barley and potatoes grow much farther north. Barley was cut at Vermilion on July 24, 1906. Potatoes are a good crop every year as far north as Good Hope, which is within the Arctic circle, and everywhere the potato bug is unknown. E. A. Preble, the well known naturalist and traveller, has given me much corroborative evidence of these statements. The result of the various testimonies I have tabulated in the most conservative manner and present them in the accompanying map, which, by the way, no one so far has impeached as over-favorable. Messrs. Thos. Anderson and C. T. Christy, of the Hudson's Bay company, think I have been wise and safely conservative. Bishop Breynt thinks I have been much too cautious and that my wheat line should be pushed up as far as the oat line with a corresponding advance of the others.

I do not doubt that wheat will grow in some localities even beyond the line given, as Bishop Breynt and many others say, but also there are localities within the present wheat line where no wheat will grow. There are indeed places in Manitoba, Ontario New York state, etc.—not to say Peace River valley—where for some local reason, elevation, slope, soil, etc., wheat will not grow, just as there are places in England and Ireland that cannot produce potatoes.

I think that both the Macouns are right in their description of the country. Prof. John Macoun says there is a great agricultural future for the Peace River valley. Mr. James Macoun says: "True, but let us be frank about it, there are also large areas on the high

southern part of the Peace uplands where the elevation is too great for the successful growing of cereals. The northern part of the region is so low as to offset the high altitude and offers a fine field for agriculture."

The Broad Facts

Doubtless, wheat may be grown beyond the wheat line as I have drawn it, but there the unfavorable conditions become very frequent and indeed the rule. There are obviously no hard and fast lines but on the whole these shown do give us the broad facts. Each decade, however, is cutting down the time required for the growing of wheat by providing us with harder kinds and thus they are extending its area. This same is true not only of the other various staples of agriculture but also of live stock. Breeds of cattle improved for our northern ranges have been produced, and a search of other lands has discovered two other creatures, the reindeer and the yak, whose natural habitat is a far colder region than the coldest part of that under discussion, and whose beef and other products have long been the principal wealth of countries where they are indigenous.

This great new province is abundantly supplied with minerals, water, timber, wild fruit, fur and game. It is, moreover, a white man's climate, one of the most salubrious in the world and all that its detractors can say is—it is too far north and it is too cold. Which of us, they ask, would be willing to settle in a country, a land that has admittedly four months of hard winter?

One may be sure of this; that no settler will readily leave a warm, sunny climate to go to a cold and frosty one. I do not expect that any Ontarian will cheerfully go to dwell in those northern climes. If a Floridian goes to live in Ontario he thinks he is in a polar region and suffers. So an Ontarian coming to Manitoba or Alberta thinks he is far enough north, and any farther would be too cold; but after a generation born to the region their lives are adapted and each thinks his own surroundings not only normal but the best. I knew of a number of Ontarians that tried Manitoba for three or four years, then decided that it was too cold and went off to Southern California, but they all came back, largely from the influence of the children who thought then, and still think, that the Manitoba climate is just right.

We do not indeed expect Manitobans to find paradise at the limit of trees, but there are in Europe thousands of Fins and Scandinavians, white men, that are familiar with a similar climate. They know the best ways of life for it—they have their summer way—and their winter way—they know already how to be happy and prosperous under just such conditions and can teach other settlers the same lesson. They would indeed find in the virgin possibilities of our new north-west the land of the new hope they have so long dreamed of. How gladly they would come if only the way were opened.

And what does opening the way mean? The way from Europe is open. It is plain sailing to Edmonton. What is then needed, I think, is the railway rushed through at once. The way to open the Peace River valley is to open the way to Peace River, and the steamboats will do the rest; then it remains only for us to notify the men we need that we have cleared the way to the land of new hope.

And what is the ultimate race of the region to be. There is a zoological maximum that suggests the answer—an animal finds its highest development in the coldest part of its range when its food is abundant. How true this is of mankind. The giant races of America were from the Northwest Buffalo Plains and from the Patagonias. The giant race of Africa is the Zulu of the Cape, and the dwarf races the world over are from the tropics where they are overhot or from the poles where they are underfed. The highest product of civilization we believe to have been the white man of northern Europe—a product indeed of the snow. This should help us to forecast the future of the north.

Henry Ward Beecher, who visited this country some twenty years ago, said in his subsequent lectures, on the Canadian Northwest—"You note the class of men going in there, that means brains; you see those endless grain-lands, they mean wealth; you mark those long winter evenings, these mean time to think. I tell you there are great things coming out of the Canadian Northwest. Keep your eye on Winnipeg."

Finally, if those who decry this land of promise would go to Europe and see there how much farther north climatically, the arid soil is made to support a large population, they would quickly change their minds and see in their true light the possibilities of these fertile wooded plains. They would be fortified in their new view by the words used today, by those who condemn the Peace River, are the same as remembering those used one hundred years ago to decry the Ontario Peninsula and thirty years ago to condemn those parts of the Northwest that are now producing the finest grain in the world.—Canada West Magazine.

ARGUMENT FOR BONUS TO STEEL SHIP BUILDING



CONTINUED effort is being made—especially by the people of the Maritime Provinces—to have the Dominion government to give some pronounced aid to the building of steel vessels in Canada. Reasons are given why this encouragement should take the form of a cash bounty per gross ton, instead of a drawback based upon the duty paid for articles entering into the construction. They claim that it is an anomaly that, while the Canadian people have adopted the policy of protecting and supporting home industries, the shipping interest alone should be neglected and left to suffer extinction from the protected competition of other countries. A policy that has been successful in building up the workshops and factories of Canada, and that after trial, has received the ample endorsement of the people at the polls, ought to have been extended to the shipyards, and afforded a continuance of the employment of labor and capital that formerly made their shipping a source of prosperity and wealth.

Eastern Canada has had a unique and rather chastening experience. On the sea coast there was excellent ship timber, and from the inland there were natural waterways by means of which logs for timber could be expeditiously and economically conveyed to the sea coast. The inhabitants of that part of what is now Canada were among the most "handy" and adaptable people in the world. Sailors and fishermen by instinct, tradition and necessity, they were also carpenters and built their own houses, barns and farm waggons. Boats were necessary for fishing and as a means of travel from place to place along the shore when roads were few and rough. So they built their own boats. A demand for wooden ships came and they started in ship building, using the natural resources right at hand and their own labor. Then, from their own families they officered and manned those ships and sailed the seven seas, carrying the British flag and British trade to every port open to navigation. They prospered, and the money they made went to build up homes and towns, construct roads and railways, open banks and insurance offices.

Indeed, shipbuilding in a few years became the chief industry of a large part of Quebec and the Lower Provinces, especially Nova Scotia, where there were communities owning more tons of shipping per head of population than any other part of the globe. Canada assumed the position of one of the four great ship-owning countries of the world.

The advent of steel shipbuilding struck a fatal blow at this great source of wealth and prosperity. The increase in the size of vessels from 2,000 tons to 20,000 tons, made possible by the use of steel added to greater durability and lessened insurance effected such a reduction in the rates of ocean freights that wooden ships could no longer compete, and shipbuilding was transferred to British yards, where iron, coal, skilled labor and capital were cheaper than in any other country. The loss of business, capital income and employment, in which at least one-fourth of the people were interested, fell upon the country like a blight, and Eastern Canada has not recovered from it yet.

Great Britain did not establish her supremacy as the great ocean carrier of modern times on free trade lines. On the contrary, the British government subsidized its main line of steamers "to afford a rapid, frequent and punctual communication with their distant ports which feed the main arteries of British commerce." Great Britain now pays considerably over a million dollars a year in subsidies to steamship lines, Canada pays over a million dollars a year in steamship subsidies, most of which goes to subsidize old country British shipping. The other colonies pour in their mites towards the same great ship encouragement fund of the Mother Land. The United States is realizing the importance of a merchant marine of her own and has given special legislative aid.

It is claimed that no good reason exists why Canada should not build her own ships and do her own carrying trade. The policy of abandoning our merchant marine to its fate; of allowing our sea-faring population to drift away into other employments and to other lands; of permitting other countries to enjoy the profits and prestige of doing our ocean carrying is not one that can commend itself to the progressive spirit of our people. About seventy millions of capital has been expended in the development of the coal and iron industry of Cape Breton, within a few years. Many millions have been invested at Sault Ste. Marie in steel production. It is felt that the erection of steel shipbuilding works is a fitting supplement and crowning measure to the establishment of great coal and steel producing industries. The latter completes a series of conditions required in steel shipbuilding, such as exists in the great shipbuilding centres in Great Britain.

Canada possesses extensive coal deposits at tide water, which afford a marine traffic of over four millions of tons; she ships a million thousand feet of lumber products annually; her export of grain, rapidly increasing, will reach a hundred million bushels. In addition to providing this enormous trade for a shipping business, Canada has excavated canals, deepened rivers, dredged harbors, constructed docks, buoyed and lighted the entrance to her waterways, and, in short, created the business, the facilities and the conditions demanded by a maritime power, and then stopped short without taking the one effective step to bring into being the thing itself—a mercantile marine.

This is briefly the case presented by those who are agitating for a government bonus to steel shipbuilding in Canada. After preparing statistics and going into details from the experience of those who have, in a small way, attempted something in the line of building steel ships in this country, about \$6 a ton seems to be the figure asked for.—Montreal Star.

PORT ARTHUR AND THE SEQUEL

REVIEWING two books just issued, "The Truth About Port Arthur," by E. K. Nojine, and "The Tragedy of Korea," by F. A. McKenzie, the London Times says:

The flood of books about the Russo-Japanese war has abated somewhat of late, but hitherto we have learned comparatively little except through courts martial about the siege of Port Arthur as witnessed from within. M. Nojine is unusually well qualified to offer testimony on the long beleaguement. As a Russian war correspondent he went through the greater part of the siege and he was in the confidence of those commanders whose names are still honorably associated with the defence of the fortress. He has also had access to official documents and diaries. He writes with vivacity and force, and the translation is competent and spirited. Both on account of its vivid narrative and by reason of the extraordinary revelations it contains, "The Truth About Port Arthur" is perhaps the most remarkable book about the war yet issued. It is scathing in its denunciation of the unreadiness of Port Arthur to resist attack, and unsparring in its condemnation of those officers, both naval and military, who helped to bring about its downfall. No more vigorous and overwhelming arraignment of General Stoessel has been framed, even by the tribunal which tried and sentenced him. That much of the evidence which M. Nojine has collected is beyond dispute cannot be doubted. Yet while we regard his book as of great value and singular interest, we are constrained to think that the whole truth about Port Arthur has still to be written. M. Nojine frankly reveals that he was not an impartial onlooker. He was inflamed against General Stoessel from personal reasons, not less than from his natural indignation at the

general's craven and vainglorious bungling. He was a warm and open ally of General Smirnof, the commandant of the fortress, and of the gallant Kondratenko. He took sides from the outset, and he makes no pretence at approaching his task in a judicial spirit. The ultimate verdict upon the mournful story of Port Arthur will have to be written by some one who can examine the evidence with a mind uncolored by partisanship. That General Stoessel failed miserably, that he showed few traces of soldier-like qualities, is now common knowledge; but it seems incredible that he can have been the miracle of blundering and pompous incompetence depicted by M. Nojine. It is manifestly difficult to test the final value of his testimony against General Stoessel. There is no standard of comparison, because so little is known about what went on within the defences. We have detected one instance, however, which leads us to suspect that in his eagerness to indict General Stoessel the author has not always been careful about his facts. He ends one of innumerable passages ridiculing Stoessel by saying:—

Again there was laughter. The General was in the best of form. Whether he was talking seriously or not I do not know. Presently he thought it was time to return to Arthur, and told me to accompany him; we rode through the arsenal.

