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TRANSFER MADE TO DOMINION

Esquimalt Naval Yard Passes From Control of British Admiralty to That of Naval Service of Canada

CEREMONY MARRED BY HEAVY RAIN

Flag of British Service Hauled Down While That of Canada Is Hoisted—Historic Event Completed

Canada took over the Esquimalt naval yard from the Admiralty yesterday. When the Jack fluttered slowly down at noon while guards of honor presented arms, bugles blared and officers saluted, the British flag was lowered and the Canadian flag was hoisted.

SAFE MAJORITY FOR DEMOCRATS

Will Have Control of Next House of Representatives by Good Margin—Still in Minority in Senate

NEW YORK, Nov. 9.—The political upheaval of yesterday was a general survey of the field, which disclosed in greater detail and precision just what had been accomplished. Latest calculations on the national House of Representatives, based on complete, but unofficial returns, show the Democrats will have a safe working majority of thirty.

WINDY AND COLD

Forecast for tomorrow shows a heavy snowfall and strong winds from the north.

POPULATION OF LOS ANGELES

WASHINGTON, Nov. 9.—The population of Los Angeles, California, is 318,124, as compared with 192,479 in 1900, as announced by the census bureau today.

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WOMAN SUFFRAGE IN WASHINGTON

SEATTLE, Nov. 9.—So far as known, only one county in the state of Washington has passed a law granting women the right to vote.

MEXICANS FLOUT AMERICAN FLAG

Mobs in Capital City Trample on "Old Glory," Maltreat American Citizens and Make Attacks on Property

BURNING OF MEXICAN CAUSE OF ANGER

Authorities Apparently Careless About Putting Down Demonstration—Sharp Protest Is Made by U. S. Ambassador

MEXICO CITY, Nov. 8.—Through insults to the American flag and assaults made openly upon American citizens in the streets, the anti-American demonstration, which began last night with the storming of the Mexican Herald office, developed this afternoon into an affair of international importance.

LIBERAL PLANS BADLY BLOCKED

Result in Drummond and Athabaska Postpones Arrangement by Which Mr. Fisher Would Go to Senate

OTHER CABINET CHANGES MOOTED

Mr. Guthrie Spoken of as Successor to Sir Richard Cartwright and Mr. Macdonald to Sir F. Borden

MAY NOT ATTEND

Sir Wilfrid Laurier Disinclined to Take Part in Next Year's Imperial Conference

MINE EXPLOSION KILLS FIFTY-ONE

Toll of Lives Beckoned Up in Colorado Colliery Disaster—Eighteen Are Rescued and Twelve Unaccounted For

H. B. RAILWAY

Suggestion That Mr. Bury of C. P. R. Be Placed at Its Head Attracting Attention

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DIARRY AND THEATRE SOLD

David Spencer, Limited, Acquire Blocks Fronting on Douglas, View and Broad Streets

LARGEST TRANSFERS IN HISTORY OF CITY

Within One Week Department Store Company Acquires Choice Sites Costing Nearly Half Million

CABINET HUSTLES

WASHINGTON, Nov. 8.—The election and its lessons mark the pressing program so as to get it out of Congress before the new Democratic cabinet meeting today.

RAINBOW WILL TEST COAL

Canadian Warship to Take Supply of British Columbia Coal and Admiralty Will Be Notified of Result Achieved

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ACTION IS TAKEN BY MAYOR GAYNOR

Forbids Operation of Express Wagons by Unlicensed Drivers—State Authorities May Also Intervene

NEW YORK, Nov. 9.—Mayor Gaynor issued a letter tonight which promises to bring the streets of the city to a head tomorrow. Briefly, he forbids the operation of express wagons, drivers, thus eliminating the strike breakers.

Mayor Wittgen, of Jersey City, had already taken this stand, and a test case is now being tried.

John Williams, state commissioner of labor, is due here from Albany tomorrow, and Mayor Gaynor's action and a threat of intervention, it is hoped a settlement will be reached.

The mayor's letters are addressed to the American Express Company, and Mayor Wittgen, of Jersey City, respectively.

To the company he wrote in part: "Although this strike has been on for two weeks, the express companies have not up to today, caused their drivers to be vouchered for and licensed as required by law, before they may set. I must now require that this condition be met."

The sight of the city protecting by principal wagons driven by unlicensed drivers in violation of the law is exciting just criticism.

"We have continued this protection only because we expected from day to day that on second thought you would not, especially at such a time, continue such an obstacle to respect and disregard of the law."

In his letter to Mayor Wittgen, Mayor Gaynor reviews the men's demands for an eleven hour day, pay for overtime and recognition of the union.

"At my earnest request," he continues, "the men withdrew their demand for recognition of the union, and also agreed to let the strike be called off and wages until after they had resumed work. I supposed, of course, that this would settle the strike, but when I presented it to the companies they insisted at the instance of one company, or one man, to accept it as a basis of settlement, but wanted an additional condition that they should be free to re-engage or discharge any one on the ground that he had joined the union. They rejected this proposal, and the 'one man' is Frank H. Pellati, its president."

TRANSFER MADE TO THE DOMINION

(Continued from Page 1)

and when they arrived the forts were found dismantled, the guns and ships gone, the place deserted and the ships in the harbor. The first building was the yard by the Hudson Bay Company, which then set aside seven acres. The first transfer of equipment took place in 1857. The Admiralty had not taken over the buildings, but the cost of the buildings was finally after a minute inventory Captain J. C. Fyfe, of H. M. S. Stettin, took them over from Governor Douglas on August 15, 1857. The three buildings still stand and were taken over yesterday, one being the house at the entrance, where the carpenter, Governor Douglas did much to induce the Admiralty to take over and provision depot with coal.

The transfer was made yesterday afternoon, from the Admiralty to Canada, by the Admiralty, naval yard Lord Charles Bessford, by order of the British admiralty, a simple proceeding dismantled repairs stations abroad, reducing depleted stores, and better

NAVY PROGRAMME FOR COMING YEAR

Admiralty Board Proposes Construction of Five Additional Dreadnoughts—Unionist Press Declares it Insufficient

LONDON, Nov. 9.—The Board of Admiralty, according to newspaper forecast, has decided to include the following in the naval programme for the next year:

Five additional Dreadnoughts.

Additional of 1,000 men to the strength of the fleet.

The board submitted the programme to the cabinet this week.

The Unionist press, and followers of Mr. Balfour declare that if the cabinet accepts the suggestions of the Board of Admiralty, it will show itself utterly incapable of dealing with naval affairs.

"Every year," declares one Conservative newspaper, "as the pre-dreadnought fleet becomes less and less effective the danger of superior sea power, and the margin of superiority on which Great Britain depends for her supremacy, is becoming more slender."

But the government prefers to spend all its time in liberally dispensing the "penny" quietly, preferring to spend the full the nation into a false sense of security rather than to take a bold grave problem now facing it.

AVIATION AT LOS ANGELES

NEW YORK, Nov. 9.—That the southern Pacific coast is becoming an active center of aviation in this country is indicated by the announcement today that a meeting of international proportions at Los Angeles is being arranged for Christmas.

It is said that McCurdy, Ely, Mars, Curtiss, Hadley and Latham will take part.

JUDGMENT IN FRUIT CASE

NEW YORK, Nov. 9.—Judge Grant has rendered a decision in the case of Oscar Brown and M. Perry and company, fruit dealers of North Yakima, Wash., \$44,000 loss. The court found that the defendant had bought up the fruit of the orchards in the neighborhood of North Pacific squadron at Equilmalt and wooden buildings were erected, as required, one by one. In 1899 the construction of brick buildings was commenced.

The naval yard is equipped well. It is well supplied with shops fitted with repairing machinery, moulding and fitting shops, stock-rooms, bathhouses, etc. A naval prison was erected in 1899 and there are several fine official residences, the finest being that of the storekeeper, Mr. Phillips, which was erected in 1885. There is a fine naval Cole Island, lying near Parsons bridge, and occupied and powder magazines.

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ALL INMATES SAFE

BRANDON, Man., Nov. 8.—Since the destruction of the hospital for the insane, rumors that lives were lost during the fire have been investigated and proved to be incorrect. A report that two bodies were found in the ruins has also been proven groundless.

Dr. McFadden, medical superintendent of the hospital, has issued the following statement: "All the patients, female and male, were taken from the asylum without injury to any of them."

ELECTION BETA

NEW YORK, Nov. 9.—This was the day for casting in on election bet and one Tammany election captain secured an expensive wagon to use in the campaign to do it. When he made his rounds he had a full load of new hats and boxes of cigars. It is estimated that the candidate had \$1,000,000 changed into cash. One curb broker is said to have handled \$450,000. Fred Broome, an old-time betting commissioner, says he placed \$250,000. Another broker made \$50,000 in commissions and bets in backing his own judgment. Oddly enough the heaviest betting loss reported before the man was bet on Dix, placed his plurality of 12,000 or more.

BRITISH CAPITAL FOR INVESTMENT

Option Taken on Dominion Trust Building in Vancouver—Desirable Holdings to Be Freely Sought

VANCOUVER, Nov. 9.—British capitalists have taken an option on the Dominion Trust building at the corner of Hastings and Cambie streets, involving a purchase price of approximately \$1,000,000. The option was given the old country interests was confirmed at a meeting of the directors yesterday.

This deal marks a high water point in the history of Vancouver realty, and it is believed to be the largest international transaction ever put through in the province. The identity of the intending purchaser has not yet been divulged, but it is stated that it is either a Canadian or an American.

The Dominion Trust Co., manager of the building, has agreed to sell the building to the investor, but it is stated that the investor must invest vast sums in Vancouver property of the Dominion Trust Co. The sale, announced by Manager Arnold today, is simply in continuation of the general policy of the Dominion Trust Co. not to hold real estate but to devote its activity to the handling of estates, bonds and mortgages.

Water Appeal Dismissed

OTTAWA, Nov. 9.—The department of Justice has dismissed the appeal of the Burrard Power company, has been dismissed by the judicial committee of the privy council.

SAFE MAJORITY FOR DEMOCRATS

(Continued from Page 1)

of Washington went Democratic in the congressional election. The plurality of the Republican supporters is estimated at 1,400,000. The plurality of the Democratic supporters is estimated at 1,000,000. The plurality of the Unionist supporters is estimated at 1,000,000.

THE VICTORIA COLONIST

Friday, November 11, 1910.

