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S CARPETS, a very read, long sleeves, low cut. Prices ranging from \$1.00 to \$10.00.

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SQUARES, sizes 9 x 9 to 13 ft. 6. Price ranging from \$1.00 to \$27.50. SQUARES, sizes 9 x 9 to 13 ft. 6. Price ranging from \$1.00 to \$10.50.

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S UNDERVESTS, fine read, long sleeves, low cut. Prices ranging from \$1.00 to \$1.65.

S UNDERVESTS, mer-cotton, fine ribbed, long sleeves and sleeves. Prices ranging from \$1.00 to \$1.75.

S UNDERVESTS, Ellis Needle brand, a very fine long and short sleeves. Sizes 32 to 40. Prices ranging from \$1.00 to \$1.90.

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ular and meritorious in Victoria, of the best money can get. All the in the iron business.

There is one particular in other places, that is a range just what is needed, that is so necessary, on these ranges, at the oven, to produce iron in some ranges, are for you, so that in to wait a long time for a of these lines.

els in Royal Corsets

RIFLE QUESTION UP IN COMMONS

Colonel Hughes Comes to the Defence of the Minister of Militia

MR. BORDEN'S ARGUMENT

Government's Helplessness in Matter of G. T. P. Supplies

Ottawa, May 25.—By a vote of 55 to 18, the resolution of Dr. Worthington condemning the government in connection with the Ross rifle was voted down in the House of Commons.

Before the discussion was resumed, Mr. Aylesworth's bill to restrain the use of tobacco by young persons was introduced and read the first time. Mr. Aylesworth said the bill might not satisfy those who desired the prohibition of the sale, manufacture and importation of cigarettes.

Mr. Graham admitted that Seattle was growing largely at the expense of Canada, but he feared that the government had no power to compel any one to send his shipments by any particular line.

The first speaker in the rifle debate was Col. Stan Hughes, who on rising said that he had no objection to the government side. He prophesied that the day would come when his fellow members on the government side would see that they were wrong in the matter of the Ross rifle.

Mr. Borden pointed out that the development of a rifle was a costly and long process. He stated that the government was now armed with the Mark 12 Lee-Enfield.

Ontario Lady Barrister. Toronto, May 25.—A third woman has been called to the bar of Ontario in the person of Grace Hewson of Barrie.

Smallpox on the Prairie. Regina, Sask., May 25.—Provincial Health Officer Seymour noted a very considerable increase in the number of smallpox cases throughout the province due to the raising of the quarantine.

WARM WELCOME FOR MINISTERS

Premier and Provincial Secretary Reach Nelson on Their Tour

FIND OUT PUBLIC NEEDS

Nelson People Plan Banquet For Visitors During Next Week

Nelson, May 25.—Hon. Richard McBride, premier of British Columbia, and Dr. H. E. Young, provincial secretary and minister of education, reached here this evening on their tour of the interior of the province.

The ministers have had an exceedingly pleasant stay in the Similkameen and Boundary country and will rest here tomorrow, going to Kaslo on Monday. They will be accompanied by the minister of education, Mr. McCord, and the provincial secretary, Mr. Young.

PUBLIC BUILDINGS IN SASKATCHEWAN

Plans for Legislative Building Complete—Insane Asylum to Be Erected

Regina, Sask., May 25.—Tenders for the new parliament buildings are to be called within the next ten days. The plans for the legislative building are now ready and the specifications are being turned out very shortly.

Resolution Adopted to Tax Roads in Operation More Than Five Years

Regina, May 25.—The assembly today adopted a resolution providing for the taxation of railways in operation for more than five years.

STEAMER SUBSIDIES FINALLY RULED OUT

The Postoffice Bill Passed at Washington With Feature Omitted

Washington, May 25.—For the second time within 24 hours the House tonight, following a discussion of two hours, rejected the mail subsidy provision for ocean steamships.

Washington, May 25.—The House tonight, following a discussion of two hours, rejected the mail subsidy provision for ocean steamships.

Marriage Rumor, Revived. New York, May 25.—The report that Prince and Princess of Wales had been married in Hoboken, N. J., today, it is asserted that they were married at an hotel in Hoboken the night of the 1st inst.

PEERS IN FAVOR OF PREFERENCE

Change of Opinions Revealed By Debate in House of Lords

NECESSITY OF THE EMPIRE

Franco-Canadian Treaty Gets Attention as Possible Precedent

London, May 25.—The House of Lords tonight passed a resolution in favor of the Franco-Canadian trade treaty, which will place imperial reciprocity in the forefront of the program.

Another important outcome of the debate is Lord Lansdowne's fully informed of exactly what changes were made during the Franco-Canadian trade negotiations.

INDIANS RESTLESS OVER LAND QUESTION

Ven. Archdeacon Collinson's Report on Conditions at Naas River

Vancouver, May 25.—On the steamer Princess Mary, which reached Vancouver yesterday afternoon from the north, was the Ven. Archdeacon Collinson, who labors among the Indians of the Naas river.

CHICAGO ALLY MURDER

Chicago, May 25.—The death of R. C. Holmes, passenger agent of the Commonwealth Electric railway, was not cleared up yesterday.

STATION ROBBER ARRESTED

Kamloops, May 25.—A D. Fort-center, who robbed the Canadian Northern station at Atkinson, Ont., a few days ago, was captured here yesterday.

SHOT BY REJECTED SUITOR

New York, May 25.—Lippman Keasler, said to have been a rejected suitor of Miss Nina E. Donne, shot and instantly killed his former sweetheart today as she was entertaining her fiancé.

EMPIRE CONCERT SUCCESSFUL

London, May 25.—The Empire concert at the Albert hall, directed by Dr. A. E. Harris, this afternoon, was an enormous success.

SEMINARY RECTOR DEAD

Philadelphia, May 25.—Monsignor Garvey, rector of St. Charles Borromeo Roman Catholic seminary at Overbrook, a suburb of this city, died early this morning of pneumonia.

OLD POLITICIAN DIES

Jamestown, N. Y., May 25.—Albert G. Dow, ex-Randolph died at his home here tonight in his 100th year.

MISS CAMERON GOES NORTH

Winnipeg, May 25.—Agnes Deane Cameron of Chicago, formerly of Victoria, is here on her way to Port McNicoll, at the mouth of the Mackenzie river, where she purposes gathering material for her literary work.

AIRSHIP'S VOYAGE ENDS IN DISASTER

Drops to Earth From Considerable Height and Injures Passengers

SIXTEEN MEN ARE VICTIMS

Gasbag Bursts Through Being Tilted by the Propellers

Oakland, May 25.—A mammoth airship on its trip in Berkeley today rose 200 feet from the earth in view of 10,000 people, tilted, burst and dropped to the ground with its crew of 16 men, every one of whom was injured.

The accident was spectacular. A great concourse of men, women and children from Berkeley and Oakland gathered around a field, wherein the great air craft had been tilted with its nose up, and its propellers, which made the onlookers anxious, were slowly rotated.

MINISTERIAL TOUR OF UPPER COUNTRY

Premier and Hon. Dr. Young Find Prosperous Conditions Everywhere

Grand Forks, May 25.—Hon. Richard McBride, premier of British Columbia, accompanied by Hon. Dr. Young, provincial secretary, arrived in this city last night.

LAW MOVES SLOWLY IN RAILWAY'S CASE

Prosecution of the New Haven Company Expected to Last Some Time

Boston, May 25.—United States Attorney French said today that the prosecution in the case compelling the New Haven road and its subsidiary companies to enter an appearance and file an answer to the bill in equity would be issued on Monday.

TEXAS CLOUDBURST

Fort Worth, Tex., May 25.—Four persons are reported drowned by a cloudburst in the area near Wichita Falls last night.

DIVORCE DECREE GRANTED

Vancouver, May 25.—A divorce decree was granted in the divorce action of the late Mrs. Clark by Justice Morrison, who received by wire his assignment of the case from the court at Westminster.

SEVERAL MEN REPORTED DROWNED AND MUCH DAMAGE DONE TO RAILWAY AND FARM PROPERTY

Fort Worth, Tex., May 25.—Four persons are reported drowned by a cloudburst in the area near Wichita Falls last night.

PASSENGERS MAY BE NERVOUS

New York, May 25.—An announcement was made last night by John B. Holland, inventor of submarine boats, that he will work on a cable ship which he expects within five years to be able to travel from this city to England.