"Look what a number of captured guns there are! I took all those in the Chinese war."

All these guns passed into our hands when we peacefully occupied Arthur!

We think that, on that occasion at any rate, M. Nojine was wrong and General Stoessel more or less right. It was always understood in Port Arthur that most of the guns

parked in the squares of the arsenal were captured by the Russians when the Chinese arsenal at Tientsin was seized.

There is no intention on our part, however, to suggest any condonation of General Stoessel, or to question the broad correctness of M. Nojine's record. Even when every allowance is made for prejudice, the record is black enough, not only against Stoessel, but against other officers who had for years shared the responsibility of placing the Liaotung peninsula in a position to resist attack. It will scarcely be believed that when hostilities began on eight guns were mounted by the whole of the land front of the fortress; yet M. Nojine's statement is confirmed by the official report. Long after the first attack from the sea, the export of large quantities of fresh and preserved provisions to the army in the north was actually permitted. Even as late as the beginning of May, Stoessel was still so oblivious of his real position that he was entraining troops for Liao-yang. He utterly neglected the defence of the Kinchou isthmus, and yet he sent reports suggesting that he had directed the battle at that vital spot, although he never left Port Arthur. His culminating offence, of concealing the official message deposing him from the command in June and directing him to hand over his charge to Smirnof, was only exceeded by the shame of his final surrender. But Stoessel was not the only culprit. Divided control, conflicting counsels, and service jealousies helped largely to bring about the downfall of Russia in Manchuria. M. Nojine complains that "money was scarce for the vital defences of Port Arthur, while millions were being poured out on the palaces and wharves of Dalny." He does not mention the reason, which was that the departments of war and finance were

at deadly feud, as was shown when General Kuropatkin made his memorable tour of inspection.

It is due to M. Nojine to say that he does not hesitate to criticize even his hero, General Smirnof. As commandant of the fortress, Smirnof ought to have assumed command when the siege began. Stoessel was the officer commanding the district in which the fortress lay, and by an imperial order Smirnof was his subordinate. M. Nojine says of Smirnof that, "notwithstanding his great strength of will and firmness, he was a true Slav"; he dared not run counter to an imperial order. The Tsar's unlucky telegram appointing Stoessel as his aide-de-camp gave him further strength at a most inopportune time. The question whether Smirnof, who never knew that he had been given charge six months earlier, ought to have summoned a council and arrested Stoessel when he found he was negotiating a surrender, has been often debated. M. Nojine thinks the step would then have been futile. The garrison knew that a parlementaire had been despatched, and they would never have fought on afterwards. The arrest of Stoessel would only have meant a mutiny among the exhausted troops, who would not have obeyed Smirnof. The matter is one about which there will, no doubt, always be a difference of opinion, but most experienced soldiers will probably hold that at such a moment Smirnof should have followed the regulations.

Mr. McKenzie's book about Korea was written to explain a situation which has arisen as a direct sequel of the war in which the fall of Port Arthur was so tremendous an event. The author knows Korea intimately. He traces its history with concise clearness from the period when American filibusters

tried to obtain access to its closed territories in the middle of last century. His main purpose, however, is to criticize and condemn Japanese policy and methods of control since the war. He made a tour, at some personal risk, in the districts where Japanese troops were fighting the Korean rebels last autumn, and tells a deplorable tale of the ruined towns and villages which he found in the track of the troops. He attacks the administration of Prince Ito, and insists that one of the objects of the Japanese in Korea is the ultimate exclusion of British trade. We are bound to say that Mr. McKenzie sets forth the cause he has espoused with conspicuous moderation and restraint, and with commendable sympathy for the unfortunate Koreans. Certain aspects of more recent Japanese policy in Korea are regarded with misgiving in this country, and the whole story of Japanese association with the Hermit Kingdom is notoriously marred by grave blemishes. Mr. McKenzie's book will, we fear, deepen the apprehensions that have been aroused, especially in view of his studious avoidance of any semblance of exaggeration. His readers will naturally ask, as American senators asked Professor Hulbert, "What do you expect us to do?" After all, even Mr. McKenzie admits that the indigenous rule in Korea was weak and corrupt, and often oppressive, and that the old Court party has constantly and obstinately intrigued against the Japanese. He thinks, however, that Japan might be warned that needless slaughter and the filching of the private property rights of the defenceless peasantry must diminish the respect in which she is held by her ally; and he is not without hope that milder and more conciliatory counsels may in the end prevail at Tokio. That hope can at least be warmly echoed.



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The Compulsory Arbitration Law in New South Wales

THE Australian correspondent of the London Times, writing from Sydney under date of March 17, says:

Seven years ago, after a careful examination of the working of the New Zealand Act, the New South Wales Parliament introduced compulsory arbitration, and gave it a seven years' trial. Today another Parliament is occupied in discussing the merits of the Act, which is to confirm the principle and alter the details of the law of 1901, and in the streets men talk of the wharf-laborers' strike and the timber-yards strike, and the Newcastle coal-miners' strike—so narrowly averted, and not yet made improbable—and through all the ranks of labor there is murmuring unrest, and among the employers the sort of blustering talk that conceals a fear of evil days to come.

So the Act that was to bring industrial peace expires amid rumors of widespread industrial wars. At first sight it seems to justify all the prophets who foretold failure. But you note, as you consider the situation with more deliberation, that those prophets are keeping very quiet; and you note further that the Premier, leading a strongly "anti-Socialistic" party, accepts without demur, and even emphasizes, in his new Bill the vital principle of the old one. After seven years' trial of compulsion, even Mr. Wade is in favor of it. He has laid down three "fundamental propositions":—

1. Neither side, employers or employees, shall be allowed to dislocate industrial life by a lock-out or strike.
2. No employer shall be allowed to carry on business in New South Wales if he will not pay his employees a fair wage.
3. Every dispute shall find a tribunal ready to settle it at once, without formalities and without appeal; and that tribunal shall have power to force both sides together, and power to force them to observe the award.

If you are looking for a reason why the 1901 Act, in spite of its failure to prevent strikes, is being practically renewed and strengthened by the very party which originally fought it tooth and nail, that third proposition will give a hint of one.

Before we elaborate the reasons, it may note another peculiarity in the old Act's history. In its earlier years it was the refuge of the employee; many employers evaded it when they could, and those who disobeyed it were always sure of sympathy even from the more scrupulous employers who obeyed. At the end of its life it has suddenly become the employer's harbor of refuge, and the men are only persuaded to accept arbitration by all sorts of promises and blandishments. The change in the men's attitude is simply explained—they have not found the Court what they hoped it would be, and are inclined to fall back on their old weapon, the strike. The employers have changed front because they have discovered a usefulness in the Court which they used to ignore. They were asked to accept it originally because it would stop strikes; strikes not being imminent in 1901, they neglected or pooh-poohed that argument, and dwelt only on the grievance that their businesses were being interfered with, and they proceeded to belittle the Court and minimize the effect of its decisions in every possible way. In the last twelve months they have found the tables turned. The men have learned to belittle the Court too, and the strikes that have followed

the men's abandonment of it are a measure of the strikes it did avert in the six earlier years when the men still trusted it.

For the strike of today is a campaign, not a battle merely. The attacks made upon "labor" as such have done the work they might have been expected, but were not intended, to do. They have destroyed whatever community of interest there once was between employer and employee, they have consolidated all classes of working men into a single association for mutual help in any fight waged by any class. Within the last week Sydney has seen the mass of its oversea laborers refuse to work on the oversea and inter-State companies' boats, merely in order to force those companies into putting pressure on three small shipping companies which trade along the New South Wales coast. The men have no grievance against the big companies, and say so openly; but the three small ones use cheap non-unionist labor, so that a strike directly against them is impossible. The men are back at work now; but that is because they have found another weapon. The carters who take goods to and from the three small companies' wharves have agreed to refuse further service; the seamen in their boats have given 24 hours' notice of ceasing work. It is not their quarrel; but fellow-laborers have called upon them, and they came out willingly at the word. If they had not, the bigger strike would have gone on, and would have involved every port in the Commonwealth.

It seems unutterably stupid to hold up the whole sea traffic of Australia because you have a grievance against three small local shipping companies. But it would have been done. It may be done yet. One of the most ominous features of the whole business is the open acknowledgement, even by such papers as the Sydney Morning Herald, of the immense

power of labor and the need to propitiate it, at whatever cost. The carters work for master carters under an Arbitration Court award. In boycotting the goods of the master carters they are breaking the award. Whereupon the Herald, usually a sedate champion of strict legality, says (leading article, March 16):—

"Seeing that the labor unions have, for the time being, decided not to give the quarrel a general-bearing, for the master carters to come to the aid of the coastal companies—as they threaten to do—would be unparadonable."

Consider what that implies!

But we must go back to the main problem. An Act was passed on the distinct undertaking that it would prevent strikes. It is still in force, and strikes and rumors of strikes abound. Yet the Bill that is to supplant it adopts and confirms its main principle, amid the applause of everybody, including those who sneered most at the original Act. Why? The answer is inevitable. The failure of the 1901 Act, where there has been failure, has been due to maladministration and deliberate attempts on the part of an unsympathetic Government to make it fail. If provided, as mechanism for making awards and settling disputes, a Court of three members, one a Judge. Almost from the first that single Court was overworked and fell hopelessly behind in its task. More than eighty trades referred complaints to it, and it managed to give awards for 11 of them. In and after the second year members of the Court began to fall ill, which led to new elections and temporary appointments and rehearings and other causes of delay. The obvious remedy, since the country had approved and its Parliament had legalized the practice of compulsory arbitration, was to amend the Act in the direction of multiplying Courts, and, perhaps, simplifying

procedure. But the new Government—that led by Mr. Carruthers—would do nothing. They simply said, "You've got your Court—go and make the best of it."

For five years the employees were patient. But there is an end to any man's patience. Employees soon found themselves in this position, that they must refer a grievance to the Court, must not strike "during the pendency of any proceedings," and must, of course, obey the award when made. If there had been tribunals enough to act quickly, all would have been well. But the refusal of extra tribunals meant that a grievance existing and referred to the Court in 1905 must be endured without redress, possibly till 1908. When at last the employees understood that thoroughly, they lost patience and went back to old methods. Strikes began again.