State	62nd. Dem. Rep.	61st. Congress Dem. Rep.
Alabama	1	1
Arkansas	1	1
California	1	1
Colorado	1	1
Connecticut	1	1
Delaware	1	1
Florida	1	1
Georgia	1	1
Idaho	1	1
Illinois	10	10
Indiana	13	13
Iowa	2	2
Kansas	2	2
Kentucky	9	9
Louisiana	7	7
Maine	1	1
Maryland	1	1
Massachusetts	6	6
Michigan	10	10
Minnesota	2	2
Mississippi	1	1
Missouri	13	13
Montana	1	1
Nebraska	3	3
Nevada	1	1
New Hampshire	1	1
New Jersey	7	7
New Mexico	1	1
New York	14	14
North Carolina	10	10
North Dakota	1	1
Ohio	11	11
Oklahoma	1	1
Oregon	1	1
Pennsylvania	10	10
Rhode Island	1	1
South Carolina	1	1
South Dakota	1	1
Tennessee	8	8
Texas	16	16
Utah	1	1
Vermont	1	1
Virginia	9	9
Wisconsin	1	1
Wyoming	1	1
Total	225	225

MAY BE AFFECTED BY U. S. ELECTIONS

Reciprocity Negotiations Placed on Different Plane by Democratic Success—What U. S. Delegates Say

OTTAWA, Nov. 9.—The American tariff commissioners who are here trying to negotiate a reciprocity convention with Canada say that the result of yesterday's elections will not have any effect in so far as they are concerned. They came to Ottawa, they say, with certain instructions and they will adhere to them, despite any political happenings in the United States.

The general impression here is that the Democratic victory will, nevertheless, help the hands of the Canadian Republicans, because it will make the government in Ottawa more anxious to make an arrangement which will secure reciprocity with Canada. The Dominion, however, can afford to be more independent, because, with the Democratic party in power and with the possibility of a reduction of the American tariff to somewhere near the level of the Canadian tariff, there is little reason why Canada should rush into a treaty which would be unnecessary concessions would be granted.

The report from Montreal that boards of trade in that portion of the Dominion were taking active steps to reciprocate, and that the Canadian government will accept it, is significant, and will accentuate an evident lukewarmness in the Canadian government in respect to American proposals.

PICTURE FRAUD

Swindlers in Germany Devised Ingenious Scheme for Plundering Owners

BERLIN, Nov. 9.—A couple of weeks ago two swindlers, named Emil Beck and Shating, the latter of whom is called "Don Cyrillo de Florida," had discovered a method of swindling their victims. They had secured a check for 3,000 marks from the Deutsche Bank, and had secured a check for 3,000 marks from the Deutsche Bank, and had secured a check for 3,000 marks from the Deutsche Bank.

PHILADELPHIA

PHILADELPHIA, Pa., Nov. 7.—That the woman supposed to be Bella Elmore Crippen, whose murder Dr. Hawley Crippen is under sentence of death for the last five days, was the wife of the man who was executed for the murder of Dr. Hawley Crippen, is still alive.

PRESIDENT FOR PANAMA

Will Sail from Charleston Today on Cruiser Tennessee—To Be Absent Twelve Days

RICHMOND, Va., Nov. 9.—President Taft passed through here this evening on a special train on his way to Panama.

AUSTRALIA HAS CHINESE FRAUDS

Admission of Orientals Secured by Corrupt Agents—Farmers in New South Wales Heavily Burdened

MELBOURNE, Nov. 9.—Australia has had an immigration scandal similar to that which was recently reported from Vancouver. Chinese in this case also being concerned. A regular traffic in the admission of Orientals has been brought to light here. It is found that the Chinese gain entrance to the Commonwealth by paying agents \$400 and upwards. The customs have exercised the keenest watch on the steamers arriving as to have them thoroughly searched and in many cases fumigated. Notwithstanding all these precautions, the Chinese still have been pouring in. Investigation set on foot has disclosed that the method adopted to corrupt the agents by money payments. The investigation has fixed the prices of harvesters at means an increase for the farmers at large over the country of a million sterling a year. Coming as it does, on the top of the new land tax, it is causing the farmers to regard the future with something approaching dismay.

PORTLAND, ORE.

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NEW YORK, Nov. 9.

NEW YORK, Nov. 9.—Forty thousand barrels of kerosene oil in a tank owned by N. J. Blow up tonight with a burst of 500 feet. One man was killed and two others were seriously hurt.

CAN NOW PURCHASE MIDWAY AND VERNON

Board of Valuers Decide Kettle River Valley Railroad Must Pay \$62,000 for Right of Way

The Board of Valuers appointed to decide upon an equitable sum for the purchase of the Kettle River Valley Railroad by the Canadian Pacific Railway Company, has decided upon a figure of \$62,000 for the right of way. The valuers have also decided upon a figure of \$62,000 for the right of way. The valuers have also decided upon a figure of \$62,000 for the right of way.

SMITH'S FALLS MAYOR UNSEATED

SMITH'S FALLS, Ont., Nov. 8.—Dr. J. S. McCallum, mayor of Smith's Falls, has been declared disqualified and unseated by a decision of the county judge. Dr. McCallum in 1909 purchased from Mr. Ryan of Smith's Falls 400 bags of cement which he promised to use in the construction of a business block. Plans for building fell through last June, and the cement was stored in a shed. Dr. McCallum executed an agreement with Belleville firm for the construction of a granolithic walk and subsequently offered the cement to the contractor, who accepted it. This, it was held, was a violation of the municipal act. Dr. McCallum was ordered to pay all costs.

POISONED BY PORT

One Vancouver Man Dead and Three in Danger as Result of Drinking Bottle of Wine

VANCOUVER, Nov. 7.—As a result of drinking a bottle of port on the night of a party on Eighth avenue, one man died and three others are seriously ill. The man who died was Charles A. Gordon, a Republican. The other three are seriously ill. The man who died was Charles A. Gordon, a Republican. The other three are seriously ill.

DEATH OF MR. CRIPPEN

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THREE MEN LOSE LIVES THROUGH TRYING TO CROSS RIVER ON AERIAL TRAMP

SEATTLE, Nov. 8.—T. C. Thompson, of Seattle, George Babcock of Clear Lake, and Joe Spangler of Vancouver, were drowned in the attempt to cross the river on an aerial tram. The men were crossing the river on an aerial tram. The men were crossing the river on an aerial tram.

MR. McCURDY'S EXPERIMENT

NEW YORK, Nov. 7.—The date of the overseas flight by the aeroplane of J. A. D. McCurdy from the deck of a trans-Atlantic liner, 50 miles out to Governor's Island in New York harbor, has been changed. It is now advanced to November 12, next Saturday, to take place from the deck of the liner Pennsylvania, which will sail at noon on November 11.

THEODORE ROOSEVELT

Theodore Roosevelt was at home all evening, but declined to receive interviewers. The probable attitude of Colonel Roosevelt, in view of the result of the election, can be judged only by what he said in the last few days. In his speech at Davenport, Iowa, last Friday, he said if the Republicans were beaten this time, they could

DEMOCRATS' DAY HAS ARRIVED

Have Won Great Victory in United States Elections Yesterday—Get Big Majority in House

JOHN A. DIX SWEEPS NEW YORK STATE

New Jersey, Massachusetts and Other States Change Political Complexions—Gains Also Made in Senate

Elections throughout the United States yesterday resulted in a political convulsion of far-reaching extent, similar at many points to the famous tide wave of 1892, and apparently more widespread in its effect.

The national House of Representatives was carried by the Democrats reversing the present Republican majority of 42.

The United States senate will probably have a reduced Republican majority as a result of legislative elections held in many states.

In New York, John A. Dix, Democratic candidate for governor, is elected over Henry L. Stimson, Republican by about 5,000 votes. In Pennsylvania, the election of John H. Bryan plurality of 70,000 in 1892 for Governor Hughes.

In New Jersey, Woodrow Wilson, Democratic candidate for governor, is elected over Vivian M. Levy, Republican by about 15,000, reversing the previous Republican plurality of 8,000.

In Ohio, Governor Judson Harmon, Democrat, is elected, governor, over Charles A. Talcott, Republican, by about 4,000, reversing the previous Republican plurality of 15,000.

In Connecticut, Judge Baldwin, Democrat, is elected, governor, over Charles A. Talcott, Republican, by about 15,000, reversing the previous Republican plurality of 15,000.

In Massachusetts, Eugene N. Foss, Democrat, has defeated Governor E. S. Draper, for re-election by about 80,000, reversing Governor Draper's former plurality of 8,000.

In Rhode Island, Governor Pothier, Republican, is elected by a plurality of 12,000.

In Tennessee, the Fuston candidate, Ben Hooper, is apparently elected by 15,000.

Democratic governors have been elected in Alabama and South Carolina.

In Iowa, the Democrats claim the election of Claude R. Porter for governor, but this is not yet conceded.

In Michigan, Charles S. Osborn, Republican candidate for governor appears to have a safe lead over his opponent.

Mr. Stimson's Explanation.

NEW YORK, Nov. 8.—Henry L. Stimson attributes his defeat to the national-wide and general movement of the Republican party toward progressivism.

"There seems to be a ground swell all over the country," he said tonight, "and I was caught in it. I think it is only the beginning. We're beginning to have a re-alignment of political parties. The Republican party is going through the agony of becoming progressive."

The returns speak for themselves. I have nothing to regret. We've had a good clean fight. I was surprised that I ran so well and with the rest of the ticket.

Mr. Stimson first conceded his defeat at 8 o'clock this evening. An hour and a half later he sent a telegram to John A. Dix, congratulating him on his election.

Ex-President is Silent.

OYSTER BAY, N. Y., Nov. 8.—Theodore Roosevelt stayed at home today, except for a trip to the village at noon to vote. He had made no preparations to receive the election returns, declining offers of special service from newspapers and news associations.

He said he had earned a rest, he said, and will take a vacation at Sagamore Hill. He does not expect to visit his editorial offices in New York until November 17.

Mr. Roosevelt's home district in Oyster Bay, L. I. gave Dix a plurality of 204, as against a plurality of 782 for Hughes in 1908. In Utica, Charles A. Talcott, Democrat, defeated Charles S. Millington, Vice President Sherman's nominee for congress, by 3,768.

"Absolutely nothing to say," were the words that came from Sagamore Hill tonight.

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WON BY TRANSVAL CADETS

London, Nov. 9.—Results in competition for East Norfolk imperial trophy for cadets have been published. The first place is won by Transval with 494 points. Canadians stood seventh with 486, and Prince Edward Island ninth with 328.

PRIZES FOR APPLE SHOW

TORONTO, Nov. 8.—A. C. Pratt, M. P. P. for South Norfolk, returned last night from the coast, where he went to attend the exhibition of fruit at Vancouver. He stated that the exhibition of apples was one of the finest the world has ever seen.