STATION ROBBER ARRESTED

Kamloops, May 25.—A D. Fort-center, who robbed the Canadian Northern station at Atkinson, Ont., a few days ago, was captured here yesterday.

FIRE WARDENS SOON TO ENTER THE WOODS

Duties Commence June 1 This Year—Names of the New Appointees

As the season in which forest fires may be expected to rapidly approaching the chief commissioner of lands and works has appointed a number of fire wardens whose duties consist of patrolling the forests, looking out for incipient fires, quelling those that have started and generally doing their best to see that the government regulations as contained in the Bush Fires act are enforced.

The close season for forest fires extends from the beginning of May until the end of September, during which time all persons lighting fires in the woods are obliged to extinguish them before leaving the place. There is not, however, much real danger until there has been a spell of warm weather so the wardens are not usually sent out till June. This season they will be on their duties June 1, which is somewhat earlier than has been the usual practice in the past.

A Deterrent Effect. The appointment of wardens has proved by experience to have had an important deterrent effect. Great quantities of valuable timber, especially in the inland districts where there is no sea fog in the summer time to help keep the woods damp, have been destroyed by fires in the past, and a very large majority of these calamities owed their origin to the carelessness of travellers. A small camp fire, just enough to boil a kettle for a midday meal, is, in the dry season, quite likely to start a fire which will sweep over miles of territory unless it is carefully extinguished before the party leaves the place.

Campers, too, are frequently very careless in this respect. Not accustomed to the woods and not realizing what the consequences of carelessness or a little laziness may be, they have been frequently known to leave fires behind them which have eventually caused great damage. The forest fires are usually laid down to prospectors, but as a matter of fact campers for pleasure have frequently been to blame, while as a matter of fact the experienced man, whether prospector or woodsman, is the least likely to offend in this respect.

The wardens not only act as pre-

ventive agents, but it is part of their duty to see that the Bush Fires act is enforced, and which also contains a number of fire wardens whose duties consist of patrolling the forests, looking out for incipient fires, quelling those that have started and generally doing their best to see that the government regulations as contained in the Bush Fires act are enforced.

The newly appointed fire wardens are: Coast district, R. M. Pallatt, W. M. Mackie, W. R. Wren, J. S. McKinney, Fred D. Mansland, Aera McLean and John Drainie; Southeast Kootenay, Wm. A. Hamilton; Atlin and Skeena, Chas. E. Gilmore and C. O. Jennings; Vancouver Island, Edward P. Wiggs, James B. Wood, J. W. Grievie and James Greenwood; Kamloops, P. Wells and Jos. Latremouille; North-east Kootenay, J. H. Taynton; Ymir, Ross, J. Long; Revelstoke, J. K. McLean; Slokan, James, M. Farrell; Grand Forks, Charles A. Mix; Trout Lake, Fred Hummer.

In addition to the above there will be a number of assistant fire wardens appointed. The latter are, as a rule, attached to the various mills throughout the province, and it has been found that they afford material assistance in co-operating with the regular fire wardens when any threatened danger arises.

Vancouver Car Service. Vancouver, May 22.—Beginning tomorrow morning, the B. C. Electric Railway company will improve its service on the main line embracing the Robson and Davis street runs, by the running of six additional cars. At present sixteen cars are on the runs, enabling a schedule with eight-minute intervals in the West End and four minutes in the centre of the city. The twenty-two cars which will be placed on the lines tomorrow will furnish a six-minute service west of Granville street and a three-minute service in the business district.

House Surgeon Resigns. Vancouver, May 22.—Dr. Thompson, house surgeon of the General hospital, handed in his resignation to the hospital board last night at their regular monthly meeting with the request that it become effective at the end of May. The matter was referred to the house committee. C. T. Dunbar was elected a life governor. The building committee have held no less than five meetings since the last board meeting. The other committees sent in their reports which were read and passed.

Hindu Robbers. Vancouver, May 22.—Two Hindus named Noble Singh and Numan Singh were arrested charged with stealing \$10 from a countryman named Able Singh. It appears that Able Singh is boss of the boarding house at the Rialto Portage and he had collected the rent from the men. Noble Singh and Numan Singh knew he had the money and suddenly made a savage assault upon him, knocking him down and then going through his clothes. They secured the money, but were promptly arrested upon Able Singh's complaint.

PROCEEDINGS IN THE GARESCHE-CARTER CASE

Motion to Dismiss Refused by Court—Carter on the Stand

The Garesche-Carter case was resumed yesterday morning before Judge Lampman. Miss McIntosh was recalled and further examined by Mr. Taylor. In the course of her evidence, Miss McIntosh stated that she had communicated with Ruth Owens upon the way she was living and the woman had replied that it was the best life there was.

Cross-examined by Mr. Higgins, Miss McIntosh stated that while in Vancouver she had called upon Dr. Langlais for treatment and had obtained from him a prescription which she had filled. Asked if she had given Dr. Langlais her name at the time, Miss McIntosh replied "Yes." The evidence previously given in the police court was read, showing that Miss McIntosh had stated that she had visited Dr. Langlais' office that she had given him her own name.

Mr. Taylor then called Miss McIntosh to the stand to give evidence in relation to her visit to Dr. Langlais' office that she had given him her own name. Mr. Taylor asked her if she had been in contact with her mother while in Vancouver. She replied that she had written her mother while in the matter.

Mr. Taylor: "And you are not in court to assist her in any way and would not hesitate in giving evidence against her that in your opinion would add to her present disgrace?" A. "Yes."

MINING EXAMS TO BE HELD IN JUNE

Provincial Appointments—The Weekly Budget Contained in the Gazette

This week's Provincial Gazette contains the announcement of appointments as follows: William Brett, of Lumby, and Neil Peter Nelson of Mable Lake, to be deputy game wardens for the Okanagan Electoral District.

Acting government agent; acting assessor and collector for the Ashcroft assessment district: Joseph Whison McCallum, of Abbotsford, to be a notary public, in and for the province of British Columbia.

Acting district registrar of the Ashcroft mining recorder for the Ashcroft mining division; Acting district registrar of the surrey court, and acting registrar of the county court; Acting district registrar of Births, deaths and marriages; Acting registrar under the "Marriage Act"; Acting registrar of votes for the Yale electoral district; during the absence from Ashcroft of Harold P. Christie.

Acting recording officer for the Yale cattle district; during the absence from Ashcroft of Harold P. Christie.

LETTERS TO EDITOR

Caterpillar Bystander

Sir:—In the issues of the Colonist of the 19th and 20th inst., it is stated that the council are to enforce the spraying of fruit trees now to prevent injury to orchards.

I believe this will do great harm to the orchards but not to the insects and with your permission will try to prove it. The nesting caterpillar appears to prefer the natural order of roseaceous plants, such as apples, roses, thorns, etc., on the highways and byways in and around Victoria. Their nests can be found by the thousand at present and the sanitary inspector might spray there as long as he chooses and if he did no good, would do little harm at least.

But why not take the common sense method and which has been practiced in France for the last 100 years, that is for a man to clean his orchard with a pair of secateurs and nip off the young shoot on which the nest is and have a pat with you, one-third full of kerosene in which to drop the caterpillars from getting away. In this way one man can do four acres or more in a day according to the age and number of trees per acre and the orchard is certain of a cure, but ordinarily spraying would simply waste time and money and the insects are too well protected for the spray to get near them and when the trees are in blossom and the leaves tender as they are

Throw Away Liniments

Here's the Prescription to Cure Rheumatism

Liniments only reach the skin and the muscles directly under the skin. Now, liniments can't cure Rheumatism. They simply deaden the nerves for a time. When the effect wears away, the pain returns worse than ever.

If the bowels do not move regularly—if the kidneys are strained or weak—if the skin is dry or harsh—the blood is sure to be filled with impurities or urea. This is changed into uric acid which is the poison that causes rheumatism.

Now, the only possible way to cure Rheumatism is to prevent uric acid from being formed. Logically, the only way to do this is to keep kidneys, bowels and skin in good working order, and prevent the stomach from being clogged. And the only way to do this is to take "Fruit-a-lives."

These marvelous tablets of fruit juices and tonics act directly on the three great eliminating organs—bowels, kidneys and skin—and put them in perfect condition. That is the only secret of their great success in curing rheumatism, sciatica and lumbago. Write for a box—4 for \$2.50. "Fruit-a-lives," Limited, Ottawa.