Last year the Newcastle coal miners broke the law, and struck. Immediately the employees appealed to the law, and demanded the arbitration which for five years they had been waiting for another two or three years; but, when the Premier offered to constitute a special Court immediately, they went back to work. They had been asking for that special Court since 1903; but they had to strike before they got it. Then the men employed at the timber-wharves in Sydney harbor struck. A promise was hurriedly made that their grievances should be considered, out of order, within a few weeks; and they went back to work. Now the Premier is promising to secure the wharf laborers a speedy hearing; but they had to strike to get that promise. If the Act had had a fair trial—if extra Courts had been constituted as the need for them became evident—not one of these strikes need have happened. That they did happen, in the circumstances, is no more an argument against

compulsory arbitration than failure to give Sydney proper illumination from a plant built for a theatre would be an argument against electric lighting.

I do not say that there are no arguments against compulsory arbitration. The objections are many and serious. But we are not concerned with them just now, since the people of New South Wales, with whom we are dealing, have made up their minds unmistakably that whatever defects there may be in compulsion—it is "better than the old system of strikes."

It is not maladministration only that the 1901 Act has suffered from. Its worst enemies have been the lawyers and the higher Courts. The Parliament that passed it did its best to make the Arbitration Court's decision in any matter final (clause 32); to allow peaceable agreements between employers and employed to be made binding, if the Court thought fit on the whole body of employers and employees similarly situated (clauses 15 and 37); and to allow unions on both sides to bring matters before the Court for decision without making a quarrel about them first. But somehow the English language was found incapable of conveying Parliament's intention clearly—for no one disputes the intention; and the Supreme Court of New South Wales and the High Court of Australia, between them, have evolved this series of decisions—that the Arbitration Court cannot turn a peaceable agreement into a "common rule," which can be made only out of an "award" following on a "dispute"; that the Court has no jurisdiction at all unless there is a real dispute, a quarrel between some particular employer and one or more of his employees, who must remain his employees, because the dispute ends, and the case with it, directly they leave his service; and that the Court has no power to vary or amend its own awards. If either side wants an award amended, it must begin again from the beginning—and probably wait three years to get a hearing.

It was this last decision that brought about the wharf laborers' strike. Early awards had, for some now forgotten reason, allotted them higher wages for work in connection with oversea boats than for the Australian trade, the work in each case being exactly the same. The inter-State companies saw the injustice of this, and of their own accord paid oversea wages; the three local companies held to the lower rate. The Court not being allowed to amend its earlier award, the men aggrieved had a choice between waiting several years to start the "dispute" de novo, and breaking the law; to get a decision at once.

The higher Courts, probably, cannot be blamed. They have their rules of interpretation. But it is the Australian custom, when an Act is found not to say what it was indisputably meant to say, to amend its wording in accordance with the meaning. The Government of New South Wales refused to touch the Act at all. The Court was forced to work on, hampered with accumulating arrears, and with all its mechanism for peacemaking clogged and strained by the technicalities of its superior Courts. Of course it broke down. But the collapse, intended by its enemies to be fatal, has left so dangerous a gap in the structure of State compulsion, and shown such ruin impending, that those very enemies are today rushing to fill and buttress the gap with a measure more drastically compulsory than ever.

The Skakespeare Festival at Stratford-on-Avon

NOTHING is more prominent this year at Stratford-upon-Avon than the street decorations. The proper "pageant-spirit," if we may call it so, has possessed the inhabitants; and months of hard and entirely voluntary work, under the direction of a small committee headed by Mr. A. Whitcombe, a man of experience and taste in these matters, have been devoted to the designing and making in Stratford itself of the splendid medieval show which will appear in its full glory to-day—St. George's Day and Shakespeare's Day, says the London Times. It is needless to say that great delight and encouragement were caused by the King's offer to present a six-yard Union Jack and the Prince of Wales's present of a large flag to a quarter to 10 this morning the Union Jack will be hoisted on a great crowned flagstaff in the centre of the open space at the top of Bridge-street; and at the same moment the flags of Scotland, Ireland, Wales, the Colonies, and other parts of the King's Dominions, and the nations of the world, all presented by their official representatives in England, will be flown around the Union Jack and down the whole length of Bridge-street, while the school children holding banners and the town band will break into the National Anthem. Beside the flags, there is for every nation its coat of arms, elaborately painted in oils on wooden shields by the clever fingers of certain ladies and gentlemen of the town, and a mass of other bunting, which at night will be lit up by concealed electric globes, should make an impressive show. Each street has been similarly planned to give its own effect and celebrate a particular subject. The High-street illustrates the old trade guilds, Henley-street the Records of the town, the lords of the manor, and the characters of Shakespeare's plays, and so forth, while Church-street has its maypole. Throughout the town, the colors of the festoons which form the groundwork of the scheme are those of St. George's red and white, and of Shakespeare, black and gold.

The programme of entertainments during the three weeks is also exceptionally lavish. Today there

will be the usual floral procession to the church, with a sermon by Dr. Arbuthnot, vicar of Stratford, and Archdeacon of Coventry, a reception at the town hall by the Shakespeare Club, and a performance of A Midsummer Night's Dream by Mr. and Mrs. P. R. Benson and their company; and among other fixtures are a loan exhibition of old glass, prints, and other objects, chamber concerts, hockey and cricket matches between the Benoniens and local teams, old English games in the Bancroft, and the ever-popular Shakespeare costume ball in the town-hall, which will take place this day week.

At the theatre Mr. Benson produces nothing new on his own account. Unlucky circumstance prevented the proposed production of Cymbeline, and his Faust has had to be postponed. Several prominent London players are to appear, but the best news of the season is the production of Measure for Measure, in connexion with Mr. William Poel. The mention of the last name means, of course, that the play is produced following the Elizabethan method. Students of stage-history will recognize the plan of the stage, when it is stated that the foundation for it is obviously the drawing of the Swan Theatre on the Bankside, a little affected, perhaps, by the reconstruction at Harvard on which Mr. Forbes-Robertson played Hamlet some years ago. The audience was all in front of the stage, and covered by the "heaven" or roof; behind that again a small chamber revealed by withdrawing another traverse; and above it the balcony of courtiers, etc. The audience was all in front of the stage, not on three sides of it; the stage was much higher than the rest of things, and much smaller than the present stage; and the "ground" or boys; and at the side, instead of a "dore" or had the prayers for the King, which belonged pro-

perly only to performances at Court, and not to those in public or private playhouses.

The pros and cons of productions on these lines have been so much debated that we need not embark upon them here. Nor need we touch the question whether Measure for Measure deserves the hard things said of it by "North Oxford" on the occasion of its production two years ago by the O.U.D.S., and repeated this year at Stratford. Suffice it that a large audience, thoroughly enjoyed the play on Friday night. Measure for Measure is fitted for "Elizabethan" staging by its date, its simplicity of plot, and the fact that the scenery contains no elements of the supernatural and is not of much importance to the story. And the old difficulty—that presented a modern audience you are bound to expunge a great deal of the warm coloring of that glowing, passionate life of cold villany of Angelo and the saintliness of Isabella—confronts you equally whether your methods are modern or antiquarian. Mr. Poel gave us more as the Friar. We believed in this Friar-Duke; he must be admitted that he suggested a good deal in the chance of seeming before; but he was forced by considerations of decency to let a great deal go. And it must be admitted that he suggested a good deal in the frank disregard of the oratorical nature of an Elizabethan production and by cultivating in himself and demanding of others a rapidity of speech which made the play sometimes inaudible and often robbed it of its legitimate effects. Still, the great scenes, which have always made it a popular play; with actors and actresses, went well. Mr. Poel, himself the Angelo, was fortunate in his Isabella, the Miss Sarah Atwood, whose beautiful, affecting voice London has learned to admire in the Dublin theatre's visits. She needs training, both in speech and in style; but the performance was sincere, impassioned, and often subtle. As the Duke Mr. James Hearn was particularly impressive in the scenes when he masquerades as the Friar. We believed in this Friar-Duke for the first time, thanks entirely to Mr. Hearn's holding of the two parts together. He was a Duke while a Friar; there was something of the Friar underlying the dual man of the world.

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Burglar Who Might Have Been Prime Minister



WILF the scientific societies in England are discussing the strange case of the "burglar who might have been prime minister," had his talents been rightly directed, which was brought to their attention a few days ago at a scientific meeting by Dr. Albert Wilson, a leading London brain specialist.

Dr. Wilson has known this ex-burglar for some time and has helped him to reform, but until now he has kept him jealously guarded for his own study. Now that he has drawn his conclusions, he has arranged to "present" his burglar at a series of scientific gatherings as an evidence of his theory that in many cases crime is an irresistible impulse, born in a man, which can only be cured by expert medical treatment. There is no doubt about the skill of Dr. Wilson's burglar. In his day he was one of the most noted cracksmen in England, and the police and the owners of country mansions containing valuable family jewels alike breathed a sigh of relief when he was "put away" for his natural life. Scores of burglaries were attributed to him, and now that he has abandoned his profession and become a respectable member of society, the ex-burglar is quite willing to admit with a smile that the police were generally right. So clever was he, however, that he was only captured twice, and each time he was betrayed; once by a woman, and on the second occasion by a man whom he had befriended.

Writer of Stories

The ex-burglar is now known as C. Williams. That is not the name he was born with, but it is the name under which he made his reputation in his chosen profession, and it is the name he has chosen to bear for the rest of his life. He lives in a little flat with his wife and family—acquired since his reformation—in Tottenham, a suburban district of London, and he varies the peaceful calling of a painter and decorator by writing short stories, novels and articles for scientific publication. All his writings deal with crime in its various phases and the reformation of criminals.

Dr. Wilson in describing him declared he was a man of remarkable brain power and that if he had turned his attention to politics he might have become prime minister and would certainly have attained cabinet rank. Had he entered the church he would have become a bishop and had he taken to soldiering he would have commanded armies. No one can talk to C. Williams for half an hour without endorsing this opinion. He is a slender, well built man of about fifty, with hair just turning grey. He is clean-shaven except for a careful-

ly waxed moustache, but his eyes are the remarkable feature. They look through and through his visitor, and when he begins to talk in his quiet, refined voice, no one would imagine that this self-controlled, educated man is the same individual who was described by a certain justice as a wild beast who must never again be let loose on society.

Burglar by Choice Not Necessity

Williams is not one of those who took to burglary from necessity. He was the son of a man of large income and was well educated. All the professions were open to him, but he took to burglary because he loved the excitement of the life, and he practiced it as assiduously as the soldier or the clergyman practices his calling and with the same enthusiasm. He brought to its aid all the resources of science and a trained mind. His first burglary was committed when he was a boy in Birmingham, and the story of how he came to take the first step in crime is interesting. In some way he made the acquaintance of a handsome young woman, the widow of a police inspector, who was employed at a leading jeweller's shop. His imagination was fired by the jewellery, and he persuaded the young woman to procure the key for him, and one night while she kept watch, using her knowledge of police habits and methods to assist him, he entered the shop and carried away nearly \$20,000 worth of jewellery.