ALLEGED MAIL ROBBER CAPTURED

PORTLAND, Ore., Nov. 7.—His pockets filled with the alleged proceeds of a mail pouch robbery at Burdette, Idaho, David D. Kidd, was captured by Post-Office Inspector Clement and Detective Malone, tonight. Kidd was returned to Idaho for trial. The front of the station at Burdette, where the mail pouch was stolen from, is under guard. It is stated on authoritative authority that the amount of the robbery will be forthcoming within ten days.

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DEMOCRATS' DAY HAS ARRIVED

Have Won Great Victory in United States Elections Yesterday—Get Big Majority in House

JOHN A. DIX SWEEPS NEW YORK STATE

New Jersey, Massachusetts and Other States Change Political Complexions—Gains Also Made in Senate

Elections throughout the United States yesterday resulted in a political convulsion of far-reaching extent, similar at many points to the famous tide wave of 1892, and apparently more widespread in its effect.

The national House of Representatives was carried by the Democrats reversing the present Republican majority of 42.

The United States senate will probably have a reduced Republican majority as a result of legislative elections held in many states.

In New York, John A. Dix, Democratic candidate for governor, is elected over Henry L. Stimson, Republican by about 5,000 votes. In Pennsylvania, the election of John H. Bryan plurality of 70,000 in 1892 for Governor Hughes.

In New Jersey, Woodrow Wilson, Democratic candidate for governor, is elected over Vivian M. Levy, Republican by about 15,000, reversing the previous Republican plurality of 8,000.

In Ohio, Governor Judson Harmon, Democrat, is elected, governor, over Charles A. Talcott, Republican, by about 4,000, reversing the previous Republican plurality of 15,000.

In Connecticut, Judge Baldwin, Democrat, is elected, governor, over Charles A. Talcott, Republican, by about 15,000, reversing the previous Republican plurality of 15,000.

In Massachusetts, Eugene N. Foss, Democrat, has defeated Governor E. S. Draper, for re-election by about 80,000, reversing Governor Draper's former plurality of 8,000.

In Rhode Island, Governor Pothier, Republican, is elected by a plurality of 12,000.

In Tennessee, the Fuston candidate, Ben Hooper, is apparently elected by 15,000.

Democratic governors have been elected in Alabama and South Carolina.

In Iowa, the Democrats claim the election of Claude R. Porter for governor, but this is not yet conceded.

In Michigan, Charles S. Osborn, Republican candidate for governor appears to have a safe lead over his opponent.

Mr. Stimson's Explanation.

NEW YORK, Nov. 8.—Henry L. Stimson attributes his defeat to the national-wide and general movement of the Republican party toward progressivism.

"There seems to be a ground swell all over the country," he said tonight, "and I was caught in it. I think it is only the beginning. We're beginning to have a re-alignment of political parties. The Republican party is going through the agony of becoming progressive."

The returns speak for themselves. I have nothing to regret. We've had a good clean fight. I was surprised that I ran so well and with the rest of the ticket.

Mr. Stimson first conceded his defeat at 8 o'clock this evening. An hour and a half later he sent a telegram to John A. Dix, congratulating him on his election.

Ex-President is Silent.

OYSTER BAY, N. Y., Nov. 8.—Theodore Roosevelt stayed at home today, except for a trip to the village at noon to vote. He had made no preparations to receive the election returns, declining offers of special service from newspapers and news associations.

He said he had earned a rest, he said, and will take a vacation at Sagamore Hill. He does not expect to visit his editorial offices in New York until November 17.

Mr. Roosevelt's home district in Oyster Bay, L. I. gave Dix a plurality of 204, as against a plurality of 782 for Hughes in 1908. In Utica, Charles A. Talcott, Democrat, defeated Charles S. Millington, Vice President Sherman's nominee for congress, by 3,768.

"Absolutely nothing to say," were the words that came from Sagamore Hill tonight.

Theodore Roosevelt was at home all evening, but declined to receive interviewers.

The probable attitude of Colonel Roosevelt, in view of the result of the election, can be judged only by what he said in the last few days. In his speech at Davenport, Iowa, last Friday, he said if the Republicans were beaten this time, they could

SMITH'S FALLS MAYOR UNSEATED

SMITH'S FALLS, Ont., Nov. 8.—Dr. J. S. McCallum, mayor of Smith's Falls, has been declared disqualified and unseated by a decision of the county judge. Dr. McCallum in 1909 purchased from Mr. Ryan of Smith's Falls 400 bags of cement which he promised to use in the construction of a business block. Plans for building fell through last June, and the cement was stored in a shed. Dr. McCallum executed an agreement with Belleville firm for the construction of a granolithic walk and subsequently offered the cement to the contractor, who accepted it. This, it was held, was a violation of the municipal act. Dr. McCallum was ordered to pay all costs.

PHILADELPHIA

PHILADELPHIA, Pa., Nov. 7.—That the woman supposed to be Bella Elmore Crippen, whose murder Dr. Hawley Crippen is under sentence of death for the last five days, was the wife of the man who was executed for the murder of Dr. Hawley Crippen, is still alive.

PRESIDENT FOR PANAMA

Will Sail from Charleston Today on Cruiser Tennessee—To Be Absent Twelve Days

RICHMOND, Va., Nov. 9.—President Taft passed through here this evening on a special train on his way to Panama.

AUSTRALIA HAS CHINESE FRAUDS

Admission of Orientals Secured by Corrupt Agents—Farmers in New South Wales Heavily Burdened

MELBOURNE, Nov. 9.—Australia has had an immigration scandal similar to that which was recently reported from Vancouver. Chinese in this case also being concerned. A regular traffic in the admission of Orientals has been brought to light here. It is found that the Chinese gain entrance to the Commonwealth by paying agents \$400 and upwards. The customs have exercised the keenest watch on the steamers arriving as to have them thoroughly searched and in many cases fumigated. Notwithstanding all these precautions, the Chinese still have been pouring in. Investigation set on foot has disclosed that the method adopted to corrupt the agents by money payments. The investigation has fixed the prices of harvesters at means an increase for the farmers at large over the country of a million sterling a year. Coming as it does, on the top of the new land tax, it is causing the farmers to regard the future with something approaching dismay.

PORTLAND, ORE.

PORTLAND, Ore., Nov. 7.—Dan Patrick, an Italian was shot and killed at Second and Everett streets tonight by one of two men with whom he had a heated argument. The man who shot the man drew a revolver and shot Patrick through the heart. Witnesses who saw the shooting believe the assassin was also Italian. There is no clue to the identity of the man who shot Patrick. He was in a restaurant.

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The Colonist Printing & Publishing Company, Limited Liability, 17 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

One year \$1.00, Six Months .60, Three Months .35, Sent postpaid to Canada and the United Kingdom.

AN EPOCHAL EVENT.

Yesterday H. M. C. S. Rainbow arrived at Esquimalt and was given an appropriate reception. The remarks of the Lieutenant-Governor, Mr. Templeman, Mr. McBride and the Mayor were conceived in a patriotic spirit and the replies of Captain Stewart were in excellent taste.

The event was one calculated to awaken thought in the minds of all who endeavored to grasp its true significance. The Rainbow is not a fighting ship, but she is manned by fighting men, and her mission is to train men so as to make them fit to defend our country from invasion, protect our commerce on the seas and maintain the dignity of the Empire everywhere.

Her coming is a proof that Canada has accepted a new responsibility in the discharge of which new Western Frontiers of Empire it is all important that there shall be a naval establishment that will count for something in an hour of stress.

We hear at times a protest against the men and money of Canada being spent in fighting the battle of the United Kingdom; we hear protests at times against what is styled the introduction of militarism. But we invite those people, who object to expenditures for naval defence to say, if they can, what other course can be adopted if we are to keep our rich and prosperous land safe from an invader.

A defenceless coast is a standing invitation to an enemy, and this Canada remains a part of the British Empire, her frontiers are British frontiers and are liable to invasion by the enemies of Britain.

It seems to us that we have in Canada a choice between two alternatives. We may cut loose from the Empire and trust to our neighbors to the South to protect us, which would ultimately mean the annexation of the Dominion to the United States, or we can remain in the Empire and assume our due share of its defence.

Surely no true Canadian is so pusillanimous as to seek to cast the burden of the defence of his shores upon the heavily taxed people of the United Kingdom, and therefore we refuse to accept such a solution of the situation in lieu of one of our own.

Therefore, we hope that the coming of the Rainbow to Halifax a few weeks ago and the arrival of the Rainbow at Esquimalt yesterday will lead the people of Canada to think more fully than ever before over the responsibilities which they have assumed.

END OF A REGIME

The transfer of the Navy Yard from the Admiralty to the Canadian government will mark the end of a regime, so to speak, that has been both pleasant and profitable to the people of Victoria and vicinity.

A good many years have elapsed since the Royal Navy first made its headquarters at Esquimalt. The ships that have come and gone since then would make a fairly large, if somewhat out-of-date, squadron, and the various ships' companies would make a goodly force if they could all be gathered together.

The advantage in a commercial way of the naval station to Victoria has been very great, and one of the best signs of the times was that the removal of the larger vessels did not seem to have the least retarding influence upon the growth of business.

In a social way the presence of the fleet was always a source of great pleasure and satisfaction. It lent a life and tone to the community that distinguished it from all other western ports. Some of the former residents yet look back with many regrets to the days when the Navy was in evidence everywhere.

It seems only right, now that the old regime at Esquimalt has been brought to a close, to place on record this appreciation of the part it played in our local life. It was a very conspicuous part and it was played in a manner that has made the words "Royal Navy" a synonym in the minds of the people for everything that is many and honorable.

GOOD ROADS MOVEMENT

The good roads movement is making rapid progress all through the Pacific tier of states. In the state of Washington the services of Mr. N. B. Miller, the engineer who built the North Bank Railway for the Great Northern interests, has been appointed to the head of the Highway Commission and he is to lay out a great system of state roads on the most modern principles.

The Oregon Improvement Association has issued circulars to all the county governments in that state urging united and systematic action in respect to highways. In California a proposal to issue \$18,000,000 of state bonds to raise money for the improvement of highways is to be submitted to the people. It is intended to use the money to build 3,000 miles of first-class modern highways, and a part of this will be so located as to form the southern part of the proposed Pacific Highway, which is to be extended from the Mexican boundary as far north as Canada, provided Oregon and Washington co-operate, as there seems to be every prospect of their doing.