Arrested For Burglary

Henry Lamb, a youth of eighteen, is under arrest, charged with burglary in entering the house of R. G. Macpherson, M. P.

Mr. Brandt, this and in placed under year, some were planted

Mr. Brandt, this and in placed under year, some were planted

Mr. Brandt, this and in placed under year, some were planted

Mr. Brandt, this and in placed under year, some were planted

GIANT AUCTION SALE Messrs. Stewart Williams & Co., instructed by The Ogilvie Hardware Co. Will Dispose of the Balance of Their Stock, at Their Store, 1110 Government Street, Commencing on WEDNESDAY, May 27 at 10 a.m., and continuing until all is disposed of. The Stock Comprises: Large Quantities of Carpenter's Tools, Bird Cages, Varnishes, Oils, Paints, Picks, Mattocks, Cross Cuts, Scythes, Axes, Screen Doors, Washing Machine, Cutlery, Laundry Necessities, Alabastine, Builder's Hardware, Manila and Cotton Ropes, Nails, Kitchen Utensils, Enamelware, Wire Netting, Galvanized and Green Wire Cloth, Dog Chains and Collars, Hotel Ware, Woodenware, Garden Tools, Stove Boards, Sash Pulleys, Weighted Floor Polishing Brushes, Ranges, Wood Heaters, Coal Stoves and other goods too numerous to mention. The Auctioneer - - - Stewart Williams

Get the best chewing tobacco every its rich flavor. OUTLOOK FOR Crop India Favorable. That over was produced since this W. J. Brandt of the parent provincial in fruit of British Columbia. That estimate has Mr. Brandt of the province and has been der the aus had taken h growing dist This one takes no acc increase from year by year point in the Brandt's is as to the h he says, no bined with t is promised great in h have the m favorable. This one railway offi Colonist were surveyed in Katchewan and under culty ber of peop a prospect and you w in store s standing or sorted appli the prices yet it is do to fill it. W to be desir. "The Eag did shut Fol tried shipi provincial s very heav in the old transhipping ever, we had placed, Brit fruit may be in prop as a result. Just now the fruit of The Salvat a great nu have in addition lumber mill tions has a class of lab Now is th in embryo Mr. Brandt this and in placed under year, some were planted

Away Liniments

Prescription to cure Rheumatism

its only reach the skin and... directly under the skin...

owels do not move regularly... are strained or weak...

a deluge of clean water... force pump or strong...

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Get acquainted with Black Watch the big black plug chewing tobacco.

OUTLOOK ROSEATE FOR FRUIT GROWERS

Crop Indications Best, Market Favorable and Sufficient Labor in Sight

That over one-fifth more fruit than was produced last year will be marketed by the fruit growers of the province this season...

The English market is practically an unknown quantity as yet. Several trial shipments...

CONTRACTORS BUY SUPPLIES FREELY

Vancouver Merchants Profit by Railway Building at Prince Rupert

Vancouver, May 25.—Thousands of dollars' worth of supplies for this week in Vancouver for supplies for use on Grand Trunk Pacific...

While a considerable amount of material and some staple supplies will be brought from the east...

C. P. R. MECHANICS

Mr. Whyte Returns Hurdly in Order to Take a Hand in the Negotiations

Montreal, May 25.—William Whyte, second vice-president of the C.P.R., arrived in Montreal today...

Yale Outshoots Harvard. New Haven, Conn., May 25.—Yale won the intercollegiate gun club shoot with Harvard here today by 225 birds to 200.

GARESCHÉ-CARTER CASE CONTINUED

Various Witnesses Testify Before Judge Lampman in the County Court

The Garesché-Carter trial was continued yesterday morning in the county court before Judge Lampman. The evidence of Miss McIntosh was continued and completed.

Dr. George Hall was the next witness. His evidence was strictly professional and not much new matter was added to the evidence furnished by him in the police court.

Mrs. McIntosh was called and examined at length by Mr. Taylor. She told of her daughter's illness, the consultation with Dr. Frank Hall and the number of times that Garesché had visited her home.

Dr. Ernest Hall was called and answered Mr. Taylor's questions regarding Carter's connection with his office, which really meant the Dr. Hall office.

Five hundred dollars expended on the Clover Point road to get it into shape for a provincial school. At the present time it is impossible to do an event of this scope to take place in Victoria.

INDIGNATION AMONG VICTORIA MARKSMEN

Authorities Have Ignored Request for Improvements to Local Range

Five hundred dollars expended on the Clover Point road to get it into shape for a provincial school. At the present time it is impossible to do an event of this scope to take place in Victoria.

Local garage proprietors do not intend to submit to taxation by the Oak Bay municipality without a determined protest. The announcement yesterday that the council of that municipality had decided to enforce a regulation providing for the collection of a tax of 12¢ for all vehicles...

WATCHING SMALLPOX

Outbreak of Disease Across Boundary Line Gets Attention From the Provincial Authorities

Vancouver, May 25.—Provincial health officer Fagan was in the city this morning, his visit being made for the special purpose of investigating local health conditions in view of the fairly widespread outbreak of smallpox of a mild type on the other side of the boundary line.

War on Prince Rupert Gamblers

Prince Rupert, May 25.—Chief Constable Vickers and his men are making a determined effort to stamp out gambling in Prince Rupert and to rid the town of undesirable characters.

University Lacrosse

Bethmore, Md., May 25.—The University of Toronto lacrosse team today defeated the representative of the Johns Hopkins university by a score of 2-0.

FRUIT EXHIBIT WILL BE SENT TO CALGARY

R. M. Palmer Has Arranged for Space for the Government's Display

R. M. Palmer, provincial commissioner of agriculture, is arranging for the British Columbia exhibit at the Dominion exhibition which will be held at Calgary.

The space set apart has been allotted in the Victoria hall and consists of 16x21 feet, a similar amount of space being also allotted to the governments of Saskatchewan and Alberta in the same building.

The exhibition opens on June 29 and will last till July 10. This is unfortunately too early to justify the fruit growing possibilities of British Columbia, as with the exception of cherries the tree fruits of this province will not have had time to ripen properly.

The Calgary exhibition is one of the fairs held annually in various parts of the Dominion. The Dominion fair is an annual grant of \$50,000 in aid of these fairs, one of which was held at New Westminster last year.

Garage Proprietors Are Very Indignant

Strongly Protest Against Oak Bay Council's Action in Imposing Tax

Local garage proprietors do not intend to submit to taxation by the Oak Bay municipality without a determined protest. The announcement yesterday that the council of that municipality had decided to enforce a regulation providing for the collection of a tax of 12¢ for all vehicles...

Customs Seizure

Blaine Grocers Suffer Through Delay in Getting Goods on Canadian Side of Boundary

Vancouver, May 25.—Because the Blaine grocery firm of Walton Brothers yesterday took chances in delivering two cakes of soap and a pound of butter to an aged woman living in Canada...

Evangelistic Campaign

Kansas City, Mo., May 25.—It is expected that the Presbyterian general assembly now in session in this city will make plans for an evangelistic campaign to begin within a year and touch every part of the world.

Everything Ready-to-Wear for Ladies. The Home of The Dress Beautiful. Campbell's Costume Sale. ON WEDNESDAY, May 27, and following days we shall sell at tremendous reductions...

The Ladies' Store Angus Campbell & Co. 1010 Govt Street

Garage Proprietors Are Very Indignant. Strongly Protest Against Oak Bay Council's Action in Imposing Tax

MOONSHINE TO AN EXTRA-PROVINCIAL COUNTRY. COMPANIES ACT, 1897

Coffee That Delights Coffee Connoisseurs. Schilling's Best Money-Bank Goods

W. O. WALLACE, The Family Cash Grocery. Cor. Yates and Douglas Sts. Phone 312

Courteous Attention. We wish to assure housekeepers that they are entirely welcome to inspect our store and stock...

DIXIE H. ROSS & COMPANY. Up-to-date Grocers. Tels. 52, 1052, and 1590. 1217 Government St.

Refrigerators Screen Doors Window Screens At Best Prices

ENDS Ideas



Springtime Season, in goodness and there is a gorgeous blith of new bloom etc and superior have been seen in special visit—yes, Fridays, don't let your store, for visit-interest" if they beds may be, re- is at this store. attention is given end upon getting sell. They'll en of many years

Wedding Gifts

Libbey Glass Company... almost a century of industry. With such excellence, with the finest facilities, the best workmen in the world—is it likely any one can approach it in any way?