Although a mere boy, he did not make the mistake of trying to dispose of his loot in one lot, but went up to London and sold a piece here and there until all was realized. Strange enough, his first prison sentence was for this first burglary. He gave the young woman a valuable diamond ring, and a year later it was recognized and the woman, to save herself, "shopped" him to the police, and he was sentenced to seven years' penal servitude. In the meantime, however, he had carried out many other thefts, and his marvellous ingenuity is shown by the way, in which he escaped detection. He made it a rule to cultivate the friendship of policemen and detectives and to use them to provide an alibi in case of need. Thus his first visit after a burglary was always to the police station with which his friends were connected, and often he carried with him the proceeds of his raids.

Fixing Up An Alibi

One of these forays he thus describes. He heard of a jeweller who kept a cashbox, with a large sum of money in a safe in his bedroom, and after carefully studying the house he waited until he saw the man and his family leave for an evening visit. He then gained admission to an empty house a few doors away, climbed out on the roof and ran along the gutters, concealed by the high coping until

he reached the roof over the bedroom where the money was. He then cut a hole in the roof and in the ceiling, lowered himself through it, and secured the cash-box, containing \$750. He returned the way that he had come, but as he was leaving the empty house he noticed that a shred of cloth was torn from his coat, and he reasoned correctly that it had been left attached to the broken laths where he had cut the hole through the ceiling. Instead of risking capture by returning to remove this piece of evidence against him, he stowed the money securely in his clothing and hurried round to the nearest police station, where he met the station detective whose duty it would be to investigate the crime. He invited the man out for a drink and then accompanied him to another part of the town on an investigation he was making. On the way he drew the detective's attention to his coat, telling him that it was torn on a nail in his room. When he left the detective he hurried to his room, drove a nail into a position to correspond with the story he had told the detective and arranged a few threads of cloth carefully on the end of it, but not enough to identify the pattern. Then he burned the coat in the fire and dressed himself in two suits of underwear and an extra waistcoat. An hour or so later his friend the detective came hurrying to see him.

"Where is that torn coat of yours?" he asked.

"I just gave it away to a beggar after I left you," Williams replied.

The detective swore, and then Williams drew his attention to the nail. The detective eagerly collected the threads sticking to it and compared them with a piece of cloth he took from his pocket.

"There has been a burglary up the street," he said, "and this cloth came from the burglar's coat. It looks uncommonly like your coat."

"Why, so it does," said Williams. "When did the burglary take place?"

The detective told him and Williams innocently remarked that it must have been just at the time they were together, and the detective after a moment's reflection agreed that this was so.

Stuck Fast in the Hole

His suspicions were now thoroughly dulled, but Williams was not content. He never showed the slightest sign that he knew he was suspected, and when his friend was leaving he suggested that he should go with him and look at the scene of the burglary. When they entered the room he at once commented on the smallness of the hole in the ceiling. "He must have been a very little chap who got through there," said Williams.

"Oh, you could get through," said the detective, his suspicions returning. "Try it."

Williams drew up a table and swung himself up, but he stuck fast in the hole, thanks to the extra clothing with which he had equipped himself, and the detective's last suspicions were at rest.

When he came out of prison after his first sentence Williams had learned much. One thing was the danger of carrying burglars' tools at night. This is a crime in itself in England, and he determined never to run the risk. Thereafter he always conveyed his criminal outfits in broad daylight to the neighborhood of the house he intended to enter and concealed them there, hiding them again when he had finished his job, to be removed at a more convenient season.

An example of his versatility and resource is given by the story of a successful jewelry robbery, which he carried out at a peer's house in the West End of London. He went to the house, at 2 a. m. dressed in immaculate evening clothes and having secured his tools from a hiding place, he forced a window which he had previously learned was not protected by an electric burglar alarm. Then he went to a closet where the electric batteries were kept, and with a syringe he sprayed a strong acid on the wires until they were eaten through and the alarms put out of action. After this he ransacked the house at his leisure, and with his pockets filled with jewellery he calmly opened the front door and stepped out. He stopped to light a cigar, and as he did so a belated servant came up the steps. He looked suspiciously at the strange gentleman leaving the house at this hour, but Williams was equal to the occasion. "Hello, you are late," he called, "they are just going to bed," and hailing a cab he jumped in and drove off in safety with the jewels.

Meets His Waterloo

It was in the West End that he met his Waterloo. He had entered a house and had just pocketed a large quantity of jewels when what he describes as a "nasty little yelping terrier" woke up and roused the house. Williams made a dash for the door, but, contrary to all precedent, a policeman met him at the foot of the steps. He drew his revolver, firing as he ran, and hit the policeman in the leg. He continued to fire wildly, with the idea of frightening the police reinforcement which came up, and one of his shots struck a postman who was passing and killed him.

Williams escaped, and for six months the police scoured England from one end to the other for him. Then he was betrayed by a man he had befriended and who was tempted by the reward of \$2,000 which was offered for his capture. He was tried and sentenced to im-

prisonment for his natural life. It must be explained that there are two kinds of life sentences in England, the ordinary life sentence is always commuted after twenty years, but Williams is the only "natural life" who has ever emerged from the prison gates alive, and the story of how he accomplished his release is a tribute to his masterly ingenuity.

He was sentenced in 1881, and for eighteen years he watched with unceasing patience for his opportunity to secure release. It came when he was transferred to Dartmoor prison, and while he was employed on some work outside the prison he seized an opportunity to secure a supply of a drug which is a powerful heart depressant, but which leaves no trace which can be detected by the doctors. As soon as he returned to his cell he took a dose of it and sent for the prison doctor, who at once ordered his removal to the infirmary. Williams kept this up for two years in spite of the most careful watching by the prison authorities, and in the meantime he petitioned for a pardon on the ground of ill-health.

Pardoned but "To Die."

His case became a famous one. Twice his petition was refused, but his health continued to cause alarm and the prison doctors said he could not live another year. Famous specialists were brought from London to see him, and they confirmed the prison doctors' verdict. At last he was informed that he had been pardoned and "might go home to die." He left the prison, and in a few months he was as healthy as he had ever been. This was in 1891, and since then he has led an exemplary life. He has come to the conclusion that burglary as a profession does not pay, and his ambition now is to succeed in literature. He has been fairly successful so far, and there is no reason to doubt that he will be still more successful.

Williams has very strong ideas on the subject of prison reform, and, strange to say, they are not in favor of greater leniency. He believes that greater vigilance should be exercised to prevent brutal treatment of the prisoners by a few warders, but apart from that he thinks that the English prisons are too comfortable.

"They are too much like home to the old convict," he says, "and after the first sentence prison is no punishment. I believe that every criminal should be examined by a brain specialist. I know that crime does not pay and that there is some mental kink about any man who takes it up as a profession. My last word is that if the police want to stop burglary and theft they should go after the 'fences.' The fact is that they do not want to stop them, for their own occupation would be gone. They protect the 'fences' because they often 'give away' the thieves, but if there were no place to sell stolen goods there would be no thieves."

Discipline on Warship Which Is Going Down—Panic Unknown

THE recent accident which resulted in the loss by sinking of H. M. S. Gladiator, will perhaps cause many to wonder what the procedure is when "abandon ship" is the order of the day.

Let us suppose, then, that we are on board H. M. S. Russell, a type of battleship which is very common in the royal navy. Her tonnage is 14,000 tons, and her armament consists of four 12-inch guns and twelve 6-inch guns, and her crew is 715 officers and men. She is on her way, in company with the rest of the Channel fleet to Gibraltar, having sailed from England two days previously, and when they reach Gibraltar, they are to take part in the Tercentennial celebration of the capture of the impregnable fortress.

Ahead of her are two ships, the Albermarle and Cornwallis, the latter ship bearing the flag of Rear-Admiral Sir R. J. Chichester, V.C., C.V.O., C.M.G., while astern of her in the same line are three more battleships, slightly larger, H. M. S. Formidable, Bulwark and Irresistible. Parallel to this line and steaming about three cables away in the same direction is another line of battleships, which consists of H. M. S. Exmouth, Montagu, Glory, Duncan, Albion and Venerable. So we see that our partner, so to speak, in the other line, is H. M. S. Glory, who is just a trifle heavier than we are, owing to her greater thickness of armor.

Suddenly from the flagship's after bridge, two flags are seen flying up the halliards, which the keen eye of our signal boy picks out for "R. F.," the signal meaning "Stop Engines," and reports it as such to our captain, by name Robert Drake, who orders "Stand by, then!" As the signal is handed down, our engines cease to vibrate and a kind of uncanny stillness pervades the ship, as the persistent hum, which has been going on for over forty-eight hours dies away and gives place to a sort of deadening silence.

In the general pause which ensues, the flagship makes a signal to the effect that the fleet will pipe "hands to bathe" for 20 minutes, and then will carry out tactical exercises and manoeuvres, after which they will carry on to Gibraltar, arriving there about 3:30 p. m. on Monday evening.

So for about half an hour the ships become glorified bathing boxes, and from every projecting point in the ship, from the very jackstaff on the fore-castle to the cover of the captain's stern-walk, unclad muscular figures can be seen diving into the blue-grey waters, and climbing

out again by ropes, looking like human Newfoundlanders. When, however, the retire is sounded, and the signal "Numerical forty-eight" is seen floating from the flagstaff's main truck, all thought of play and enjoyment is given up. Officers and men alike turn their thoughts to the grim reality of work, for this signal means "Admiral intends to proceed at forty-eight revolutions," or, in common parlance, that the fleet is about to get under way again at a speed of 9 knots, in order to carry out manoeuvres.

Now, to the lay mind, these manoeuvres, even when actually performed before its very eyes, do not seem to be of very much significance, but when one gets "behind the ropes," so to say, and begins to know something about "things naval," one soon finds out that in all the vocabulary of the Successful Executive Naval Officer, there is no more important word than "manoeuvre," and to their credit be it said, naval officers are usually very good in that particular science, whether it be exercised on the bosom of the mighty ocean with ten or twelve battleships for playthings, or whether it is in manoeuvring to get the only pretty girl at a dance to give you all the dances you want or to sit them out with you.

In olden times, naturally, the art of manoeuvring was as carefully cultivated by the seamen as it is today by a yacht racer, as on the result of the tactics employed lay the direct result of the engagement; as, for instance, in the battle of Copenhagen, the Danish ships were decoyed into shallow water, and there "blanketed" by their English opponents, thus helping to add to

the already bright lustre of England's darling, Horatio Nelson. So likewise at the present day, great importance is attached to this art, as the admiral who can get the most fire from his ships with the least exposure of vulnerable parts must in the end conquer one who, while getting rid of more projectiles, etc., than his enemy, exposes his ships more directly in the line of fire of the latter. But to return to the Russell and the manoeuvres in question; all went well, as the various ordinary tactics were gone through, and at last the order was given for the "gridiron" to be performed.