A Winnipeg despatch says that a movement is on foot in that province to inaugurate an active period of highway construction. The idea being that in the end a wagon road of the best description shall be built all the way from the Great Lakes to the Pacific Coast. As our readers know, the British Columbia government has set an example in this respect, and will in a short time have such a highway from the coast to the summit of the Rockies in the Crow's Nest Pass.

It is not easy to over estimate the value of this good roads movement, which owes its remarkable progress during the last year or two to the energy and enthusiasm of the owners of motor cars. There is every reason to think that the use of motors is only in its infancy. Great improvements are being made in constructing these vehicles, and while the price of the cost of maintenance is high, yet motors are rapidly passing out of the sphere of luxuries and are becoming necessities. They are taking a place that nothing has hitherto been able to fill. They did far to revolutionize rural conditions and to furnish a serviceable substitute for railways in many instances.

While there is perhaps less need for the good roads agitation in British Columbia than in any other part of the Pacific Coast, our governments have always been alive to their great value, and none more so than the present administration since Mr. Taylor

RAILWAY GRADES

The part of the National Transcontinental Railway which lies in the province of New Brunswick will be 258 miles long. It will cost when completed, \$11,600,000. The 94. John Telegraph says that the distance between Quebec and Montreal will be 42 miles shorter than by way of the Intercolonial, but for the purpose of hauling heavy trains economically and at high speed it is more nearly 342 miles shorter.

The following information as to railway grades that will be read with interest in this province: From the Pacific to Montreal the new line has but two grades heavier than four-tenths of one per cent—or 21 feet in the mile. One of these is in the Yellowhead Pass in the Rockies and the other is in New Brunswick while the New Brunswick grade—in the Tobique region—exceeds four-tenths for some twelve miles and is technically described as a "pusher".

The ascent is no heavier than the C. P. R., and the Intercolonial, yet no one thinks of applying the word "pusher" to any portion of these older roads. A plain word now as to grades. The four-tenths grade—the maximum on the new road coming eastward—means as has been said, twenty-one feet in the mile. A locomotive can haul on this grade all the load that it can start on the level, and can haul it at a slightly accelerating speed. So that for the purposes of traffic it is equivalent in practice to a level road. Wherever there is a crossing siding or a tank, or a station, the Transcontinental is exactly level, and is eased down so that it would be equivalent to four-tenths on the straight line.

This means that a locomotive can haul over the whole line any load that it can start in the level, and where the train is first made up—a load up to its maximum capacity. It means also, that on this line there is no grade heavy enough to cause a train to run away. For should a four-tenths grade, it would not pick up speed, but would continue at the same rate as when it was running flat on a four-tenths grade, the friction is just great enough to counteract the propelling force of gravity.

Canada will have received fully 300,000 new people through immigration between January 1st, 1910 and December 31st of the same year. In the six months ending September 30th, 80,118 immigrants from the United Kingdom entered Canada. This was 2,000 more than the immigration during the same period from the United States.

The railway managers say they cannot run their roads if rates are lowered. The stockholders say that their holdings will be reduced in value if rates are kept up; the employees say that if the rates come down their wages will have to be cut; shippers say they cannot afford to pay existing rates. What has been going on in the United States of late in the matter of higher charges is a good deal like an effort by a man to lift himself by his boot-straps.

Lord de la Warr, who owns 32,000 acres in Great Britain, is offering his land for sale. It is agricultural land and is therefore not subject to the increased taxation under the Lloyd George Budget. In a letter to the Times he gives as his reason for selling the improved condition of agriculture in the United Kingdom. He also says that he is strongly in favor of the ownership of land by the men who till it. Lord de la Warr is a staunch Conservative in politics, and his statements cast an interesting light upon the changing conditions in the Mother Country.

Even those who take good care of themselves find that they are obliged at this time of the year to tidy up their systems. Whether you need it now or not, kindly remember that BOWEN'S SYRUP OF HYPOPHOSPHITES is the best remedy for weak run down, or nervous people, unrivalled for children or adults. Per bottle, \$1 at this store only.



CYRUS H. BOWEN, Chemist, 1228 Government Street

COME AND SEE OUR CARPET SQUARES. WE HAVE HUNDREDS TO SELECT FROM. WONDERFUL DISPLAY. THE BEST YET

READ THIS

The utility and convenience of Rugs and Carpet Squares as a floor covering is amply demonstrated in these busy times. Our selection in the different weaves, colors, designs and sizes, makes it possible for you to find something suitable for almost any apartment. We have about 500 Rugs on display on our racks, where they can be examined with ease and expedition. We are in receipt of all the newest and most desirable goods as they are produced.

The latest addition to our already large choice is an all-wool, very hard Scotch Art Square, plain and small figured centers with artistic borders. These rugs will retain their fine appearance for a longer period than many rugs of a more pretentious character.

Brussels Squares

We have just received a parcel of some very nice Brussels Squares. These squares are exceptionally pretty in design and are also very good wearing. We have a nice assortment to choose from and we will welcome you on the second floor when you come to inspect these new goods.

- 4ft 6in x 9ft 6in, at \$8.50
6ft x 9ft, at \$12.50
9ft x 9ft, at \$16.50
9ft x 10ft 6in, at \$18.50
9ft x 12ft, at \$22.50
11ft 3in x 12ft, at \$28.00



The Mahrud Rug

This is a special quality rivaling in quality, texture, and appearance the best grade Oriental Rugs and will certainly outwear many of the cheaper grades of Rugs made East of Suez. These Rugs are made in England by the foremost makers of the best materials, in the best manner, by the best of workmen. These rugs are made without a seam.

- AXMINSTER SQUARES
7ft. 6 in. x 9 ft. \$27.00
10ft. 6 in. x 9 ft. \$37.50 and \$26.25
9 ft. x 12 ft. \$42.00, \$40.00 and \$30.00
10 ft. 6 in. x 12 ft. \$50.00 and \$35.00
10 ft. 6 in. x 13 ft. 6 in. \$40.00
WILTON SQUARES
15 ft. x 12 ft. \$65.00
12 ft. x 9 ft. \$40.00, \$35.00 and \$26.50
12 ft. x 11 ft. 3 in. \$54.00 and \$38.50
11 ft. 3 in. x 13 ft. 6 in. \$85.00, \$62.50, \$60.00 and \$48.50

MAYFLOWER SQUARES—\$32.50, \$28.00, \$27.50, \$24.00

- Krypton Art Squares, all wool, very heavy, beautiful two tone effects, in very artistic designs which appeal to the most critical.
Size 3 x 3 yards, at each \$19.00
Size 3 x 3 1/2 yards, at each \$22.00
Size 3 x 4 yards, at each \$25.00
Size 3 1/2 x 4 yards, at each \$29.00
Size 4 yards x 4 1/2 yards, at each \$37.50
Size 4 x 5 yards, at each \$42.00
These squares are extra heavy weight and are also reversible, giving a double wearing surface. The above carpets can only be seen and bought at Weiler Bros.
Kensington Art Squares, an extra super-all-wool carpet of superior quality. The best wearing and most easily swept reversible carpet.
Size 2 1/2 x 3 yards, at each \$11.00
Size 3 x 2 yards, at each \$13.00
Size 3 1/2 x 3 yards, at each \$15.00
Size 3 yards x 4 yards, at each \$17.50
Size 3 1/2 x 4 yards, at each \$21.00
Size 4 yards x 4 yards, at each \$23.50
Size 4 yards x 4 1/2 yards, at each \$26.00
Size 4 x 5 yards, at each \$29.00

Novelty Curtains--New Arrivals

- New goods just received. Spanish lace, stencilled muslin, two-toned filet Madras. If you are in need of a few curtains, you cannot do better than inspect these new goods. You will be charmed with the dainty elegance, the beautiful designs, and the moderate prices.
Cream Madras, 30c to \$1.25
Colored Madras, 40c to \$2.50
Two-toned Madras, 75c to \$1.25
Stencilled Muslin, 75c to \$1.00
Filet Net, 30c to \$1.25

TWO CARLOADS OF LINOLEUM JUST ARRIVED

Careful Attention Given to Mail Orders

WEILER BROS. Ladies! Use the Rest Room Second Floor

WOULD TIE UP MANY RAILWAYS

Engineers on Sixty-One L West, South and North Chicago Will Proceed Vote on Strike Question.

NEGOTIATIONS HAVE BEEN TERMINATED

Difference of Seven Per Cent Wage Increase Between Companies and Engine Working Conditions.

CHICAGO, Nov. 7.—A strike vote was taken among the engineers of six one roads west, south and north Chicago, following the termination of negotiations between the road and the grand officers of the Brotherhood of Locomotive Engineers, who had been in progress since September 25th.

Wage increase approximating 7 per cent and alteration of working conditions stood before the negotiators. Grand Chief Warren S. Stone, of the Brotherhood of Locomotive Engineers, said today that he believed the engineers' vote would be unanimously in favor of striking. Immediately thereafter, he said, that a last opportunity would be given the railroad to meet the engineers and that if they ignore that opportunity, within five hours every engine west of Chicago would be stilled.

The representatives of the engine men in the twenty-five conference which ended to day were: Warren Stone, grand chief; Ash G. Kennedy, A. A. Briggs, E. Corrigan, M. W. Galle and H. J. Williams, assistant grand chiefs, Brotherhood of the Engineers. They received the advice of fifty division managers of the brotherhood.

Railroad officials, as follows, heard the engine drivers' demands: W. B. Scott of the Union Pacific; F. E. Ward of the Burlington; C. C. Buehler, of the Chicago Terminal and the Baltimore and Ohio; A. A. Durham, of the Missouri, Kansas and Texas; G. H. Emerson, of the Great Northern; E. J. Foley, of the Illinois Central; F. C. Fox of the Atchafalaya, Topeka and Santa Fe; Grant Hall, of the Canadian Pacific; H. J. Simmes, of the Erie, Erie and Southwestern; and A. W. Trenholm of the Chicago, St. Paul, Minneapolis and Omaha.

The whole question arose from the decision of the engineers in convention at Detroit last spring. The general working conditions of which the engineers complain include the following: Drivers of the Mallet compound engines, who do practically the work of two engines, to be relieved of the tending responsibility and capability, receive the same wages as drivers of engines of much smaller capacity. Engineers with no relief of the toll of preparing their engines for travel and for caring for them after runs. They also ask that switching time be paid for on a different basis.

The magnitude of the wage question is evidenced by a statement of the employers that the seven per cent wage difference now existing between the drivers and the railroad means approximately \$2,600,000 a year. The cost of altering working conditions would be less than \$100,000, it is asserted. "When the conference began," said Chairman W. B. Scott of the conference committee, "the engineers' demands approximated at 27 per cent increase. This finally was brought down to 17 per cent. We finally agreed to a 10 per cent increase, totalling \$3,840,000 for the sixty-one roads we represent, and there was a deadlock."