- BON BOND AND PRE-EMERGENCY DISHES, each \$7.50, \$6.00, \$5.00, \$4.00, \$3.50... NT BOTTLES, each \$2.00, \$1.50, \$1.00... BR VASES, 6 to 12 in., \$30.00, \$25.00, \$20.00... CUPS, each \$20.00... REAM PLATES, from \$10.00 to \$15.00... RECEIVERS, each \$9.00... AND CHAMBERS, \$12.00 and \$6.00... KEY JUGS, at each \$12.00... CUPS, each \$20.00... REAM PLATES, from \$10.00 to \$15.00

Filled Here

you here. Hand-painted porch and lawn are you won't find interesting prices, come in and look over my floor coverings, ment. Just try us

at Pieces

- POONS, in Sterling, \$50... KNIVES, Sterling, Neat designs, \$3.00 and \$2.50... RINGS, Sterling, A great range of at each \$3.50, \$2.50 and \$2.00

SI B.C

"WHAT WILL MY CAPTAIN SAY?"

It was a wild snow storm that swept over the Solent a few weeks ago when the Atlantic liner St. Paul crashed into the cruiser Gladiator. When the fatal blow struck one of the gallant blue-jackets of the cruiser was hanging near the public of importance. Self-preservation which we are told is nature's first law, led him to climb to the deck of the St. Paul, and as he faced her assembled officers and men, he saluted. He seemed dazed, but speedily recovered himself, and looking around him realized that he had done what he had intended to do. He was yet he stood in safety, but he saw before him his sinking ship. With a look of amazement, he exclaimed: "My God, what have I done! What will my captain say?" and saluting once more sprang to the Gladiator which was in her death struggle with the sea. Whether he was one of those who met his death or was fortunate enough to be rescued, we are not told. The men on the St. Paul told the story, and all they know of the man who had been an ordinary sailor on the British fleet, a man to all appearance no way different from thousands of others who man His Majesty's ships. The incident has attracted great attention, and the sailor's words are being widely discussed. They will have a place besides other famous utterances in hours of crisis. As an illustration of fidelity to duty nothing can be finer. The absolute absence of forethought makes them the more impressive. The brave fellow expressed without a flicker of hesitation, when he realized that he had found safety while his comrades were in danger. Had the prestige of the whole navy rested upon his shoulders he could not have upheld it any more. One would like to know how the man who in the company which gathered on the sinking ship and sang, "Don't You Wish You Were a Sailor?" while waiting for rescue.

The lessons of the incident are... but that which occurs first to the mind is the discipline. Of late years there has been a marked disposition to regard the enforcement of discipline as an interference with personal liberty. It is apparent in society, in the schools and in the family. The voice of authority no longer carries weight. It is gradually once had. The result is pernicious. It is gradually but not the less surely undermining the whole body politic. Let no one suppose that... is meant simply that people in subordinate positions are growing more and more rebellious. It is not objectionable in this, but quite the contrary. Independence is quite reconcilable with discipline. Indeed, without discipline it is difficult to see how there can be true independence. Without discipline there is chaos, and chaos is very different from independence. In the old days we used to be taught that "to learn to obey is the first step towards learning to command," and there never was a sounder principle inculcated. If we never learn how to obey, then we will learn how to command those over whom we are temporarily in authority. We may perhaps be able to secure obedience by brute force, but this is not true discipline, which is the recognition of authority as a discipline and reasonable thing. If we are properly disciplined, we obey not because we are compelled to do so, but because we recognize that it is the right thing to do. We obey because we recognize our position in the organization, and we recognize the authority which we owe to it. The tendency of modern education is to make men indifferent to the voice of authority, and to lead them to recognize no law except their own sweet will. We hear of "rebellious" boys, and of "predatory" wealth is the result of the disregard of the laws which society has evolved for its own protection, the product of undisciplined aggressiveness, of unbridled selfishness. It civilized society is in danger—and no careful observer will deny that it is—from the over-accumulation of wealth in the hands of a few persons, the reason of it is to be sought in the fact that the voice of authority has been weakened. "Get money, honestly if you can, but get it anyway," is the motto of the modern business world today. The old-fashioned sense of obligation to others is weakening. It is "every one for himself, and the devil take the hindmost." Hence it is that an incident like that above narrated comes like a surprise. It is a great deal more than a mere recognition of duty nowadays in these prosaic lands. In the days of chivalry it would have seemed reasonable enough. We are not surprised to read of such things in Japan, where notions of fervid devotion to duty yet are fundamental. It is very refreshing to find that the spirit is still alive in the breasts of our gallant blue-jackets. Perhaps it is more general than most of us have supposed, and will make itself manifest when the hour of emergency comes.

COLOR

The realm of human ignorance is boundless, and perhaps there is no part of it which has been less penetrated with conclusions than the world of color. We call color. There are certain things about color that we know or can easily learn. We know, for example, that certain materials vary in color according to the conditions in which they are found. This metallic iron, which is a dark grey or a normal temperature, passes through red to white in proportion as the degree of heat to which it is exposed increases. A piece of blue glass reduced to a powder becomes white. The froth of a very dark beer is white. Sea water may look in the mass to be a deep green, but when a green wave dashes against a rock the spray carried into the air is white. If we mix blue and yellow, together we get green. We find the green color of vegetation changing through various shades rapidly at times that the variations are observable almost from day to day. We note the marvelous manner in which colors are distributed in a flower, say a pansy, for example, but the most subtle chemical analysis cannot discover why they should be different in different places. In these matters science stands absolutely helpless. It can tell us to some extent what are not the reasons for the diversity of colors in the same substances at different periods, but it cannot account for them. Nature has a habit of placing a placard reading "No Throughfare" on every avenue of research. The scientific explanation of the matter is that some substances absorb certain of the prismatic colors, reflect others and diffuse others; but this does not get us any nearer the goal, for it does not tell us why some roses are red, some white, and some yellow. It is worth while these beautiful, spring days to look out over the landscape and see the marvelous, inexplicable color effects. The richness and variety of the greens is the first thing that is likely to strike the observer, and there is nothing in this way more striking than the firm amplexes. In and around Victoria these matchless combinations can be seen in hundreds of places, and this is the time of year when it is most beautiful, for the firs are at their darkest now and the maples glow with a green that seems to be glowing. Yet if you glance from the maple to the flowers of the bloom, which may happen to be near at hand, you will see how very different the color of the maple is from a true yellow. The green of the grass gives another shade. Indeed it is possibly not exaggeration to say that in the every tree and plant which is green at all, has a shade of its own. Now the prism, when it breaks up the light of the sun into the primary colors, always shows the same shade of green, blue and so on. The varying shades of vegetation, therefore, must be due

AN HOUR WITH THE EDITOR

to cause which the prism does not disclose. It is said that it is absolutely impossible to produce artificially the prismatic colors exactly; and we think it is also impossible to produce artificially the various shades which Nature employs therewith to make herself beautiful. Even when we use vegetable substances and use them as dyes we never quite succeed in reproducing the original colors. Indeed, in some cases the colors produced by the use of vegetable dyes are quite different from those of the substances employed. Experiments have shown that motion has an effect upon color, and in view of the theory, now receiving so much acceptance among physicists, that even what we call solids are composed of infinitesimal particles in a state of exceedingly rapid motion, we venture to suggest that the changing color of vegetation may be due to the changes in the speed of the particles of which it is composed. It may be that, in the spring time, when Nature is building her wealth of foliage and flower, the atoms, or whatever the ultimate sub-divisions of matter may be properly called, move with a different velocity from that which they possess in the autumn, and hence the coloring in the spring is brighter than later in the season. This theory may or may not be tenable. When the last sentence was written we were under the impression that it had not hitherto been advanced, but in looking over a work on light to see if it had the sanction of any writer of scientific repute, we note that Helmholtz in 1874 suggested that there might be a species of friction between particles of matter which caused variations in color. The theory of molecular motion in solids had not been developed, and we are not quite sure that it had been proposed. As far as we have been able to observe some of the writers on color seemed to have taken this theory into consideration. But science, conservative and a newspaper writer may advance explanations of natural phenomena which an investigator in his laboratory would hesitate about proposing. Our suggestion is that variations in color may be due to the rate of motion of the ultimate sub-divisions of matter.