This evolution, one of the most delicate of those performed by men-of-war today, reminds the onlooker very much of the first figure of a set of lancers, in which the grim grey hulls play the part of dancers. First of all the two lines of the fleet open out to, say, two miles; then at a speed of 15 knots they rush towards, and pass, each other, finishing up in opposing lines as before, after which the operation is repeated, thus getting the ships in their original positions.

Today all goes well, we spread out to a distance of two miles, and, as the pendant is hauled down, we rush towards our partners, with whom it seems we must inevitably collide, but, as the distance between the lines grows less and less, we see that we shall just pass between the Glory and Duncan with a safe margin between. Nearer and nearer they draw, when suddenly the Glory belches forth steam like the oldtime dragon, and at once runs up the signal "Not under control."

Our captain, seeing this, immediately orders

Tactics Used When Chasing the Wild Elephant

Long before the elephant camp is made, the trackers understand pretty thoroughly where the wild elephants are to be found, and when they have learned of this they keep constantly in touch with the herd. The hills which the wild animals range are rough and broken, covered with forests, and full of ravines and underbrush. Down toward the lower ground are flat river valleys and parks where but few trees grow, and again there may be great beds of reeds or high grass over which a man on an elephant can hardly see.

To follow the wild elephants at top speed over rough ground and through tangled forests is difficult and discouraging for man and beast alike, and it is the business of the man who manages the hunt to so use his domestic animals and his beaters as to drive the wild ones out of the rough ground and down on the flats. They do not willingly start off in a race of this kind; they much prefer to hide, to move silently among the trees and vanish into a thicket, or among the scrub of some nullah, or they may get into some patch of high grass, or reeds, where it is impossible to see them, and where the domestic elephants sometimes quite lose themselves. Sometimes they meet the wild ones, and fight with them, and if a tame elephant can hold a wild one, until another tame one comes up, the wild one's cap-

ture is quite certain. Then the driver of one of the tame elephants throws his noose over the wild one's head. It is a large noose and while a part of it rests on the back of the neck, another part falls down in front and touches the elephant's sensitive trunk which he at once curls up out of harm's way under his chin, so that the lower part of the loop falls under his neck and the man who hold the end of the rope can draw it tight.

Once the captive has reached the camp he sees men about him all the time, he is constantly guarded by the tame elephants, and if he attempts to resist instruction he is punished.—Forest and Stream

to this, all the large boats—boom boats—as they are called, were being got out, and were floating alongside the ship, and now the smaller boats—cutters, gigs, galleys, etc., are lowered, and the men fill them up according to their stations; first, the steam boats are filled, with indeed "good measure pressed down, running over," then the launch, pinacle, cutters, etc., all are loaded with their human cargo, until at last the ship is empty, save for the captain and his A. D. C., and the sick men. These are lowered into the galley, which is the boat provided for the captain's personal use, the A. D. C. goes on board, and then the captain having ascertained that nothing of value to the ship's fame and name that could be saved, has been left behind, takes one last long look at that, which a quarter of an hour ago, had been an intricate, delicate, deadly machine, but was now merely a mass of scrap iron, salutes the flag, which remains flying proudly to the last, and then, as the list of the ship by the bows gets more decided, and the steam is beginning to get denser from the engines, showing that the water is getting nearer to the boilers, he slides down the rope to the boat, and orders give way together.

Towed by the steamboats all the other boats move away from the sinking vessel, towards the other ships which have already lowered boats to help them if need be, but all at once, as they gaze with bated breath and strained expression at the pitiful sight a huge explosion is heard, followed by a tremendous cloud of steam, and when the latter has cleared off, all that remains of the \$5,000,000 plaything of the nation, which has been their home for the past few months, is a few planks and bits of wreckage strewn across the surface.

Luckily for us, the other ships quickly take us aboard and look after us, after which the fleet reforms without its missing member and continues on its way for Gibraltar, but on the hearts and minds of all an impression has been created, which will never be lost.

The predominant feature of the scene is the lack of panic displayed by all; from the oldest chief petty officer to the youngest boy in the ship and though, of course, there is a certain tense excitement hovering in the air, it is never allowed to become a definite thing, so that looking at the scene with wondering eyes, we must be led to the conclusion that the blood is still the same in the veins of English sailors as it was when Gallant Grenville in his little Revenge, uttered the famous words: "Sink me the ship, master gunner."

to its closed territories century. His main pur- criticize and condemn methods of control since tour, at some personal where Japanese troops green rebels last autumn, tale of the ruined towns found in the track of sks the administration of is that one of the objects area is the ultimate ex- ade. We are bound to ie sets forth the cause he conspicuous moderation ith commendable sympa- Koreans. Certain as- Japanese policy in Ka- h misgiving in this coun- y of Japanese associa- Kingdom is notoriously mishes. Mr. McKenzie's eepen the apprehensions ed, especially in view of ce of any semblance of eaders will naturally ask, s asked Professor Hull- expect us to do?" After azie admits that the indi- a was weak and corrupt, and that the old Court and obstinately intrigued He thinks, however, warned that needless ching of the private prop- fenceless peasantry must in which she is held by not without hope that onclinary counsels may Tokio. That hope can at- ped.

Wales

ion than failure to give mination from a plant built be an argument against

at there are no arguments arbitration. The objec- serious. But we are not in just now, since the peo- Wales, with whom we are up their minds unmisake- defects there may be in better than the old system

ministration only that the d from. Its worst enemies and the higher Courts. t passed it did its best to n Court's decision in any 32); to allow peaceable employers and employed if the Court thought th, on employers and employees clauses 15 and 37) and to th sides to bring matters decision without making n first. But somehow the as found incapable of con- intention clearly—for no ntion; and the Supreme t Wales and the High between them, have evolu- tions—that the Arbitra- tion a peaceable agreement ble," which can be made ard" following on a "dis- urd has no jurisdiction at real dispute, a quarrel be- ar employer and one or ees, who must remain his the dispute ends, and the y they leave his service; has no power to vary or rds. If either side wants it must begin again from probably wait three years

decision that brought about strike. Early awards had, tten reason, allotted them work in connection with for the Australian trade, se being exactly the same. panies saw the injustice of own accord paid oversea- cal companies held to the ourt not being allowed to ward, the men aggrieved en waiting several years to de novo, and breaking the on at once.

arts, probably, cannot be their rules of interpreta- Australian custom, when to say what it was indis- ay, to amend its wording the meaning. The Govern- h Wales refused to touch Court was forced to work accumulating arrears, and anism for peacemaking ed by the technicalities of Of course it broke down, tended by its enemies to o dangerous a gap in the commerce, and shows such at those very enemies are and buttress the gap with astically compulsory, that

THE PLACE FOR THE YOUNG BOYS

CURRENT TOPICS

It is becoming clearer every day that if Canadians of British birth are to succeed, they must not only have strong bodies and clever minds, but must know how to use them. It may be that we will be able to prevent the people of China, Japan and India from entering our country and taking possession of our lands; but we cannot interfere with their work in their own countries. If they become more skillful and enterprising than we are, their manufactures will be sought instead of their products being carried to our ports and those of foreign countries. It is only by being more skillful, more industrious as well as wiser and better men and women, that we can hope to excel the foreigners that, so far as we may, will compete with us in the markets of the world. Idleness, luxury and sin have ruined nations ever since the world was made. The British Empire is the mightiest the world has ever seen, but if she is to last it must be because her men and women are worthy.

Much of the cotton used by the people of Canada is made in England, and a great deal in the New England states. But there are large cotton factories in Montreal and in some of the other cities of Eastern Canada. In these factories many women and some children are employed. The raw cotton, as many of you know, comes from the United States, the West India Islands, India and other hot countries. In two of the larger cotton factories near Montreal the wages of the spinners and weavers of the cotton have been reduced ten per cent. Food of almost all kinds is dearer throughout Canada than it used to be. The wages of the factory hands are not high, and to ask them to take ninety cents instead of a dollar seemed to them unjust and they refused to work at the lower wages. The owners of the cotton mills have been weaving more cotton than they have been able to sell, it may be that they must choose between shutting their mills altogether and lowering wages for a time. It is to be hoped the trouble will soon be settled.

When the Hudson's Bay company established their fort on Lake Athabasca more than a hundred years ago, it was never dreamed that farmers would follow them and that the great north-western prairie, as well as other settlers are doing so, is shown by the fact that the Canadian government is preparing to send the Mounted Police to establish stations from Great Slave Lake to the westward to the Pacific Bay. This too, perhaps, shows that it will not be long before there will be a railroad running from the westfields of the Northwest to the Pacific. The Mounted Police have done good service in Canada. From Winnipeg to Dawson they have gone in with the first settlers, and wherever they have gone the law has been obeyed. The roughest and most disorderly of men have been taught by them that under the British flag no injury done to life and property will be surely to be punished. This has made it possible for those who make their living by robbing others to remain long on Canadian soil. In their lonely outposts the Mounted Police have been a danger and a hard life. Many of them are gentlemen's sons and what is better, they are themselves gentlemen.

On the way between Medicine Hat and Calgary the traveler on the Canadian Pacific railway sees near a lonely station what looks like an electric light chimney through the darkness. This is the flame coming from a pipe in which the natural gas rises from the earth. Near Edmonton this flow of gas is so great that pipes are being laid to carry it into the city. Besides the gas, it is hoped that there is coal oil in the ground, and a company is preparing to bore for it. Coal oil and gas are very valuable products. They were not known to the Indians. Long ago, before men lived in the world, and when the animals that inhabited it were very different from those we know so well, they were using something like our pipes. In some wonderful ways these were buried beneath the earth and changed to coal. When you sit before the fire, the night you are really enjoying the stored-up sunshine that gave life to these plants long before the first man was created.

If Alfonso Docherty, a young man from Prince Edward Island, had not been in the habit of carrying a revolver, he would not now be lying in prison, self-accused of the murder of the friend whom he shot last Sunday. Joseph Macmillan and two girls, one of whom was Docherty's sweetheart, were walking away from the village of Misericordia, where Docherty met them and fired the fatal shot. When he gave himself up he declared there was no reason for his act, except that he could not help it. If the revolver had not been at hand the wicked impulse would not have been the cause of his friend's death and his own ruin.

The spring sowing is almost over on the prairies. The crop is in very early, and if the rest of the season is as favorable there will be a great harvest. More people have sown grain and very many have more land under cultivation than last year. Summer on the prairie is busy time. The farmers have renewed their strength. Most of them are young and vigorous, and do not mind hard work. If there is a good harvest, this year it will be a great thing for Canada. Though men very often forget it, a country's prosperity does not depend upon man's work. The fruits of the earth are dependent upon the sun, the wind and the rain as they were when the first man tilled the soil. Man's skill and wisdom can accomplish much, but it is always God who giveth the increase.

There has been another terrible tornado in Nebraska. It is no wonder that the farmers of that province are moving to the Canadian prairie provinces, and Saskatchewan. The climate there may not be perfect, but there are no such terrible storms of wind and rain as occur in Nebraska. At Wilkes-Barre, in Pennsylvania, another colliery explosion has caused the death of a number of miners.