The following list of the lines affected was given out: Atchafalaya, Topeka and Santa Fe, Atchafalaya, Topeka and Santa Fe Coast Lines, Gulf, Colorado and Texas, Beaumont, Sour Lake and Western, Canadian Pacific, Chicago and Great Western, Chicago and North Western, Chicago, Burlington and Quincy, Chicago, Milwaukee and St. Paul, Colorado and Southern, El Paso and Southwestern, Railway of New Mexico, Baltimore and Ohio, Galveston, Harrisburg and San Antonio, Houston and Shreveport, Houston, East and West Texas, Indianapolis Southern, Kansas City Southern, of Louisiana, Western, Minneapolis, St. Paul and Sault Ste. Marie, Missouri, of Kansas and Texas, Morgan's Louisiana and Texas, Northern Pacific, Oregon and Short Line, Quincy, Omaha and Kansas City, St. Joseph and Grand Island, Southern Kansas of Texas, Eastern Railway of New Mexico, Baltimore and Ohio, Chicago Terminal, Canadian Northern, Chicago and Alton, Chicago, Milwaukee and Puget Sound, Chicago and Western Indiana, Chicago Junction, Chicago, St. Paul, Minneapolis and Omaha, Duluth, South Shore and Atlantic, Fort Worth and Denver, Great Northern, Houston and Texas Central, Illinois Central, International and Great Northern, Kansas City Terminal, Mineral Range, Minnesota Transfer, Missouri Pacific, New Orleans, Texas and Mexico, Oregon and Washington, Oregon Railroad and Navigation Company, Chicago, Rock Island and Pacific, St. Joseph Terminal, St. Louis and San Francisco, St. Louis Brownsville and Mexico, St. Louis Southwestern, San Antonio and Arkansas Pass, San Pedro, Los Angeles and Salt Lake, Santa Fe, Prescott and Phoenix, Southern Pacific, Spokane, Portland and Seattle, Tacoma and Eastern, Texas and New Orleans, Texas and Pacific, Trinity and Brazos Valley, Union Pacific,

PROSPECTING NOTICE

Other District. HEREBY GIVEN that I intend to apply for a license to prospect for petroleum on the following de-

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FIRST OF CANADA'S PACIFIC FLEET

H. M. C. S. Rainbow Arrives at Esquimalt and Formal Welcome is Extended her Complement.

EVENT DEEMED EPOCH-MAKING

Lieut-Governor Paterson, Hon. William Templeman, Hon. Richard McBride and Mayor Morley Offer Felicitations.

History was made at Esquimalt yesterday. H. M. C. S. Rainbow came; and a new navy was born. Canada's blue ensign, a historic name, and the Dominion's first training ship in the Pacific—the ocean of the future where some of the world's greatest problems will have to be worked out...

The Rainbow came out of the grey mists of the Straits, a distant speck, about 3 a. m. The blackjack on the platform of the Esquimalt station, signalled down to the wharves, and the gun crews of a battery of 13 pounders brought to Dumter head in the naval yard...

When the anchor dropped—the mooring buoys were removed by orders from Ottawa some time ago—a bugle sounded, and then the first gun of a salute broke out her bustling and dressed. As the cruiser's six-pouder boomed, and the puff of smoke scattered from the grey-painted side, the shore gunners started their salute. Gun for gun they banged out a similar complimentary bombardment of blank ammunition.

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Hon. William Templeman. All hands were called aft, and under an awning spread on the quarter deck, the officials formally welcomed the Rainbow to Esquimalt. Hon. William Templeman, the first speaker, said: "I consider it a privilege and honor to have been commissioned by the minister of the marine service to welcome you to the shores of Canada. It is a pleasure to officiate as the representative of the first naval officer and still more so to be able to welcome...

you, Capt. Stewart, and officers and men of the Rainbow to this western shore of Canada. The arrival of the Rainbow at Esquimalt marks a new and important epoch in the history of Canada. It is the first time since the struggle and widely severed provinces joined themselves in the defence some forty years ago...

It is our desire to plant here firmly on this continent a nation that will continue to hand down to future generations those principles of equality and justice which are the glory of the Empire. Canada has progressed to a remarkable extent. Has she been self-reliant within the past few years...

Major Morley. Mayor Morley welcomed the officers and crew of the Rainbow on behalf of the citizens of Victoria. He said he would reserve his address for another occasion, when he would have the honor to have the officers and men of the Rainbow as his guests. Victoria in the past has been honored in extending hospitality and the freedom of the city to the men of the Imperial navy...

The Reply. Captain Stewart, replying, said he had much pleasure again in thanking the welcome speakers for the cordial welcome they had offered. He said that those on board had served on this station before, and he had never met anyone who had not been at this station before, and he had never met anyone who had not been at this station before...

Description of Vessel. The Rainbow is a second class steel protected cruiser of 3,800 tons, length 200 feet, breadth 44 feet, H. P. 7,000; N. D. 2,300 ft. D. copper sheathed, protected with a steel deck 1 1/2 inches in thickness generally, but 5 inches over engine room, gun shields, 4 1/2 in. built by Palmers' Shipbuilding and Iron Co. Ltd. at Newcastle-on-Tyne at a cost of £2,200,000, and was launched in 1891. She displaces 4,000 tons.

Capt. Stewart's Reply. Capt. Stewart, in reply, said he thanked the Minister for his welcome to the station. He had hardly expected to receive such a welcome. The crew of the Rainbow, he said, were all volunteers, men who have put their lives in the service, some twenty years ago. They were selected from the six hundred applicants. Some of them had been with him before in other ships. They had had a crew with them on the voyage out. The ship was small. There had been much coal, and little water. Where leave had been granted every good word had been given by the residents on shore. The crew had been in a better company. The crimes had been nil, and the men had an excellent record; they were well picked and suitable for the training of recruits. Some had joined for three, some five years. He hoped that all would go right with them and they would make their homes here.

The Lieut-Governor. Lieut-Governor J. W. Paterson expressed his pleasure in being able to assist in the welcome to the officers and crew of H.M.C.S. Rainbow. He was sorry that the presentation arranged for by the people of British Columbia could not be made, as the presentation would be made at a later date. The piece of plate being prepared was to be inscribed: "Presented by the people of British Columbia to H.M.C.S. Rainbow, in welcome to the first of the Canadian navy on the Pacific, and the loyal belief that the Rainbow will successfully fulfil her part in strengthening the naval defence of the Empire."

Hon. Richard McBride, Premier. "As one connected with the local government of British Columbia, I wish to associate myself with the many of my fellow townsmen taking some part in this formal welcome. I am sure that we will all join most heartily in what Hon. Mr. Templeman has said and the Lieut-Governor has endorsed as the great historic importance of this event which will play in the national growth and in the development of Canada. We realize the undertaking of the Canadian government and people to take its place in the defence of the Empire. A place such as our position and wealth and numbers will warrant. Officers and men of the Rainbow, the section to which you have been assigned is one of the best in the Dominion. We of British Columbia feel that our homes have been set one of the best sections of this broad Dominion. As for the suggestion of Capt. Stewart that you will make your homes away from Victoria, I heartily endorse that and hope you will carry it into effect. For there is no part of Canada where a soldier will be more at home and meet with more prosperity if he is in British Columbia. I wish to join most heartily in welcoming the Rainbow and its complement."

Major Morley. Mayor Morley welcomed the officers and crew of the Rainbow on behalf of the citizens of Victoria. He said he would reserve his address for another occasion, when he would have the honor to have the officers and men of the Rainbow as his guests. Victoria in the past has been honored in extending hospitality and the freedom of the city to the men of the Imperial navy...

The Reply. Captain Stewart, replying, said he had much pleasure again in thanking the welcome speakers for the cordial welcome they had offered. He said that those on board had served on this station before, and he had never met anyone who had not been at this station before, and he had never met anyone who had not been at this station before...

Description of Vessel. The Rainbow is a second class steel protected cruiser of 3,800 tons, length 200 feet, breadth 44 feet, H. P. 7,000; N. D. 2,300 ft. D. copper sheathed, protected with a steel deck 1 1/2 inches in thickness generally, but 5 inches over engine room, gun shields, 4 1/2 in. built by Palmers' Shipbuilding and Iron Co. Ltd. at Newcastle-on-Tyne at a cost of £2,200,000, and was launched in 1891. She displaces 4,000 tons.

Capt. Stewart's Reply. Capt. Stewart, in reply, said he thanked the Minister for his welcome to the station. He had hardly expected to receive such a welcome. The crew of the Rainbow, he said, were all volunteers, men who have put their lives in the service, some twenty years ago. They were selected from the six hundred applicants. Some of them had been with him before in other ships. They had had a crew with them on the voyage out. The ship was small. There had been much coal, and little water. Where leave had been granted every good word had been given by the residents on shore. The crew had been in a better company. The crimes had been nil, and the men had an excellent record; they were well picked and suitable for the training of recruits. Some had joined for three, some five years. He hoped that all would go right with them and they would make their homes here.

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Ports of Call. Calling at Las Palmas on the 25th August and leaving the next day St. Vincent was arrived at on 29th, 467 tons of coal being taken in here. The following ports were stopped at in the order named: Rio de Janeiro, 9th to 14th Sept. 280 tons of coal taken in. Monte Video, 16th to 20th Sept. 235 tons of coal taken in. Sandy Point, 25th to 27th Sept. 200 tons of coal taken in. Callao, 12th to 15th Oct. 300 tons of coal taken in. Apurimac, 22nd to 25th Oct. 255 tons of coal taken in. The average speed on passage out was 11.8 knots. Callao was met by H. M. S. Algerine and the men brought out for her from England were transferred. Called at Magdalena Bay for 26 hours. Ship arrived at Esquimalt 10 a. m.

THE FOURTH RAINBOW IN THE SERVICE

H. M. C. S. Rainbow bears a historic name. She is the fourth Rainbow. The first was a fighting ship of the old style of 500 tons, carrying 250 men and 66 guns, commanded by Captain Henry Bellingham. She formed part of Sir Francis Drake's squadron for "singeing the King of Spain's beard." This force sailed from Plymouth in 1587 and sank or took a hundred vessels at Cadiz. When the Spanish Armada threatened England the Rainbow flew the flag of Lord Henry Seymour, who commanded a detached squadron in the Downs. Lord Seymour joined the flag of the commander-in-chief, Sir Francis Drake, off Calais. The following day the Rainbow greatly distinguished herself by so severely handling two of the largest galleons of the Spanish Armada that they went on the coast of Flanders and were wrecked.