the genius which made ancient Egypt a power in the world; in Abraham the great champion of monotheism; in Manu the lawgiver of India and the originator of institutions which have influenced the destinies of perhaps one-third of mankind for thousands of years; in Romulus the beginning of that remarkable nation which has exercised such wonderful sway, first by the force of arms, and afterwards as a religious power. The careers of these personages are assigned to various ages. Between the time when Manu is supposed to have lived until the date assigned to the founding of Rome, a period variously estimated at from 4,000 to 7,000 years elapsed, and whatever it may have been, it was long enough for the development of a civilization in many ways remarkable. It was the various attempts to remove the clouds of uncertainty surrounding the early history of Rome, the impression forces itself strongly upon the mind that long antecedent to the date assigned to Romulus, a civilization of high order may have existed in Italy and the surrounding lands, which was in some way overthrown, but of which traces survived and became a part of the institutions of the great Empire of the West. The legends which surround the early history of Rome, which are unquestionably historical, it may be interesting to point out in a general way what there is reason to suppose was the condition of the lands around the Mediterranean before the date when the Roman Empire was founded. The legends, which are unquestionably historical, it may be interesting to point out in a general way what there is reason to suppose was the condition of the lands around the Mediterranean before the date when the Roman Empire was founded.

Love Stories of History

(N. de Bertrand Luptin.)

LEICESTER AND AMY ROBSART

One of the most beautiful and appealing of the many romances that characterized that brilliant period of English history, the reign of Queen Elizabeth, is the love story of Robert Dudley, Earl of Leicester, and Amy Robsart, only child of Sir Hugh Robsart. Many writers have used it as the subject of novel and drama, among whom should be specially mentioned Sir Walter Scott, who embodied the theme in his charming "Kenilworth," and Victor Hugo, who did likewise in his drama, "Amy Robsart," which is of absorbing interest from a literary standpoint, but as a play proved a total failure. Leicester was a young man of ancient and honorable family. He possessed courtly manners, rare personal beauty, and many intellectual gifts. These attributes won for him from the first the admiration of Elizabeth, and later the love of the Virgin Queen. Leicester was aware of this, and grateful for the favor of his sovereign; but her love, while it gratified and dazzled him, was a source of great embarrassment. He had abducted and secretly married a charming young girl, old Sir Hugh Robsart's daughter, who was as tender and beautiful as she was faithful and constant.

Lord Leicester and his bride had been some days at Kenilworth Castle, the Earl's magnificent estate, when word was brought to him that Queen Elizabeth was on her way to visit him. He hurriedly summoned his wife and the Earl's daughter, and they were both shocked to read there the death of his child, or of his dearest friend; but that he felt in reading that of an acquaintance, because it gives him something to talk about to everybody on whom he may have to call during the day.

The Duke of Wellington's perfect coolness on the most trying occasions Colonel Curwood used to give him instance. He was once in great danger of being drowned at sea. It was bed-time, when the captain of the vessel ordered him to go to bed. He was in a state of great excitement, and he was willing to make heaven and earth to possess her for himself. Hence his great interest in the love of the Queen for the Earl, and his urgent persuasions that Leicester should do all in his power to make Amy favorable impression upon his sovereign, and even to deny his marriage, if it needs be. He hoped that in the event of the Queen preferring her hand, Leicester's ambition would blind him to honor and to his love for his wife.

Now there was another man who had fallen a victim to Amy's charms of manner and person. One Richard Varney, confidential squire of Leicester, was in love with his master's beautiful young wife, and was willing to make heaven and earth to possess her for himself. Hence his great interest in the love of the Queen for the Earl, and his urgent persuasions that Leicester should do all in his power to make Amy favorable impression upon his sovereign, and even to deny his marriage, if it needs be. He hoped that in the event of the Queen preferring her hand, Leicester's ambition would blind him to honor and to his love for his wife.

to believe that Leicester was not the coward that some writers have made him out to be, but that in the end his love conquered his ambition, and he acknowledged Amy as his wife. However it may have been, it is such an old story now, and there are so many endings possible, that perhaps we can choose that which pleases us best, and accept it as the true one. We know that Leicester remained only Lord Leicester until his death, and that Elizabeth went down to the grave as England's Virgin Queen.

THE STORY TELLER

When the largest firm of wine merchants in London first started they sent Lord Derby a dozen of sherry, which they represented as being a specimen for the gout, to which the prime minister was a martyr. The Lord of Knowledge replied: "The Earl of Derby presents his compliments to Messrs. G. he has tasted the sherry, and prefers the gout."

Uredale Price once chose to stay so long at my house (said Samuel Rogers in his "Table Talk") that I began to think he would never go away, so one day I ingeniously said to him: "You must not stay here before the end of the week; if you insist on going after that, you may; but certainly not before."

There was no end to Foote's jokes about Carrick's Parsimony. At the Chapter Coffee House, Foote and his friends were making a contribution for the relief of a poor fellow (a decayed player, I believe), who was sickened the captain of the Four Winds, because his hat was worn into our spouts. Each person of the company dropped his mite into the hat, as it was held out to him. "If Carrick hears of this," said Foote, "he will certainly send us his hat."

When Helen, aged four, for the first time accompanied her mother to church she was given some money for the collection box. It was carefully explained to her that this money was "for the poor." Helen sat patiently through perhaps a third of the service, when she started her mother by rattling the coins between her cupped hands and inquiring in a loud voice, "Mamma, when are the poor coming round? My eight cents is getting all hot and sticky!"

Samuel Rogers once said: Most people are ever on the watch to find fault with their children, and are afraid of praising them for fear of spoiling them. Now, I am sure that nothing has a better effect on children than praise.

I had a proof of this in Moore's daughter; he used always to be saying to her, "What a good little girl!" and she continued to grow more and more good, till she became too good for this world and died.

One night, as a doctor who lives in Eastern Ontario was driving into a village, he saw a dog on the road with the antics of his trick dog. The doctor watched him a while and said: "Sandy, how do you manage to train your dog? I can't teach mine to do anything." Sandy, with the simple look in his eyes, so common in some rustics, said: "Well, you see, I've you have to know how the dog or you can't learn him nothing."

Such (said Samuel Rogers) is the earnestness of the human mind for excitement—for an event—that people generally have a sort of satisfaction in reading of the deaths of the great men of the past. I don't mean that a man would not be shocked to read there the death of his child, or of his dearest friend; but that he feels in reading that of an acquaintance, because it gives him something to talk about to everybody on whom he may have to call during the day.

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WITH THE POETS

Keats' Loveliest Sonnet. "Bright Star, would I were steadfast as thou art— Not in lone splendor hung aloft the night And watching, with eternal lids apart, Like moving waters at their priestlike task Of pure ablution round earth's human shores, Or gazing on the new soft-fallen mask Of snow upon the mountains and the moors— No—yet still steadfast, still unchangeable, Pillow'd upon my fair love's ripening breast, To feel forever its soft fall and swell, Awake forever in a sweet unrest, Still, still to hear her tender-voiced breath, And so live ever—or else swoon in death."

My Thoughts Go Marching Like an Armed Host. "My thoughts go marching like an armed host Out of the city of silence, guns and cars; Troop after troop across my dreams they post. To the invasion of the winds and stars. O brave array of youth's untamed desire! With thy bold, dauntless captain Hope to lead. He raw recruits to Fate's opposing fire. And up the walls of Circumstance to bleed! How fares the expedition in the end? When this, my heart, shall have old age for king And to the wars no further troop can send. What final message will the armistice bring? The host gone forth in youth the world to meet, In age returns—in victory or defeat?"

My Boston Girl. She wrote sonorous Latin verse, She knew Greek roots erratic; She quickly solved equations, too, Both simple and quadratic breath. And she could read with greatest ease Whole lines hieroglyphic. In fact her mind was quite a store Of all things scientific. She talked on topics most abstruse With aplomb quite dumbfounding. Her fund of esoteric lore Was really most astounding. But when she made a birthday cake— I am a loath confessor— Her friends who chanced to eat of it Are not yet convalescent.

Nocturne. The tender stars That gleam above Shed dreamy bars That breathe of love; The songbird's wing Rests after flight; Soft hear him sing "Good night, good night!" The cricket chirp From some and croft; The south wind stir In boughe aloft; Before we part Love's blindest eye, O'ercome sweetly—"Good night, good night!"—Clinton Scollard, in Harper's Bazar.