English boys and girls and many who live far away will have cheaper candy and jams this year than formerly. The duty has been lowered on "sweets." This will be a benefit to the manufacturers of sweets as well as to other people. Mr. Winston Churchill was elected in Dundee, which, you know, is where marmalade is made. Mr. Asquith, the premier, has been able to pay off some of the debt well as to reduce the duties and set aside a sum for the support of old people.

The boys in Vancouver will have a reading-room for themselves next winter in the Carnegie library of that city. Library reading-room is a good thing, but no room is as good as a boy's own home. There should be more good books for boys in our own libraries and the boys should read them. Story books are all very well in their way, but the mind of the boy or girl who reads nothing else is not much stronger or healthier than the body of the young person who lives on cake, pie and pickles.

Visitors to Mexico say that there will be, before long, a great trade between British Columbia and those of Mexico. Although there has long been known that there were splendid silver mines in Mexico, it is only lately that it was learned that it was also a great fruit growing region. There are many things that grow or are made in Canada which the Mexicans want. The City of Mexico is large and handsome. A line of steamers is now running from British Columbia to Mexico, and it is hoped that large and profitable trade between the two countries will spring up.

Formerly almost every one who came to British Columbia had an interest in mines. Even the merchants, the mechanics, the ministers, the doctors, teachers and others who came to the Western coast expected to work for the miners. Even then Sir John Macdonald and other far-seeing men saw that because British Columbia was the Western coast of Canada, the day would come when from her fine harbors would spring up great cities, and that the produce and manufactures of Canada would be exchanged for the tea, the rice, the silk and other products of Asia. Then the wealth of the forests and the fisheries came to be known. Lumbermen and men arrived and sawmills and factories were built, while at the rivers' mouths canneries were erected,

and during the long midsummer days fishermen's boats drifted to and fro. Most of the food of these miners, fishermen, lumbermen and city people came from California, Oregon or the Canadian prairies. It was not thought that there was enough good soil in British Columbia to feed the people who lived here. But of late years it has been seen that our soil is rich and that our mild climate gives us an advantage over colder parts of Canada. In many parts of the province excellent wheat can be grown. The sides of the mountains and hills afford fine pasture for cattle, and there are few more profitable places for poultry raising. Still later it has been learned that both climate and soil are well adapted for fruit growing. This has attracted industrious people from England, as well as from some other parts of Europe. Most of these have gone into the upper country, but others are coming to Vancouver Island to plant orchards. It is said that a number are going to settle in the beautiful district of Metochin. It will be but a very few years before the whole

Natural History. It is not only the whales of Vancouver Island that are interesting. There are starfish, sea anemones and hundreds of other beautiful creatures in the rocks and beaches here that are quite different from those in other parts of Canada. This gentleman, R. C. Andrews, says that at some of the museums in the United States the specimens are lent to the schools so that the children can take time to study them. In this way they could learn much more than by merely going in to look at them for a few minutes. If this were done here, the greatest care would have to be taken of the specimens.

The Rhodes scholarship this year was won by Mr. H. P. Logan of Vancouver. This young gentleman is to be congratulated. He can now go to Oxford university for three years at no cost to himself. But what is even more pleasant to him is that he and Mr. Yates, who competed with him, were close friends. There is something far better than learning or talent in the two young men who could

men to make an exact study of the human body in order that he might relieve suffering.

Yet this great surgeon was a merry, mischievous lad who would far rather play than study. His father was a clergyman and his mother an accomplished lady. Like all the children of his time almost the first lessons taught this lad were Latin and Greek. When out of school, young Cooper delighted in all manner of boyish pranks. There is a story told of his boyhood which shows that mischievous and reckless as he might be Astley Cooper had a kind heart. While the village boys were on the way to school one of them threw the hat of another in the pond. The child who lost his hat was crying bitterly, afraid of being punished both for being late for school and for having lost the hat. Astley Cooper was passing, dressed in a scarlet coat, a three-cocked hat, man-keen small clothes and white silk stockings, his hair hanging in ringlets down his back. He was on his way home from dancing school. When he heard what was the matter this little gentleman waded into the pond and brought back the hat to its owner.

There are many doctors, who, in our own day, spend their time and their skill without reward in money. No one, even themselves, know how many deeds of true charity are done by many of the men who belong to this noble profession.

THE STORY OF A LITTLE BOY IN A BIG WORLD

Maybe you think that the house and furniture were all Joe-Boy needed to make him happy, but no, indeed, there were other things he must have, and other workmen who would have to help him get them. Just the next morning after the party, a little swallow heard Mother Gipsy say that Joe-Boy was getting so fat he needed new cotton dresses, and there must also be some new clothes for Father Gipsy and herself, besides sheets and pillow cases and quilts for the beds.

Mrs. Swallow had been picking up the crumbs under Joe-Boy's window—some for herself and some for her baby swallows. They, too, had a pretty nest home in one corner of Father Green's barn, and Mrs. Swallow thought no baby in all the wide, wide world was half so lovely as her own brown darlings—not even Joe-Boy! She had often told them about Father and Mother Gipsy, and the beautiful house they lived in, but for Joe-Boy, so that day when she had fed them and cuddled by their side in the nest, the baby swallow said:

"Tell us something more about Joe-Boy. Have you seen him today?"

"Oh, yes," said Mrs. Swallow, "the crumbs I brought you today for dinner were thrown by his own little hand while his mother held him in the window. He is growing fatter and fatter every day and now there must be new cotton dresses for him, besides sheets and quilts for the house. I am glad it doesn't take so many things or our snug little home—only a small piece of cotton will line our nest and for clothes the dear God has given us soft, warm feathers."

Now, there was something else in Father Green's barn that liked to listen to Mrs. Swallow tell about Joe-Boy, and that was ever so many tiny cotton seeds cuddled close together in a great wide basket. Why, they even knew about the party for they had been Mrs. Swallow tell about it.

"Well, there was something else in little cotton seed, right on top of the basket. 'Mrs. Gipsy needs cotton clothes for Joe-Boy, and quilts and sheets for his bed. Don't you wish we might be the seeds to make the cotton for her?'"

"Well, we could," said the little sister cotton seed, "if Farmer Green would only plant us! Dick, the plough-boy, ploughed the field up yesterday. We saw him hitch the horse to the plow. How I wish He would plant us today! I am sure we would do our best."

Well, it was just at that very minute that Farmer Green and Dick stepped in the doorway. And Mrs. Swallow said "Hi-u-s-h!" to her own baby, toward the cooling tones, and the little sister cotton seeds said "Hi-u-s-h!" very softly, and everything was as still as still could be. Then Farmer Green took his basket and put it on his strong shoulders and said:

"Come, Dick, the ground is ready for these seeds, and will plant them right now, and give them a good chance to grow." So away went Farmer Green and Dick with the basket, and planted them, every one.

"Oh, joy, joy!" said the little sister cotton seed, as she lay in the soft, brown earth, "now we can grow and make the cotton for Joe-Boy's clothes." Tell the little cotton seed lying next to you, that all may go their very best."

So that little cotton seed told another little cotton seed, and that little cotton seed told another little cotton seed, and that little cotton seed told another little cotton seed, and that little cotton seed told another little cotton seed, until by and by all the little cotton seeds in the field knew about Joe-Boy's clothes and grew and grew and grew—Kindergarten Magazine.

ABOUT ANIMALS

The Mother Bear

A touching story is told by an Arctic explorer about the motherly love of a bear for her cubs. He states that while his ship was locked in the ice, they noticed three bears making their way toward the vessel, attracted no doubt by the smell of blubber which some of the crew were burning. The intruders proved to be a she bear and her two cubs. The she bear ran to the fire and drew out part of the flesh and ate it voraciously. Then the crew threw great lumps of food to them, but the mother bear did not touch it at a distance, and she got the food, taking it to her and keeping the smallest portion for herself. As she was fetching away the last piece the men fired and shot all three bears, killing the cubs and mortally wounding the mother. It would have drawn the tears of pity from any eye to have marked the loving concern of this poor animal for her dead babies. Sadly wounded, she crawled to where they lay, carrying lumps of flesh to them. When she saw that they refused to eat, she touched them each in turn, trying to rouse them, and when this failed she set up a piteous moaning. Then she crawled away looking back to them with the hope that they might in turn, even this failed to attract their attention, she returned to get them again. Finding, at last, that they were cold and lifeless, she raised her head toward the ship and growled a curse upon her destroyers, and fell between her cubs and died licking their wounds.

WITH THE POETS

The Children's Song

Land of our birth, we pledge to thee
Our love and toil in the years to come,
When we are grown and take our place,
As men and women with our race.

Father in Heaven who lovest all,
Oh help Thy children when they call;
That they may build from age to age,
An undivided heritage.

Teach us to bear the yoke in youth,
With steadfastness and careful truth;
That in our time, Thy Grace may give
The Truth whereby the Nations live.

Teach us to rule ourselves always,
Controlled and cleanly night and day;
That, under Thee, we may possess
Man's strength to comfort man's distress.

Teach us to look in all our ends,
On Thee for judge, and not our friends;
That we, with Thee, may walk uncowd
By fear or favor of the crowd.

Teach us the Strength that cannot seek,
By deed or thought, to hurt the weak;
That, under Thee, we may possess
Man's strength to comfort man's distress.

Teach us delight in simple things,
And mirth that has no bitter springs;
Forgiveness free of evil done,
And love to all men "neath the sun!"

Land of our Birth, our Faith, our Pride,
For whose dear sake our fathers died,
O Motherland, we pledge to thee,
Head, heart and hand through the years to be!