The second Rainbow has the deeds of her famous forbears recorded on the steering wheel of the Rainbow. Each of which has its story, and each of which has its story. The first Rainbow after her part in the "attack of the great Armada" of Philip of Spain was one of the vessels of the squadron engaged in the Spanish expedition to Brest in 1594. On June 1st, 1594, the Rainbow went from Plymouth with an expedition under the command of the Earl of Essex under the command of Sir William Honson, took part in an attack on Cadiz. The second Rainbow was in command of Sir Francis Vere. In the attack on Cadiz the Rainbow was in command of Sir Francis Vere. In the attack on Cadiz the Rainbow was in command of Sir Francis Vere. In the attack on Cadiz the Rainbow was in command of Sir Francis Vere.

The third Rainbow took part in the action of Port Ligon in 1759 in command of Captain Richard Boscawen. It fell to the lot of this third Rainbow to capture the United States frigate "The Hancock" which had 44 heavy guns. The Rainbow met the Hancock in a thick fog, and the two vessels were almost on each other before they made out the distinguishing flags. The "Hancock" which had 44 heavy guns, and the Rainbow which had 24 cannons and 16 carronades, under the command of Captain Henry Brodrie, speedily outfought and captured the Hebe. The fourth Rainbow is also making history, she was the first of the latest country to give itself for defence.

A Valued Treasure. Before the Rainbow left Portsmouth the crew discovered on the deck of Capt. Cook's chest of the North Pole in an old book store, and this is the only one of its kind in the world. It shows Nooka, the last of the Inuit, who was captured by the crew of the ship built under the Naval Defence Act of 1859, of these six have remained in employment in the Imperial navy. Eleven were in 1905 placed in the reserve, but of these seven have recently been taken into service again as mine ships, and three of them are now serving on the coast of the United Kingdom. The crew of the Rainbow were thoroughly refitted at Portsmouth during the summer of 1910, and a complement of 294 officers and men were embarked on the Rainbow on August 1st. The crew of the Rainbow were thoroughly refitted at Portsmouth during the summer of 1910, and a complement of 294 officers and men were embarked on the Rainbow on August 1st.

CAVALRY ASKED TO AID POLICE. Strike Situation in South Wales Coal District Develops Serious Disorders—Hussars Held in Readiness. LONDON, Eng. Nov. 7.—The situation in the South Wales coal fields, where 20,000 miners on strike because of the employment of non-union men, became so disorderly today that the local authorities applied for the services of British cavalry. The government ordered the 13th Hussars to be in readiness to support the police, who thus far have had the worst of it in their conflicts with the strikers.

NEGOTIATORS AT WORK. Formation of Tentative Schedule of Tariff Concessions Commenced at Ottawa. OTTAWA, Nov. 7.—The reciprocity commission of the United States and Canada in a two-hour session today began formulating a schedule of tariff concessions which it is believed will stimulate international commerce. It is understood that Canada made a tentative suggestion of tariff reduction by the United States on the Dominion's natural products at the same time offering concessions on some manufactures, such as steel shapes and agricultural machinery.

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Field Sports at Home and Abroad

THE FIRST OF OCTOBER

Some Pertinent Remarks on a Non-existent English Festival

Any glamor which at one time may have been attaching to the First of October is now a thing of the past. Unlike its brothers of the "Twelfth" or "the First of September," which dates mean so much to ardent gunners, the First of October is nowadays not even noticed. Stay a moment, however—I was forgetting—it is not a forgotten anniversary, as the daily papers reminded us on Monday. We were then told that the pheasant shooting season had commenced, and that parties of sportsmen were out early, and that good bags were made. Why the papers should think it necessary to tell us that the pheasant season has opened is, even to me, a mystery, or why we should be expected to be interested in the fact (more or less) that parties of sportsmen were out is beyond my comprehension. We all know those "sportsmen" who shoot pheasants on October 1. They are the fraternity who blizz into birds as they get up at their feet in a turnip field, and think it sport and good shooting to blow them to pieces. Truly, they are great sportsmen, and this sort of thing appeals to their hearts, for it is about the only period in the season they can manage to hit a pheasant. Later on, when they are full grown and come rocketing over the tops of trees, they will be no sort of use to the First of October pheasant slaughterers, who like them nice and close and slow-flying.

Pheasant shooting today and pheasant shooting one hundred years ago and more are very different things. In those early days guns were vastly different and very uncertain of ignition. They were clumsy, heavy muzzle-loaders, and very unlike our present day hammerless ejectors. Harvesting and hay-cutting were not conducted by means of shot, over pointers or setters or spaniels. Parties, such as we have today, were not known, and generally one or two "guns" formed the party. Beaters and appliances as they are today were undreamt of, and the Squire, with his friend and keeper and dogs, were all that came out. That the undergrowth in woods was thick or the trees in leaf mattered not to them, for the faithful dogs did the work while one Nimrod in tall hat, green velvet coat, and leather overalls banked off his towing-piece to the desirous and frantic joy of "Dash and Ponto." To these worthless October 1 was a very real date, and the pheasants they shot were all wild-bred ones.

It is pictures of shooting in those days are to be relied on, the birds then were not very difficult to shoot, or any more so than they are today on the 1st. Pheasant shooting, as it now is, is a totally different thing. The great desire now is to make birds fly so as to give the most difficult shots. To shoot a pheasant which is a very easy shot gives no pleasure at all, and certainly nothing in comparison with that of bringing down a tall bird flying with the wind behind it forty yards up in the air. Shooting pheasants is no good at all until frost has killed down the undergrowth in woods and the leaves are off the trees. Thus it is that not till the middle of November is any real attempt made to shoot woods. Before then only outlying spinnies on the edge of estates, or an odd pheasant or so shot for the table, is all that is done in the way of killing these beautiful birds, but when one reads of parties of sportsmen being out on October 1 to shoot pheasants one can but smile as the vision of the "sportsmen" rises in one's mind. It is those gentlemen of the pen and guileless editors that rush into print on the subject of sport, and whose knowledge of shooting leads them to inform us "the crack of the rifle" is heard on the moors on the Twelfth, who also tell us of these gallant doings on October 1, but which, I think, are more in their own imagination than real. At least, let us hope so.—Bystander.

THE BEST GUN, AND WHY IT IS THE BEST

Quality in implements of sport is a never-ending subject of discussion, especially in those branches where success turns on the perfect inter-working of hand and eye. There is generally an indefinable something which evades analysis, and which no term in the English language seems to be capable of expressing. Balance, which means so much and is still so vague, may be tested on sound scientific principles; but the statistical results lack meaning so long as the final result is human approval—which is just instinct pure and simple. The workmanship of a best London gun derives its main justification from the effect produced. A mechanical structure which is ideal from a mechanical standpoint seems also to take on the artistic properties which are inseparable from a perfect utilitarian design. Just as nature abhors a vacuum, so mechanics abhor unnecessary clefts and gaps and angles when perfect fit and flowing harmonies are more conducive to efficiency. Guns are not made in sufficient quantities to realize the engineer's ideal of stereotyped perfection. Gunmaking remains an art, because the best results are only achieved by the class of workman whose reward is as much in the pride of a well-accomplished task as in the mere vulgar wages which are handed to him at the end of the week.

One of the first essentials of the best gun is a best pair of barrels. Some few years ago a master workman in this department was constantly being urged to supply his trade customers with second-quality barrels. His price for the best was £5 10s, and, bearing in mind that this included none of the labor of joining the barrels to the action—nothing more, in fact, than the joining together of two tubes by means of ribs—it will be understood that no gun but one of the best could stand so large an expense for this single item. The suggestion was in effect that some part of the wide gap between first and second best barrels might be bridged if workmen accustomed to the former could devote a portion of their time to making something a grade cheaper. The task proved an impossible one, until one day it was discovered that a certain firm of barrel tube makers were able to supply the raw material of a pair of barrels at a very much more advanced stage of manufacture than had previously been the custom. By the aid of special machinery, tubes at a few shillings a pair were producible so true and accurate as to dispense with some of the expensive labor which had previously been necessary to impart the same effect. A contract for second-grade barrels, to be produced in a workshop of first-class reputation, was accordingly accepted, and here in one small particular the best gun lost some of its monopoly of excellence.

A perfect pair of barrels correct in substance for resisting the internal stresses due to shooting, and still having the necessary lightness forward to ensure perfect balance, represents a considerable asset in the economy of a first-class gun. On the other hand, great as may be the importance of balance, success in shooting turns quite as much on a perfect response of the trigger to the pressure of the finger. Correct fitting of the stock is often given the foremost position in the desirable attributes of a gun. More detailed consideration shows, however, that balance comes first, a third, and in the last-named connection it may be pointed out that no shape of stock will make a badly balanced gun fit the shooter, whereas the most approximate of measurements will make a man feel at home with a gun which has been produced on the best lines. The locking mechanism of a gun may appear to be sufficiently covered by the proof house test, for, since all guns are subjected to the same test, they are presumably of equal strength. This in point of fact is very far from the actual truth. The proof test of a gun consists of a single shot fired from each barrel, whereas the test of service is many thousands of shots fired under all sorts of conditions, not controlled by the shooter, but liable at all times to try a gun to the utmost.

A clean-working, smooth-opening gun is one of the greatest triumphs of mechanical science. An enormous load is borne by relatively small surfaces of metal, cocking and ejecting are automatically effected, yet a gentle motion of the thumb, unlocks the comprehensive system of catches, and the apparently unresisted opening and closing of the barrel does the rest. Though touching upon possibly controversial ground, it may be pointed out that one of the triumphs of several of the best-known best guns is that they are closed more securely by two fastenings than in the ordinary gun with three. Still touching on controversial subjects, it may further be pointed out that the fashion to complicate a gun's mechanism with safeties, interceptors, and sundry other more or less doubtful insurances against stupidity on the part of the shooter necessitates an altogether exceptional degree of refinement in the adjustment of working parts. The price paid for a best gun sufficiently repays the maker for the trouble he feels bound to exert in achieving a state of sweet working of all the small limbs, catches, and levers which constitute its interior mechanism. Guns which are not the best, but which profess to be equal to the best, without, say, the adornment of a West-end address, plus the usual sneer at engraving, naturally possess a large number of what the American salesman terms "selling points," which, however, do not receive the attention in fitting which alone justifies their inclusion in the specification of a gun. The second-grade gun, with its liabilities to exhibit spurious imitations of the qualities and details of a best gun, in reality fails to hit the mark for the same reason that the money which will purchase a good clock may not cover the cost of a chime of bells for striking the hours.