The Silent. If the little sister of the little brother Came crying through the darkness to our door: "Beloved, thou canst help me and no other, Ah, pity I implore!" Would we not draw them close in tender fashion With never word of censure or surprise, And soothe and tend them with all compassion, We, who are old and wise? How is it then, when we from one another Cry to those higher with despairing breath, Ourselves the little sister or the brother, To one most wise in death.

Praying: "Ah, comfort me, ah, guide me truly, From thy white wisdom counsel or consent, Ah, ever to these silent rises newly, Our round of discontent. Can they forget so wholly, nor discover The weak hands groping at their garment's hem? The little sister or the little brother, Ah, ever to these silent rises newly, —Theodosia Garrison, in the May Appleton's.

A Tribute to the Habitant Post, Dr. Drummond. A friend whose lips his motions, When he gave me a breathe, not without pain, Yet, what rich gifts he left to us, The cheerful children of his brain: Let's salute, an' Diodeone, Dose letter will not pass away.

You who have broken bread with him, Have lingered, laughing late at night; You will know why mine eyes are dim; With tears that blur the lines I write; Dear's one, his friend, his comrade, Dat small cure of Calumette.

Time rolls, and brings us frost and flowers, Set changes of the changeful years; He passed mid early April flowers, As tho' the world were moved to tears; De Rosignol ain on an' on, More sadder now 'cause he is gone. He would not have his friends repine, He fought and wrought and made a name, His work—Id gladly make it mine, Believe, not for wealth or fame, But just because he had to go. And leave it, when he loved it so. —Cy. Warman.

Back to O' Lizard. Lizard crick her never seemed In the thousand dreams I've dreamed, Be she seems to me today, Both as I've b'n away. From her gracefulness so long, From her ripple an' her song; Lays here spillin' in the sun, Welcomes smiles fur ev'ry one. Seems so good to wander back From the no-day's beaten track, Of the busy world beyond Smile or handshake of a friend; An' to drop round herabout, When the leaves are comin' out, And the crick is changin' hue From a chilly black to blue. Tell you what, it seems to me I would ruther like to be Test a durn'd of turkie there Sunnin' in the balmy air; Nothin' in the world to do But to laze the hull day through With ol' Lizard furnishing Food an' clothe an' ev'rythin' Fishin' days are drawin' nigh, You kin' read 'em in the sky, Sun is pokin' in an' out, Nooks an' corners roundabout, Springin' joy to ev'rythin'; Pish a swim an' birds a wing; An' ol' Lizard joins the throng With her ripple an' her song. —Joe Cone in New York Sun.

SULPHUR BURNS ON STEAMSHIP

Narrow Escape of C. P. R. Liner From Destruction at Montreal

FUMES DRIVE MEN AWAY

Fire Subdued by Help of City Brigade and the Harbor Fire Tugs

Montreal, May 22.—A bad time was experienced on the C.P.R. steamer *Montreal* this evening, when two tons of sulphur in the hold became ignited as the vessel was being unloaded.

A gang of men was unloading the inflammable material when through the heat of the day and probably friction of ropes on loose sulphur, the mass suddenly broke into blue flames.

The sulphur fumes drove the men away, and at first little could be done, the captain of the vessel being overcome by the thick fumes while trying to direct the operations. The fire-fighting apparatus proved too small for the blaze, and the city brigade was called out with one of the harbor fire tugs, and it was not long before the flames were subdued.

The loss will not be heavy as the sulphur was carried in a large tank, so that the water used in extinguishing the flames did not reach any other part of the vessel, while the water would cause much damage to the unburned sulphur.

SENATOR PLATT

Veteran Legislator Gives Evidence in His Own Behalf in Mae C. Wood's Suit

New York, May 23.—So feeble that he had to be practically carried in and out of the courtroom, U. S. Senator Thomas C. Platt, was at times a spirited witness today, when he appeared to testify in his own behalf in Mae C. Wood's suit for absolute divorce from him. His denial of all the charges brought in Miss Wood's suit was energetic, and when prodded too hard on occasions by the plaintiff's counsel, the aged senator proved himself capable of a vigorous response. Senator Platt was in the court room nearly all day, but Miss Wood did not attend either of the sessions.

The presentation of the case of the defense, aside from Senator Platt's own testimony, was marked by a sharp attack on the authenticity of the certificate of marriage which Miss Wood had offered in evidence, and the contention of a matrimonial contract with the senator.

Following this, Edward Hindon, now assistant janitor to the United States Express company, but in 1906 valet to the senator, called by the defense, testified to the Senator's signature on an autograph signature on a blank sheet of paper to two women applicants at the Arlington Hotel in this city in 1906. The witness was shown the autograph and testified that he was the man who had written the signature on the occasion in question.

Senator Platt testified that he had never married nor promised to marry the plaintiff, repudiated the signature purported to be his on the marriage certificate, and the genuineness of several letters which Miss Wood had testified as having come to her from him.

STIRLING BYE-ELECTION

Arthur Ponsonby, Liberal, Elected in Succor by Campbell-Bannerman

London, May 22.—The bye-election today in the Stirling burghs to replace the late premier, Sir Henry Campbell-Bannerman, resulted in the return of Arthur Ponsonby, Liberal, who was secretary to Sir Henry's cabinet in 1905. This and the Dundee bye-election seem to indicate that Scotland is not influenced by the agitation against the Liberals, probably because of the licensing and education bills do not affect Scotland. The late premier was returned by acclamation in Stirling.

For French Language.

Ottawa, May 22.—Ormond Lavergne, M. P. for Montmagny, presented to parliament yesterday a petition with 431,845 signatures, praying that the railway, telegraph and telephone companies in the province of Quebec be made to use both the English and French languages, in dealing with the public including forms for railway tickets, bills of lading, baggage checks, time tables, forms of contract, regulations and notices. The number of signatures represents twice the vote polled in the province of Quebec at the last general election. A large number are those of women.

Twenty Peasants Hanged

Kherson, Russia, May 22.—Twenty peasants who took part in recent agrarian disorders in the Yakaterinodar district were hanged here today after being condemned to death by a court martial. They belong to a peasant association, the avowed object of which was to drive out landed proprietors by the burning of their estates.

Typographical Union Election

Indianapolis, Ind., May 22.—Officials at headquarters of the International Typographical union announced today that enough votes of local unions had already been received to warrant a re-election of the president, vice-president and secretary-treasurer. The official counting of the votes will begin June 1.

Blind Man's Suicide

Kingston, Ont., May 22.—Martin Powers, a blind man, living on Chatham street, drank a small vial of laudanum today, and in a critical condition. He secured the laudanum in a drug store and went home and drank it, presumably to end his life. Two years ago he drank some wood alcohol by mistake, and lost the sight of his eyes.

Old Resident Dead.

Toronto, May 22.—Mrs. Mary S. Coxwell, 93 years old, one of the oldest residents of Upper Canada is dead.

Both Legs Severed.

Hamilton, May 22.—Fred Sutton employed on a street car was run over last night and both legs severed. He died today. He belonged to Burlington, Ont.

Governor of Nevada Dead.

Reno, Nev., May 22.—Governor John Sparks of Nevada has been ill for some time, died at 9:30 this morning at his ranch near Reno. Governor Sparks' term of office has expired on December 31, 1910.

Three Men Killed

Detroit, Mich., May 22.—Three men were killed and several injured this afternoon by the collapse of the Howard street bridge across the Michigan Central tracks at Twelfth and Howard streets.

The Telegraph Companies

New York, May 22.—Attorney-General Jackson's application for permission to begin suit to annul the charters of the Western Union and Postal Telegraph companies, on the ground that they were a monopoly in restraint of trade, was denied in a decision handed down by Justice McCall in the supreme court today.

Street Railway Pioneer.

Desmet, S. D., May 22.—William P. Boardman, who built the first street railway in America, died at his home here yesterday and will be buried in Ellingham, N. Y. Mr. Boardman superintended the construction of the old New York and Harlem railway, the line which now, nearly corresponds with the Bowery avenue railway. It connected the Bowery with Harlem.

TRUE BILLS RETURNED AGAINST LAMPHERE

Charged With Five Murders and With Being Accessory in Sixth.