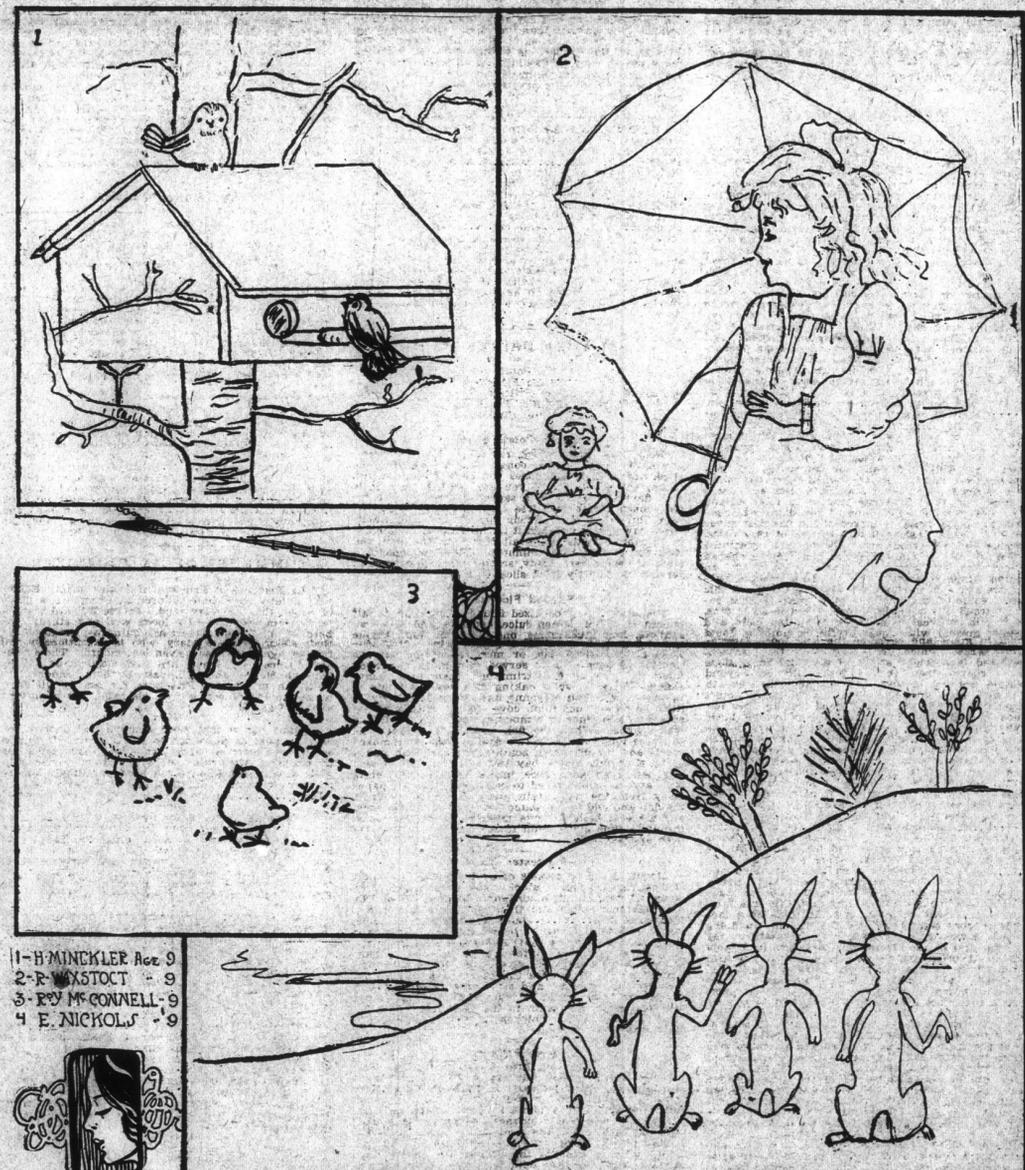
—Rudyard Kipling.

When the Night Comes Dark,
When the Night comes dark an' the fire burns low,
Is'then I am a-thinkin' of the ghost-like that I
When the Wind seems lonesome an' dumno where to go.

When the Night comes dark—then the shadows
Nicker so,
On the wall the, where the pictures seem a-starin'
An' I hear the stairs a-creakin' as the ghosts walk to
and fro!

When the Night comes dark, then I'm wishin' for the
To come an' let the sun out, so's he'll shine the dark
away.
An' he was the Wind a race then—toss my cap an'
about 'Hooryay!"

—Atlanta Constitution.



- 1 - H. MINCKLER Age 9
- 2 - R. W. STOKSTOCK - 9
- 3 - RYAN M. CONNELL - 9
- 4 - E. NICHOLS - 9



Sanich peninsula outside of Victoria will be a great garden.

For many years many of the plums and pears and some of the apples that were grown on the islands and even near Victoria, were almost a waste because no one would buy them. This year the farmers have formed an association and expect to be able to sell all the good fruit they can raise. Their manager is Mr. James Drummond. It will be his business to find a market for the fruit, to give the farmers advice about the care of their trees and to assist them in getting help where they need it. The association will have a jam factory and a drying plant, so that fruit that cannot be sold when it is brought to market can be saved by being made into jam, or dried. The office of the association is at the corner of Yates and Wharf streets. This is another of the signs that show how important a business fruit-growing has become.

When a ship laden with passengers is in danger, everyone feels anxious, and they are drowned there is great mourning. But who thinks of the thousands of men who every stormy night risk their lives on board freight vessels and fishing boats? It is a little shocking to hear the sigh of relief when one is told that there was no one on board a lost ship except the captain and crew, as if these men's lives were not as dear to themselves and those who love them as the men and women who only go to sea for their own pleasure or on business. Yet many people in Victoria would have been very sorry if Capt. Whately and the crew of the Otter had not got back safely from Clayoquot Sound last week. The Otter, which is now engaged in whaling, was disabled and for a little while it looked as if she would be wrecked. But she came in safely on Saturday in tow of the steamer Tees. Her signals of distress had been seen by the fishing schooner Alice, so that beyond the anxiety they suffered, the captain and crew are uninjured.

Almost any one in Victoria who was very anxious to do so, could go out to the whaling station at Sechart, or to the nearer one at Namah, and watch the whale fishers at work. But very few have done so. Yet a gentleman has come all the way from New York and out all he can about the whales of British Columbia, and to bring back specimens of these great animals for the American Museum of

contend for so great a prize, and still allow no feeling of jealousy to come between them.

If the great man who first thought of this plan of bringing the best of the youth from all parts of the Empire together, could have seen these British Columbia candidates as each tried his utmost to win the prize, and yet was ready to yield the palm to the other, he would have been proud of them both.

Although it may be necessary to turn Mount Toimie into another "sands pits," there are many people in Victoria who will be sorry to see the change. There are very few who have not grown to love the dark rock from which they can get such a splendid view. At the rate at which the city is growing this pretty suburb will soon be nearer town than Spring Ridge was fifteen years ago.

Next Sunday will be the Queen's birthday. It is Victoria's holiday and young and old will enjoy themselves. For many generations to come the day will be kept in memory of the good Queen who ruled so long so wisely and so happily over her great Empire. All his subjects love King Edward the better because he wished this day kept sacred to his mother's memory.

EMPIRE DAY COMPETITION

Empire Day will soon be here and in all the schools the children will be talking and hearing about it. The editor invites the boys and girls to compete for a silver badge by writing a short Essay on Empire Day. The competitors must be under sixteen and the work must be their own composition, and the manuscript must be in the Colonist Office by Thursday the 29th. The name and age must accompany the manuscript.

ASTLEY COOPER

There lived in England more than a hundred years ago a great surgeon named Sir Astley Cooper. He was noted for his skill and loved for his kindness and generosity. He was one of the first among English-

Summer Apparel for the Holiday

Flags for the Holiday

Of course you will need some Flags for decorating and keeping in the spirit of the holiday, and then they will be useful when the American Fleet visits here shortly and the city will, of course, be looking at its best. We have all sizes and qualities.

- SILK FLAGS, at 5c each. Smaller sizes at, per doz. **5c**
- SILK FLAGS, larger, at 25c each. A smaller size at, per dozen. **25c**
- COTTON FLAGS, all sizes, at, each, 50c, 25c, 10c and. **5c**
- COTTON FLAGS, at, per dozen, prices ranging from 50c to. **10c**

For the Holiday—A Go-Cart



People are getting to realize more all the time the good features of giving their children plenty of out-door exercise. It is a great mistake to confine children to the house too much, it is hard on the children and is also hard on the parent, as the child becomes fretful and troublesome when it cannot get outside. It is never too early to start giving the child the fresh air and sunshine treatment, and the Go-Cart is one of the necessities in every home nowadays. We can show you a most extensive range of these carts, all kinds, all qualities and prices to suit all classes of people.

We mention one very special cart. It is adjustable, shellac finish, upholstered in cottonette, 14 inch wheels with rubber tires, green enamel gear. Extra good value at. **\$13.50**

BOYS' CLOTHING AT PRICE REDUCTIONS

Many Money-Saving Chances on Boys' Suits

For Friday's selling we have a large lot of Boys' Suits to offer at substantial savings. In the assortment will be found a large variety of the styles that are best adapted for boys' wear. The suits are made up in good qualities of fancy tweeds and worsteds, in the best possible manner. The two-piece Norfolk and the three-piece double and single-breasted suits are all shown. This is a really good offer, and if you want to get the boy a new suit for the holiday, you can save money if you take advantage of this sale.



- Regular \$2.50 and \$2.75 Suits for **\$1.90**
- BOYS' NORFOLK SUITS, two-piece style, in serviceable fancy tweeds and worsteds, sizes 6 to 9 years. \$2.50 and \$2.75 Suits, Friday. **\$1.90**
- Regular \$3.50 to \$3.75 Suits for **\$2.50**
- BOYS' SUITS, Norfolk style, good assortment of fancy tweeds, sizes 5 to 14 years. \$3.50 to \$3.75 Suits, Friday. **\$2.50**
- Regular \$3.50 to \$3.75 Suits for **\$2.90**
- BOYS' SUITS, Norfolk style, in a very nice range of worsteds and tweeds, all good patterns, 5 to 14 years. \$3.75 to \$4.50 Suits, Friday. **\$2.90**
- Regular \$3.75 to \$5.00 Suits for **\$3.50**
- BOYS' SUITS, three-piece styles, well made, of good quality cloths, in nice designs, sizes 5 to 15 years. \$3.75 to \$5.00 Suits, Friday. **\$3.50**

Good Books at Bargain Prices

\$1.50 and \$1.25 New Fiction at 60c

These books are handsomely bound in cloth in attractive colors, and as will be seen by the titles, are all new books. This is a splendid chance to get some good reading matter for the holiday at small cost.

- THE CARDINAL BOX, by Harland
- ON THE FACE OF THE WATER, by Steel
- TELKA, by Barr
- THE POOL ERRANT, by Hewlett
- THE ETERNAL CITY, by Hall
- Chalmers
- IN MARY'S REIGN, by Orey
- BETTY BAIRD'S ADVENTURE, by Walker
- THE LOVE THAT PREVAILED, by Moore
- THE MASTER OF WARLOCK, by Eggleston
- EMPIRE, by Basil Ewes
- THE LATE TENANT, by Holmes
- ALADDIN OF LONDON, by Pemberton
- RAFFLES, by Horning
- THE PLUM TREE, by Phillips
- THE SUCCESSOR, by Price
- LADY ROSE'S DAUGHTER, by Ward
- THE LION'S SHARE, by Thanet
- DIANA, by Moberly
- TRAFFIC, by Thurston
- A KNIGHT OF CUMBERLAND, by Fox
- GLENWOOD, by Whiting
- THE POWERS AND MAXINE, by the Williams
- TALES OF SHERLOCK HOLMES, by Doyle
- THE CHALLENGE, by Cheney
- HILLARIE, by North
- PRINCESS MARITZA, by Brebner
- THE BALANCE OF POWER, by Godrich
- THE APPLE OF DISCORD, by Wallcott
- MR. PERKINS OF PORTLAND, by Butler
- THE LOST PRINCESS, by Dix
- HILLARIE, by Maxwell
- THE MAN IN THE BASEMENT, by Rosenkrantz
- TRELAWAYNE, by Freland
- GAFF LINKUM, by McKishnie
- And many others.