Another reason which militates against second-grade guns being a good imitation of the best is that the latter is nearly always produced under the direct supervision of skilled judges of work who are in daily contact with sportsmen of an equally high order. Makers of the inferior grades of gun are in most instances bereft of the benefit of hearing their goods criticised by real authorities in the art of shooting. The selection of qualities, to which precedence in design and manufacture is given, is thus not what it would be if the points which most especially appeal to the sportsman were taken in their due order. By this is meant, not that the sportsman could sit down and write out a better specification for a gun than the man who makes it in the factory or garret; but that to a receptive and intelligent mind daily intercourse with the best class of sportsman produces an aggregation of gunmaking wisdom which can be reproduced in the weap-

ons supplied. The gunmaker may be forgiven if his special pride and interest is centred in the production of the best gun which his chief customers are induced to order. The other guns come along after the first blessings have been distributed, and are liable to be bought and sold in the manner of ordinary merchandise, so long, of course, as the firm's reputation is maintained by the quality of their best work.

It is impossible to apply a tangible money value to many of the details of a gun. The present writer has, for instance, devoted as many as six solid hours to the regulation and adjustment of the triggers of a gun which was supposed to have been specially overhauled in this very particular by an exceptionally competent gunsmith. The improved effect resulting from the six hours of patient labor was, first, the removal of a really dangerous condition in one of the triggers, and, further, the inducing of a clean crispness of pull, which in this one particular at any rate raised the status of the gun from £30 to £60. From the point of view of the actual value of the work performed, it would be willingly paid by anyone who appreciated the importance of a clean pull and could at the same time be sure that it would be dirty and effectively realized, and not scamped as by the man who was supposed to have made the original adjustments. Possibly if gunmakers were more enterprising, and sportsmen more willing to replace worn-out or obsolete guns it might be possible to organize machine production as to impart to medium-price guns the more vital essentials of good quality, but as things stand far and away the best value in sporting guns is in the dear and substantial, but they lack many simple qualifications which, though they might theoretically be included in the price, as a matter of fact and experience are only to be found in the best gun—Maximilian, in Field.

THE ENTHUSIASM OF FOXHUNTING.

Your genuine foxhunter is but a narrow-minded, self-sufficient creature after all—an enthusiast where the "sport of kings" is concerned, but a mere tolerant of lesser amusements. He may fish, golf, even hunt a hare, with lordly condescension. He cannot hunt all seasons of the year, and so in summer must perforce pursue the pastimes of more ordinary mortals. In summer he may fish and golf. I say, in winter—on days when there is no foxhound meet within his reach—he may honor a Master of Harriers by schooling a young horse at the expense of his pack. But he only too obviously considers the proceedings slow.

The very literature of the foxhunter betrays him. Most books on foxhunting make some mention of harriers; almost all "damn with faint praise." Beckford is no exception; he "resents hunting," in whatever shape it appears; it is a manly and wholesome exercise, and seems by Nature designed to be the amusement of a Briton." Praise certainly, and scarcely weighing much against, another passage: "By inclination I was never a hare-hunter; I followed this diversion more for amusement; and if I could have persuaded myself to ride on the turnpike road to the three-mile stone and back again, I should have thought that I had no need of a pack of harriers." No question about Beckford's sentiments.

Let us try Surtees. In John Jorrocks, Master of the Handley Cross Foxhounds, he has given us a character who will live as long as hunting itself. Wherein lies the grocer's claim? He is vulgar, a hard finker—the hardest rider in England he described himself to an old lady on the score of seldom leaving the hard high-road. Ah! but he was a real genuine enthusiast. No milk-and-water eulogization about John Jorrocks. Witness his oration at the Doleful-benefit dinner: "Untin' is the foremost passion of my art! Compared with it all others are flat and unprofitable. It's not never of no manner of use 'umbuggin' about the matter, but there's no sport fit to hold a candle to fox-untin'. Talk of stag-untin! might as well hunt a hass!—see a great lollopplin' beggar blobbin' about the market gardens near London, with a pack of 'ounds at its heels, and call that diversion! My vig, wot a go! Pull-huntin' is verry well for cripples, and those that keep donkies. Blow me tight! but I never see a chap a'trudgin' along the turnpike, with a thick stick in his 'and and a pipe in his mouth, but I says to myself, there goes a man well mounted for 'arriers! wouldn't be a master of muggus for no manner of money!" And so on.

Reader, this is no common sport that will arouse such enthusiasm among its votaries. And not its votaries alone. If the exigencies of everyday life, if lack of time, or lack of means, will not allow us to follow the chase in person, we are all foxhunters at heart. Why is it? Why should foxhunting, a sport participation in which must always be confined to the few, rouse such enthusiasm in the many? Let us try Beckford again for inspiration.

"What are other sports compared with this, which is full of enthusiasm! Fishing is, in my opinion, a dull diversion; shooting, though it admit of a companion, will not allow of many; the one might teach patience to a philosopher; and the other, though it occasions great fatigue to the body, seldom affords much occupation to the mind; whereas foxhunting is a kind of warfare; its uncertainties, its fa-

tigues, its difficulties and its dangers rendering it interesting above all other diversions." Note the words enthusiasm, warfare, uncertainties, difficulties, dangers! The enthusiasm of foxhunting! How seldom is the phlegmatic Englishman allowed to give rein to his enthusiasm—to let himself go! Warfare! War is the grandest of all sports, and foxhunting is its image. Uncertainties! Uncertainty is the very salt of sport. Were it otherwise, better to hunt a drag or a bagman. Difficulties! Dangers! Are not difficulty and danger the characteristics of all our great national sports? Why else should mountaineers ascend the Alps or Himalayas? But let us try further. Ah! here we have it. "Eagerness and impetuosity are essential parts of this diversion. One would chide me more than a north-east wind; it would damp my spirits and send me home. The enthusiasm of a foxhunter should not be checked in his career, for it is the very life and soul of foxhunting. If it be the eagerness with which you pursue your game that makes the chief pleasure of the chase... you pursue no animal with the same eagerness that you pursue a fox."

Beckford, as always, has the last word. It is the enthusiasm of foxhunting that constitutes its charm. We pursue no animal with the same eagerness that we pursue a fox. Enthusiasm is the very life and soul of foxhunting. Here we have the secret of the foxhunter's monomania, and of the respect we all feel for his scarlet coat. His is a sport of enthusiasm, an enthusiasm only fanned by the thousand difficulties and uncertainties of the chase; an enthusiasm but the keener for the pleasing thrill of fear as he crashes through the bullfinch or doubles the bank. No dwelling on the scent, no intricacies of hound-work as in hare-hunting. But dash, and impetuosity, and mad enthusiasm. "No color like red, no sport like hunting." It is no use humbugging about it—there's no sport fit to hold a candle to foxhunting.—P. A., in Bally's.

WILDFOWLING WITH A RIFLE

Three years ago I was spending a couple of months in the north of Ireland, near Carlingford Lough, the shores of which abound with wildfowl, but have the disadvantage of affording practically no cover whatever within the range of a shot gun. Like others before me, I spent many fruitless days in stalking the wary wildfowl with a light 12-bore cylinder gun, now and then getting shots which looked to be within range, but somehow or other (and I fancy others have found it the same) the gun would not do its work. It then came to the conclusion that it was practically impossible to shoot ducks with a game gun unless they flew over you, a proceeding to which the Carlingford Lough wild ducks seem decidedly averse.

I finally decided to experiment with rifles, and did so with (1) a 22 rim fire rifle, using long rifle ammunition, and (2) a 25-2086. Both these weapons were fitted with orthoptic back sights, bead foresights, and slings. My success with the .22 was varied, and although I shot a curlew at 163 yards, another at 110 yards, and a green plover at 106 yards, I found that the probabilities of hitting a single bird beyond 75 yards were somewhat remote. I finally ended by permanently fixing my back sight at 100, and shooting low if the bird was within that distance. A guide to the range was the fact that the head of the foresight exactly covered a green plover at 75 yards. With the 25-2086—a more powerful weapon—the following are a few of the more successful results achieved at longer ranges when the back sight was set to the estimated range:

One Brent geese out of three swimming together at 190 yards. A single black goose at 180 yards. One curlew out of a flock at 220 yards. Two green geese out of six with one bullet at 180 yards. These long distances were all carefully estimated by means of a telescope fitted with gratules, the use of which was necessary, as I had found it quite impossible to correctly judge distances when lying down amongst long grass or behind cover. In every case, and found to agree closely with the estimated range. My total bag with rifles, as far as I can remember, amounted to four brant geese, one sheldrake, five wigeon, three mallard, six curlew, and thirty green plover, all of which (with the exception of about half of the green plover) were killed at distances of over 70 yards.

I do not pretend to say that big bags can ever be made with a rifle, but there is no question as to the skill necessary to make a moderate one, and there is, moreover, a great satisfaction in bringing off a long shot, entailing, as it does, stalking, finding the range, and in many cases making a wind allowance. I still have a vivid recollection of retrieving my first Brent geese (shot with a rifle) in about 400 yards of water nearly 200 yards from the shore, and of knocking over two Brent geese out of six at 180 yards with a single bullet, to say nothing of murdering two unsuspecting mallard, peacefully sleeping on the tide at a distance of 75 yards—also with a single bullet. Unless you are nearly certain of breaking a pipe at 75 yards with every shot, you had better leave wildfowling with a rifle severely



"The First of the Season"

Sportsman's Calendar

NOVEMBER

- Trout-fishing ends November 15.
- Cock Pheasant may be shot in Cowichan Electoral District only.
- Grouse (except willow grouse in Cowichan), Quail, Ducks, Deer, Geese and Snipe-shooting open.

alone. But such a standard of excellence is easily attained, and could probably be beaten by half the miniature rifle shots in England. Every shot into a 4in. bull at 100 yards is nothing out of the common, and any good shot can kill wildfowl with a rifle at long ranges if he tries.

Roughly speaking, a Brent geese offers a target equivalent to a 6in. bull's-eye, a mallard and wigeon to a 5in. and 4in. respectively, and a green plover to a 3in. Practically, there are only two ways of estimating ranges of a wildfowl; the first is to compare its size, if known, with natural objects, the fore sight of a rifle, and the distance between gratules in a telescope, or some similar device; the second is to have the eye draw of a large telescope graduated in yards, according to focus (on the principle of focussing a hand camera). This latter method, however, is useless, even with very large portable telescopes, beyond 150 yards, but is extremely accurate up to 120 yards, and, moreover, has the advantage of being independent of the size of the object. I have employed both these methods, but the second was seldom of any use, except to ascertain ranges of natural objects near which you were likely to find birds at some future time.