Lafayette, Ind., May 22.—On returning true bills against Ray Lamphere today, the grand jury also indicted Mrs. Belle Guinness for the murder of Andrew Heiglein. No warrant was issued for Mrs. Guinness, as she was declared officially dead by the verdict of Coroner Mack, but in order to vote true bill against Lamphere as an accessory in the killing of Heiglein, it was necessary to indict Mrs. Guinness as the principal.

Famphers now stands charged with arson, with five murders and with being an accessory in the Heiglein murder.

Separate bills are returned against Lamphere for the murder of Mrs. Guinness and her three children.

The district judge resulted in the unearthing of a human skull, which it was decided belonged to one of the bodies dug up two weeks ago at that time three bodies were found in one hole, but there were only two skulls.

Floor Mill Destroyed.

Linwood, Ont., May 22.—Editt's grist mill was destroyed by fire today. Loss \$8,000 partly insured.

Woman Suffrage at Ottawa.

Ottawa, May 22.—The women suffragist meeting here last night was addressed by Ralph Smith, M. P. for Nanaimo, who cordially endorsed the movement and promised it his full support.

Hurt By Runaway Car.

Calgary, May 22.—A serious accident occurred at the Calgary Pressed Brick and Sandstone company's plant yesterday. The company has a trolley line running up the hill, down which loaded cars are sent, controlled by cables. A loaded car weighing a ton was standing at the top of the hill when the cable broke and the car fell a distance of two hundred yards into a building where a number of men were at work, injuring Robert Pepperin, Thomas Bence and W. W. Ramsay. All are in the hospital.

Brooklyn Bridge Accident

New York, May 22.—Fifteen persons were killed and probably fatally injured in a collision of trolley cars at the Manhattan end of the Brooklyn bridge. Andrew Webb Wadsworth, M. P. of Brooklyn, and Geo. Smith, all of Geo. McGinness and Geo. Smith, all of Brooklyn, were taken to a hospital. The other three cars were wrecked, one being telescoped through the breaking of a rod which controls the brakes of one of the cars. Because of the heavy rains, cars on the bridge were unusually crowded in the rush hours today.

U. S. Presbyterian Church.

Kansas City, Mo., May 22.—With the presentation of reports of synods, committees, the general assembly of the Presbyterian church commenced the important business of its session today. During the next week the assembly reports will be made from various parts of the world on every conceivable phase of Christian work connected with the church. Denominational unity, marriage and divorce also are important subjects to be considered.

Ruef Jury's Disagreement

San Francisco, May 22.—After being out for nearly forty-four hours the jury in the trial of Abraham Ruef, central figure in the bribery graft prosecution against whom many indictments were returned, failed to agree on a verdict and was discharged last night by Judge Rolling. The specific charge against Ruef in the trial just closed was the offer of a bribe of \$10,000 to former supervisor Jennings Phillips to influence his vote against the electric road franchise applied for by the Pacific Realty company. The jury stood six to three on the 11 indictments still pending against Ruef.

Charged With Theft

Medicine Hat, Alb., May 22.—P. R. Fraser, an employee of the C. P. R., who was arrested last week on suspicion of being connected with a series of petty thefts, was committed for trial Monday on a charge of false pretenses, having purchased several pounds of butter and ordered it to be charged to caboose 3019, which is not known to be connected with any other charges against him, which will be of a more serious nature. Two pretenses were made and two pairs of trousers were found in his room when the place was searched.

FIRST ACCIDENT FOR THE FLEET

Two Men of Battleship New Jersey Are Killed at Bellingham

RUN OVER BY STREET CAR

Sound City Organizes Great Demonstration in Honor of Fleet

Bellingham, Wash., May 22.—The first serious accident attending the cruise of the Atlantic fleet at Bellingham Roads occurred here this evening, and resulted in the instant death of J. J. Stubb, a seaman on the battleship *New Jersey*, who was killed by a street car on the same vessel, and light-weight boxing champion of the navy.

Three others were slightly hurt. The street cars between the city and the amusement park at Lake Whatcom were heavily patronized by the blue-jackets, and a crowd was riding on the front of one of the cars entering the city. The trolley broke Stubb was cut in two, Lullinck losing both legs. The bodies were moved to the battleship park, and will be taken to the navy yard at Bremerton for burial.

The electric illumination of the *New Jersey* coasted on receipt of the news, and the ship got underway at once. The accident, however, hardly dampened the enthusiasm of the blue-jackets, and the hundreds of visitors to the city, which is still en fête. Thirty-five hundred sailors and marines, with three hundred and twenty bands, paraded the principal streets in the forenoon. Rear-Admiral Sperry and the officers of the fleet riding in autos. Diners, dances and other amusements were given at the clubs this evening, with theatres and amusement parks, wrestling and sparring matches for the sailors.

THIRD ARBITRATOR IS HARD TO SECURE

No Settlement Yet of Strike in Cleveland—Work of Dynamiters.

Cleveland, May 22.—After laboring all day trying to agree upon the obstacles which stood between peace and war in the street railway strike, the board of arbitrators tonight, when Glen K. Churchill declined to act as a third arbitrator. The two sides were unable to agree on selecting a third arbitrator tomorrow. The near approach of peace in the Brighton street railway strike, while several persons received injuries. The most serious outrage was the blowing up of a car carrying passengers, at the corner of Euclid avenue and West 116th street. The car was wrecked, and two of the ten passengers were killed. A section of the track five feet long was blown away. Several other cars were derailed. The dynamite section of the city during the night, but no one was seriously injured. Since daylight this morning disorder of this kind has been reported.

UPHOLDS NAVY

Retired American Admiral Thinks It Urged by Government of Peace.

Lake Mohawk, N. Y., May 22.—At the Lake Mohawk conference on international arbitration tonight, the principal speaker was Rear Admiral Beach E. Chadwick, United States Navy, retired. "The Navy," he said, "has no apologies to make to a certain class of minds either for its policy or its attitude. The greatest single force in the support of law and order today in the world is the navy. I can recall no case of a naval officer or of any army officer taken of his own initiative who has done anything to the detriment of his country. The navy has always been a display of the greatest respect for the law, and the great arms of conservation. When you give a revolution by academic discussion you may perhaps do without them, but as yet, I can see no signs of such an outcome."

RECORDS ARE BROKEN BY GIANT CUNARD

Lusitania Covers Long Atlantic Course in Shortest Time

Liverpool, May 22.—The Cunard company announced that the *Lusitania* time from Daunt's Rock to Sandy Hook was 30 hours and 22 minutes. The total distance is 2,889 miles and the average of speed maintained 24.53 knots an hour.

New York, May 22.—The transatlantic records for a voyage of average speed and for the shortest trip over the Atlantic course, which was made by the Cunard liner *Lusitania*, which arrived here today. The big ship anchored off Sandy Hook containing in a heavy fog at 2:55 this morning, just four days, 20 hours and 22 minutes after she passed Daunt's Rock. This beats the best previous time for the long course, made by her sister ship the *Mauretania*, by three hours and 37 minutes, and is only one hour and 41 minutes longer than the *Lusitania*'s record of four days, 18 hours and 49 minutes over the short course.

The *Lusitania*'s average speed for the voyage was 24.88 knots, and this time goes far towards securing for her owners the British Mail subsidy of \$760,000, promised when the *Lusitania* shall have averaged 24.50 knots per hour or better for a round trip passage.

American Car Goes On.

Vladivostok, May 22.—The American car in the New York to Paris auto race left today. The military government has been abandoned, and papers giving instructions to the Cosacs and the village authorities to afford the car every assistance.

Black Hand Letter Writer.

Montreal, May 22.—It is understood that the case against Iva Estrado, the Italian committed to stand trial at the court of King's Bench next month on the charge of sending threatening letters to Madame Forest, wife of Senator Forget, demanding \$2,000 in the name of "Black Hand," will be dropped, and the accused deported to Italy.

Ship Subsidies Knocked Out.

Washington, May 22.—Practically all hope of a ship subsidy was abandoned today when the house rejected the conference report on the postoffice appropriation bill, containing a provision for the subsidy. The bill was sent back to the senate. By a strict party vote of 160 to 135, a campaign contribution bill was passed, and an amendment providing for a return of representation in the house from the southern states was passed. The Democrats voted against the bill because of the amendment.

Enters G.T.P. Service.

Ottawa, May 22.—Guy C. Dunn, an engineer on the Intercolonial in New Brunswick, will enter the G.T.P. service of the Grand Trunk Pacific.