Our Special Sale of Costumes

Such Costumes Values are not often to be had as we offer in this sale. It is not the same as if they were odds and ends or old styles, but these are new, fresh suits just received. They reflect the latest and most correct style ideas and are made up in the newest and noblest cloths. We have four different priced lots, and the values have to be seen to be appreciated.



- Regular \$22.50 Costumes at. **\$13.75**
- Regular \$30.00 Costumes at. **\$18.50**
- Regular \$35.00 Costumes at. **\$25.00**
- Regular \$50.00 Costumes at. **\$35.00**

Women's Stylish Summer Apparel

On Empire Day, when the whole city will be in holiday attire, something new in the way of a Summer Suit will probably be necessary. We have some lines that we would like you to see. A splendid showing of Silk Suits, also Wash Suits, in linen, cotton and muslin. You will feel more in harmony with the spirit of the holiday if you are attired in a new Summer Suit.

Silk Shirt Waist and Jumper Suits

A beautiful assortment of handsome styles in all kinds of Silk are included in our assortment of Silk Suits. Some are made of Pongee silk, others of taffeta. Also many suits of Fancy Summer Silks that are very attractive. We mention and give descriptions of a few.



- PONGEE SILK SHIRT WAIST SUITS, blouse with square yoke, made of tucked net, lace yoke and strapped insertion and medallions, wide tucks over shoulder, giving butterfly effect. 3/4 length sleeve with fancy cuff, full circular cut skirt with three bias folds. Price. **\$25.00**
- JUMPER SUIT, in fine quality of black taffeta, jumper tucked giving broad effect over skirt, skirt with full circular cut, finished with three bias folds. Price. **\$25.00**
- JUMPER SUIT, in very small black and white duck, jumper with double pleat around arm, giving butterfly effect, skirt circular cut with bias folds. Price. **\$25.00**
- SHIRT WAIST SUIT, in taffeta silk, colors, black, blue and champagne—blouse with lace yoke and strapped with silk and finished with clusters of small tucks, elbow sleeve with fancy cuff, skirt with double box pleat down front and circular cut with bias folds. Price. **\$25.00**

Women's Wash Suits

For style, service and economy it is very hard to beat a nice Washing Suit. In our range we have many new and novel styles, both in the shirtwaist and jumper styles, and some dainty styles in Princess dresses. These suits are made up in muslins, prints, ducks, ginghams and linens, in plain and fancy designs and colorings, and are most moderately priced.



- WASH SUIT, in shirtwaist-style, made of blue linen, blouse made with box pleats from yoke and trimmed with white lace insertion, skirt with box pleats at front, side and back and row of insertion between two pleats. Price. **\$4.50**
- SHIRTWAIST SUIT, in blue and green linen, blouse made with clusters of small tucks forming deep yoke, elbow sleeve, lace collar, skirt with tucked front and finished with deep bouonce. Price. **\$6.50**
- WHITE MUSLIN SHIRTWAIST SUIT, blouse very daintily trimmed with embroidery, elbow sleeve, and fancy collar, skirt with fancy front and deep bouonce. Price. **\$9.75**
- WASH SUIT, in blue and white linen, blouse sailor style with deep collar outside pockets, cuffs, collar and pocket, with white braid trimmings, skirt made with double box pleats. Price. **\$5.75**

Tailored Linen Suits

There is nothing can compare with a Nobby, Tailored Linen Suit for style. These suits have all the attractive features of cloth costumes, being just as stylish looking, and fully as dressy. Yet they are so much less costly and also for this time of year so much more comfortable that every year they are becoming more popular.

- LINEN COSTUME, short hip coat, with butterfly sleeves, single-breasted, fastened with three buttons, inlaid collar, finished with stitched straps and pipings, skirt circular cut with wide bias fold. Price. **\$18.50**
- COSTUME, in very fine quality of white linen, coat hip length, with semi-fitting back, loose double-breasted front with large pearl buttons, outside pockets, full length sleeve with deep cut, skirt circular cut with wide bias folds. Price. **\$25.00**
- LINEN COSTUME, in Merry Widow style, made of white and champagne, with roll collar and cut, finished with stitched straps of plain blue, skirt pleated and finished with bias fold. Price. **\$10.75**
- LINEN COSTUME, in blue and white stripe, made in the Prince charming style, with cut away front, fastened with one button, skirt circular cut and finished with wide bias folds. Price. **\$11.75**

Women's Outing Skirts

A nice lot of Outing Skirts in ducks, piques, linens and other good washing materials, in both white and colored.

- WOMEN'S WASH SKIRTS, in navy duck, with white spots, made with clusters of pleats and finished with stitched straps. Price. **\$4.50**
- WOMEN'S WASH SKIRTS, in good quality of white linen, made with box pleats and finished with rows of insertion between pleats. Price. **\$4.75**
- WOMEN'S WHITE MUSLIN SKIRTS, made with double box pleat down front and back and finished with bias fold. Price. **\$4.50**

New Arrivals in



CARPETS

During the last few days we have opened a range of new carpets, representing the very latest carpet ideas. These carpets are the productions of the best British makers, and are shown in a good assortment of well selected designs and colorings. Many patterns and color effects are shown for the first time. You will find this stock well worthy of a careful inspection.

- IN WILTON AND AXMINSTER CARPETS we have an extensive assortment with borders to match in two-toned greens, two-toned blues, tawns and reds, in exclusive designs, for parlor, dining-room, library, hall and stairs. Prices ranging from \$2.50 to. **\$1.75**
- BRUSSELS CARPETS, a very nicely assorted stock, of both Brussels in all the newest and best patterns, including novel designs in the floral, conventional and Oriental types of patterns, extra good values shown. Prices, ranging from \$1.90 to. **\$1.00**

Carpet Squares and Rugs

A large and varied assortment of Carpet Squares in Axminster, Wilton, Brussels, Tapestry and Wool, shown in all the standard sizes, an array that will prove that we have used the greatest care in the selection of the designs and colorings in all cases:

- AXMINSTER SQUARES, sizes: 7 ft. 6 x 9 to 11 ft. 3 x 13 ft. 6. Prices ranging from \$7.00 to. **\$21.75**
- WILTON SQUARES, sizes 9 x 9 to 11 ft. 3 x 13 ft. 6. Price ranging from \$8.00 to. **\$27.50**
- WOOL SQUARES, sizes 3 x 9 to 10 x 13 ft. 6. Prices ranging from \$2.50 to. **\$1.50**
- BRUSSELS SQUARES, sizes 6 ft. 2 x 7 ft. 6 to 7 ft. 6 x 10 ft. 6. Prices ranging from \$3.00 to. **\$10.25**
- TAPESTRY SQUARES, sizes 9 x 9 to 10 ft. x 13 ft. 6. Prices ranging from \$25.00 to. **\$10.50**

See Broad Street Window Display

Seasonable Underwear for Women Specially Priced

The changing season is at hand. All of these lines mentioned are very special value for the money.

- WOMEN'S CLOTH UNDERVESTS, fine ribbed, short sleeves and sleeveless, at. **15c**
- WOMEN'S UNDERVESTS, plain and fancy ribbed, fancy yoke, long and short sleeves, and sleeveless. **25c**
- WOMEN'S UNDERVESTS, high neck long and short sleeves and sleeveless. Also drawers to match. **35c**
- WOMEN'S UNDERVESTS, fine lisle thread, shoulder straps finished with beading, drawers to match. **40c**
- WOMEN'S UNDERVESTS, heavy cotton, long and short sleeves, buttoned fronts, drawers to match. **50c**
- WOMEN'S UNDERVESTS, fine lisle thread, long sleeves, low cut prettily finished. **65c**
- WOMEN'S UNDERVESTS, mercerized cotton, fine ribbed, long and short sleeves and sleeveless. **65c**
- WOMEN'S UNDERVESTS, fine cotton, shoulder strap and yoke edged with lace. **75c**
- WOMEN'S UNDERVESTS, very fine cotton, high neck, short sleeves closed, with silk finish, at. **75c**
- WOMEN'S UNDERVESTS, Ellis Spring Needle brand, a very fine grade, long and short sleeves and sleeveless. Sizes 32 to 44. **90c**

Men's Summer Underwear

A splendid assortment of Men's High-grade Underwear for Summer is here mentioned. Many will no doubt find items here that will interest them.

- MEN'S PINK SILK SHIRTS AND DRAWERS, all pure silk. Per garment. **\$4.50**
- MEN'S PINK AND BLUE SILK SHIRTS AND DRAWERS, pure silk. Per garment. **\$3.50**
- MEN'S FINE FRENCH BALBRIGGAN SHIRTS AND DRAWERS. Per garment 75c and. **50c**
- MEN'S SILK LISLE SHIRTS AND DRAWERS, in pink stripes blue stripes, gray stripes. Per garment. **\$1.75**
- MEN'S FINE COLORED BALBRIGGAN SHIRTS AND DRAWERS, in pink, blue, grey, gold. Per garment. **\$1.25**
- MEN'S FINE BALBRIGGAN SHIRTS AND DRAWERS, in cream and white. Per garment. **\$1.00**
- MEN'S LISLE THREAD LACE WORK SHIRTS AND DRAWERS, in pink and white, blue and white, and plain white. Per garment \$2.00, \$1.75 and. **\$4.50**
- MEN'S ATHLETIC UNDERWEAR, in white, dimity, coat style undershirt, short sleeves, short drawers. Per garment **65c**
- MEN'S WHITE MESH SHIRTS AND DRAWERS, shirts short sleeves, short drawers. Per garment. **75c**
- MEN'S EXTRA FINE CASHMERE SHIRTS AND DRAWERS, in cream and natural. Per garment \$3.50 and. **\$3.00**
- MEN'S FINE CASHMERE SHIRTS AND DRAWERS, in cream and natural, short or long sleeve shirts, short or long drawers. Per garment. **\$1.25**

About Our Wall Papers

When in need of Wallpaper, or whether you need any or not, a visit to our new department on the third floor would not be amiss. We are giving particular attention to this section, and feel sure that we can please you, no matter what kind of Wallpaper you are looking for. Our assortment is very extensive, embracing the very newest and best that is shown in all grades for any room in the house, we have a nice selection, our range being so large and complete that you are sure of being pleased. Any time you feel so inclined, drop in and have a look at them. Take elevator to the third floor.

Uphol't'd Furniture Repairs

If you want anything done in this line, we ask you to give us a trial. We employ only expert workmen and turn out nothing but first class work. We would be pleased to estimate for you. If there is any work of this kind you thought of having done, a phone message to us will bring one of our representatives to you at once to give you an estimate on the work. We guarantee our work to be the very best and our prices the very lowest.

Summer Models in Royal Worcester Corsets

DAVID SPENCER, LTD.

Summer Models in Royal Worcester Corsets

VOL. L, N

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Colonel H. Defence

MR. BORN

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