I am aware that there are people who honestly believe they can judge ranges by eye, but I fancy they unconsciously compare the size of the bird with some other object—and it is the absence of this other object that makes estimation of distances on an open shore or out at sea such a difficult matter. I have on two occasions, after a prolonged stalk, deliberately fired at mallard with the rifle sights set for 100 yards, only to find, on the birds signalling misses in the usual manner, that the ranges were barely 50 yards!—H. W.

SKITTERING FOR BASS.

A very popular method of taking both the large and small-mouth bass is that of skittering. The same rod is used as in fly-fishing, but a soft-brained silk line is best in this case and a shorter leader will do. An ordinary bait hook is used. The usual bait consists of a piece of pork rind cut in an elliptical shape to resemble a minnow. This piece is about three inches long and an inch wide, with a slit three-fourths of its length, so that the free ends will wobble when it moves through the water. The angler casts in a manner similar to that used with the fly except that the bait is allowed to strike the water behind the caster so that when the forward cast is made, too much of a strain is not put upon the rod. The bait is drawn in by a series of jerks and is kept on, or near, the surface of the water. As with the fly, the fish is struck immediately upon taking the bait. Live frogs and minnows are sometimes used in skittering.

When it is desirable to keep the bait at a certain depth, a float is used and attached to the line two, three or more feet from the bait. In still-fishing ample time should be given to the fish before striking, as the fish will nearly always swallow the bait if given sufficient time. When using minnows, or frogs, it is often advisable to give the fish five or ten feet of line, as he nearly always takes the bait in his mouth and swims away with it before swallowing it. Striking too soon will cause him to release his hold on the bait.

Many anglers prefer to anchor their boat, but to allow it to drift with the current or wind and to allow the bait to drift slowly after them. In this way more ground can be covered, and when a good feeding ground is discovered then the anchor can be cast out. The tackle used for still-fishing can be the lightest, and therefore good sport can be enjoyed by still-fishing from a boat.—Field and Stream.

Joiner (to his apprentice)—Well, Willie, have you sharpened all the tools?
Willie—Yes—and all but the 'and-saw, and I haven't quite got all the gaps out of it.—Sketch.

BRIDLE

Every economic and financial government was prostituted to the interests of the reigning classes, who were obliged to hungry followers.



Portugal and Edward VII. England

nothing radically new to revolutions; except that have endured so long with-

little sprite of the house father in the study and, about his neck, whispered ear: "aining!"

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mpress Eugenie worked the war is also known to be Unforeseen at the her own ruin.

French telegram in its hen at the instigation shed to get even with hiser's hostile attitude The publication of the many's letters a few ce's dying shot. The Eugenie's share in the direct result of jour-

IRONISM

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an of honor to the y asked him what H. "Madame, any

We take pleasure in announcing that The Ladies' Home Journal Patterns and Style Books may be had at this store.

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The demand for Tailored Suits increases every day, consequently we have a large variety and are able to sell them at prices that instantly strikes the popular fancy.

- Suit, made of grey cheviot, strictly tailored, popular semi-fitted coat, with flap pocket, etc. semi-hobble skirts, lined throughout with grey silk. Price **\$25.00**
- Suit, made of heavy navy blue serge, plain tailored, coat semi-fitted and lined throughout with black silk. Price **\$27.50**
- Suit of prunette serge, handsomely trimmed with black silk braid, semi-fitted coat with black moire collar. Skirt finished with the new side pleats and braid. Price **\$47.50**

Women's Coats for Street Wear



Coats in the most attractive and practical models, cut in semi-fitting and Raglan lines, in waterproof, chevots, tweeds, worsteds, broadcloths and covert-cloths.

- Woman's Coat, with notched collar, in heavy tweed, strictly tailored, semi-fitted, latest model. Priced at **\$27.50**
- Coat of Zanbrene tweed, weather proof. The new Raglan effects, with close-fitting military collar. Price **\$35.00**
- Coat, of heavy tweed, in Raglan style, close-fitting collar and cuffs bound with self colored leather, large leather buttons. Price **\$25.00**

Six Big Specials from the Staple Department

- 40 dozen Beautiful Hand Made Battenberg Centrepieces, 18 x 18, assorted patterns. Friday **35¢**
- 20 dozen Ready-to-Use Roller Towels, 3 1/2 yards long. Friday **25¢**
- 50 dozen Ready-to-Use Bed Sheets, size 72 x 90, free from filling. Friday, each **85¢**
- 45 only Pair Unshrinkable Wool Blankets, size 66 x 84, pink and blue borders. Friday **\$3.90**
- 25 dozen White Turkish Towels, extra heavy and full size. Friday, each **25¢**
- 4 dozen only Swiss Applique Table Centres and Pillow Shams. Friday **35¢**

Women's Flannel Underskirts

- Women's Underskirts, made of heavy grey flannel, with fancy braiding. Full size. Special price **\$1.25**
- Women's Underskirts, made of good quality flannelette, deep full flounce, edged with flannelette eyelet embroidery. Special **85¢**
- Women's Underskirts, made of heavy, soft flannelette, with deep flounce set with clusters of tucks and insertion, edge finished with zin lace. Special **75¢**

Children's Flannelette Wear

- We have never had a more complete line of soft warm Flannelettes for the little ones at lower prices.
- Children's Drawers, made of heavy cream flannelette, knee finished with elastic band and ruffles of embroidery. Prices, 45c to **35¢**
 - Children's Drawers, of soft white flannelette, finished with plain hemmed knee ruffle. Sizes 2 to 12 years. Priced at **25¢**
 - Children's Drawers, in flannelette, plain ruffle at the knee. Colors, pink and blue. Sizes 2 to 12 years **25¢**
 - Children's Drawers, in flannelette, plain ruffle at the knee. Colors, pink and blue. Sizes 14 to 16 years **35¢**

CHILDREN'S UNDERSKIRTS

- Children's Skirts, in cream and white flannelette, finished with zin hem. Without waist. 10, 12, 14 years. Price **40¢**
- Children's Skirts, in cream flannelette, plain zin hem. Waist of white cotton. Sleeves and neck neatly bound. Prices, 45c and **35¢**
- Children's Skirts, made of heavy soft flannelette. Skirt finished with deep ruffle, edged with embroidery. Cotton waist. Prices 75c to **60¢**

CHILDREN'S NIGHTGOWNS

- Children's Night Gowns, in warm heavy flannelette. Square yoke. Front, neck and cuffs finished with ruffled edged with fancy feather-stitching. Colors, pink and blue. 12, 14, 16 years **85¢**
- Children's Night Gowns, in white flannelette. Square yoke, plain ruffles around neck and cuffs. 12, 14, 16 years **65¢**
- Children's Night Gowns, of extra heavy cream flannelette. Square yoke, trimmed with clusters of five pin tucks and insertion. Front, neck and sleeves finished with ruffles and feather stitching. 6, 8, 12 years **75¢**

Our First Important Sale of Men's Overcoats at Just About Half Price

A manufacturer wired us that he had a quantity of this season's newest raincoats to clear. We wired an offer which was accepted, and as a result we will have on sale 167 coats, extra good val. at \$15 and \$18, for

\$9.75

Dress Goods Sale Will Arouse Enthusiasm

1,000 yards Diagonals, Panamas, Venetians, Serges, All-wool Tartan Plaids. Friday **50¢**

See Broad Street Windows

Huge Clearance of Ribbons on Friday

This shipment comprises some 3,000 yards of Ribbons, including exceptionally fine Taffeta, Moire and odd pieces of Fancy Ribbon, 5in. and 6in. wide. Usual values, 25c and 35c. To clear Friday **15¢**

Special Sale of Men's Shirts

- Men's Fine Front and Cambric Shirts, soft fronts, starched cuffs attached, in dark, light and fancy stripes. Regular value \$1.25. Friday **\$1.00**
 - Men's Imported Shirts, made of fine cambric, in white grounds, with green blue, and black stripes, starched cuffs attached. Regular value \$1.75. Friday **\$1.50**
- See View Street Windows

Boys' Pure Wool Imported Sweaters

Yesterday we received another large consignment of Pure Wool Imported Sweaters, which we are showing today at very special prices. This lot includes the styles that button at shoulder. Polo collars. Stand up roll collars and turn down collars, with two buttons down front. These can be worn by either boys or girls. All sizes and colors. Prices, \$1.00 to **\$2.00**

Warm Underwear in Woollens and Fleece-Lined Mixtures



- Children's Combinations in white and natural fleeced cotton, long sleeves and ankle length. Price **75¢**
- Combinations in a fine grade of wool and cotton mixed, white and natural color. Each, **\$1.00**
- Wool and Cotton Vests and Drawers, high neck, long sleeves, ankle length. Prices from 35c to **65¢**
- Children's Black Tights, in wool and cotton, ankle length. These are finished with strong bands and elastic at top. 45c to **60¢**
- Children's Zenith Underwear, in cream and natural. This line is a favorite, as it is warm, not too heavy, and unshrinkable. Prices from 45c to **85¢**

Dainty Tea Aprons for Afternoon

- Women's Aprons, in good quality plain white muslin. Deep hems. Special **20¢**
- Women's Aprons, in white lawn, made with wide frill, finished with embroidery insertion. Special **25¢**
- Dainty Afternoon Aprons of dotted Swiss. Prettyly made and finished with neatly hemmed frill of the same. Special **25¢**
- Afternoon Tea Aprons, of fine white lawn, daintily trimmed with a finely tucked frill. Special **35¢**
- Another Pretty Apron is made of fine cross-bar muslin, with frill of self finished with fancy braid and edged with zin lace. Special **50¢**



A Dainty Fancy Work Apron, very suitable for Christmas gifts, is made of fine Swiss lawn, scalloped around and trimmed with Maltese lace three pockets across front. Special **85¢**

OVERALL APRONS

- Women's Aprons of good quality print, made with pocket, and frill around bottom, colors light and dark blue. Special **25¢**
- Aprons, made of heavy English print, with bib and pocket. Large size. Special **25¢**
- Overall Aprons, of heavy print, made with yoke and frill over shoulder. Colors, grey and blue. Special **45¢**
- Overall Aprons, in checked gingham. Empire style, with frill over the shoulders. Special **50¢**
- Overall Aprons, of good, strong gingham, made in close fitting styles and trimmed with piping of white muslin. Special **75¢**
- Overall Aprons, of fine chambray, made in princess styles, trimmed with straps of fancy gingham. Colors, pink and blue. Special **\$1.00**