Death of Librarian Bain

Toronto, May 22.—James Bain, librarian of the Toronto public library, died at his home this afternoon, of jaundice.

Killed by Falling Clay.

Toronto, May 22.—Emerson Bena, was killed this afternoon in a brickyard by a mass of clay falling on him.

Tobacco Trust Trial

New York, May 22.—The arguments in the government's suit against the so-called tobacco trust were concluded today. The judges took briefs from the attorneys and reserved decision.

Bank Manager Promoted.

Red Deer, Alb., May 22.—E. A. Molson, who for some considerable time has been manager of the Canadian bank here has been promoted to the management of the bank at Calgary.

Received 13,000 Volts

Schenectady, N. Y., May 22.—Calvin Schenectady, who was electrocuted today, received a shock of 13,000 volts. He died in a few minutes.

Fatal Explosion in Paris

Paris, May 22.—Two persons lost their lives and forty-two were injured as the result of an explosion in the grinding room of the Sany sugar refinery shortly after work started this morning. The explosion destroyed a seven-story building near the Orleans railway depot.

WANTS RULING ON QUESTION

International Steamship Co. Writes to Collector Newbury for Rule AS TO THE COASTING LAWS

Wants to Know if Carriage of Passengers to Vancouver via Seattle is Legal

The latest move in the rate war on the Victoria-Seattle route, the announcement of being through rate, Vancouver from Victoria by way of Seattle by the International Steamship company is still deferred. The local manager of the company, Mr. James McArthur, has addressed a letter to J. C. Newbury, collector of customs, asking for a ruling on the point raised as to the legality of the United States steamships carrying passengers from Victoria to Vancouver transferring them from one steamer to the other at Seattle. It has been suggested that this is an infraction of the coasting regulations. The question has been referred to Ottawa for decision.

The decision given by Judge Hanford in the case of the other Canadian steamers were permitted to book passengers to Skagway and other Alaskan ports for Seattle and land them at a British Columbia port for transfer to a steamer bound to Seattle or other U. S. ports is being negated by a suit introduced by the United States States by Senator Piles from Seattle. A despatch from Washington says a bill is being introduced by the senator from the Sound which prohibits foreign steamship companies from engaging in passenger trade in the Alaskan coast between Puget Sound and Alaska.

The bill is being hurried through the senate, having been introduced in consequence of the expected rate war between the Schuchab & Hamilton firm and the Alaska Steamship company, between which the Morgan and the Guggenheims, Schuchab & Hamilton advertised the charter of the Norwegian steamer *Tranquebar*, which is to sail from June 1st from Cape Nome. Bunks for 600 passengers are being put on the steamer at Vancouver and an order has been given to local ship chandler for 600 life preservers. A cut rate, much lower than that ruling on the rival lines, was announced for the trip, and in order to defeat the object of the charterers of the *Tranquebar*, the Seattle steamer companies will intend to prevent shipping companies from carrying passengers from Seattle to Victoria or from any United States port to Canada port for transfer to steamers running to Alaskan ports, on through tickets.

The Seattle steamer companies, the C.P.R. cut into the passenger trade from the north with the better class of steamers it has been carrying on the coast, and officials in Alaska sought to stop the carriage of passengers from Alaska for Seattle by way of British Columbia ports. The case is now on a case was brought in Seattle where Judge Hanford gave the decision that passengers from Alaska for Seattle could be carried to Victoria or Vancouver and transferred to a Seattle bound steamer.

PAPER MAKERS

Western Manufacturers Give Testimony Before Washington Investigating Committee

Washington, May 22.—Western manufacturers of news print paper presented their side of the controversy before the special committee of the house investigating the wood pulp and print paper question. A number of the manufacturers were members of the general paper company which was dissolved by order of the court and they testified that since that dissolution there had been no agreement among papermakers as to price, division of territory, etc.

HARBOTTLE'S TRIAL

Preliminary Examination at Edmonton on Charge of Misappropriating Funds

Edmonton, May 22.—The preliminary trial of N. F. Harbottle, late collector of inland revenue for Edmonton, charged with misappropriation of funds of the inland revenue department, came on before Inspector Worralley at the mounted police barracks this morning.

The evidence of only one witness was taken, X. Saucier, collector of inland revenue at Calgary. He found collections for duties not entered properly. He showed duties paid by Harbottle amounting to \$6,935.99. For these entries no checks had been forwarded to Ottawa, and the money was missing. This concluded the evidence and the prisoner was remanded for the next sitting of the district court. Harbottle was admitted to bail in the sum of \$20,000.

Aldrich Currency Resolution

Washington, May 22.—The house committee on banking and currency today voted by a substantial majority to recommend the passage of the Aldrich joint resolution creating a currency commission, which passed the senate yesterday.

Claim Large Estate.

Toronto, May 21.—A number of people, who claim to be heirs of the English estate of Northedge, worth \$2,000,000, held a meeting here at the home of Mrs. Benjamin Jones, 218 Northedge avenue. The eldest son of Wm. Northedge of Grantham, England, quarrelled with his father and came out to Canada, entering business at Montreal. One of those who met here is Elton G. N. Northedge, of Marinette, Wis., who is a grandson of the man who went into business in Montreal.

HOLIDAY OFFERING OF

Refrigerators

Regular price \$12.00.	Sale price.....	\$ 9.00
Regular price \$14.00.	Sale price.....	\$10.00
Regular price \$20.50.	Sale price.....	\$16.50
Regular price \$21.50.	Sale price.....	\$18.50
Regular price \$56.00.	Sale price.....	\$45.00
Regular price \$42.00.	Sale price.....	\$36.00

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NORTHERN INTERIOR OF B. C.

Miners and prospectors going into Telkwa, Omicron or Ingeneva Camps will find a full stock of mining tools, camp outfits and provisions at my general store at Hazelton, which is the head of navigation on the Skeena River and headquarters for outfitting for above points.

R. S. SARGENT HAZELTON, B. C.

CROFTON HOUSE

VANCOUVER, B. C.

A Boarding and Day School for Girls.

Highly qualified and trained staff of English mistresses. Building recently enlarged. Situation in highest and most healthy part of West End. Play grounds and tennis courts.

For Prospectus apply to the Principal.

MISS GORDON (Late of Newham College, Cambridge)

Saanich Municipality

The Court of Revision to consider appeals on the assessment of property will be held in the Municipal Office, Grandford Avenue, on Thursday, 29th June, at 10 a.m. All persons are hereby notified that appeals must be in the hands of the Clerk at least an day previous to the sitting of the Court.

By order.

J. R. CARMICHAEL, C.M.C.

LIQUOR LICENSE ACT, 1900.

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

(Signed) FRANCIS D. STETSON, Esquimalt, B.C., May 1st, 1908.

NOTICE

Notice is hereby given that I intend to apply to the Superintendent of Provincial Police for a renewal of my license to sell intoxicating liquors in the town of Esquimalt, B.C., May 1st, 1908.

(Signed) FRANCIS D. STETSON, Esquimalt, B.C., April 25th, 1908.

NOTICE

Notice is hereby given that thirty days after date, we Messrs. Price Bros., of Parson's Bridge, Esquimalt, B.C., intend to apply to the Superintendent of Provincial Police, F. S. Huesey, of Victoria, for a Retail Liquor License for the Parson's Bridge Hotel, located at Esquimalt, B.C.

JOHN DAX, Esquimalt, B.C., April 25th, 1908.

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JOHN DAX, Esquimalt, B.C., April 25th, 1908.

SKERNA LAND DISTRICT

District of Coast—Range V.

This notice that we, Ellen Adams & Jane Noble, of Port Essington, B. C., occupation, married women, intend to apply for permission to purchase the following described land:

Commencing at the district office in the northeast corner of lot (11) eleven block (1) one, on the north side of the Skeena River, about one mile north of Point Maitich, marked E. A. & J. N. S. C. thence north 35 chains, thence east 25 chains to point of commencement, containing 45 acres more or less.

ELEEN ADAMS & JANE NOBLE, Alexander Noble, Agent, February 11th, 1908.

SKERNA LAND DISTRICT

District of Coast.

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

Commencing at a post planted N.E. corner of Block 10, Sec. 17, T. 6, R. V., City standard mode of machines, and the line of the line of the new Government survey, the lot being known as N.E. 1/4, Sec. 17, T. 6, R. V.

JOHN EDWARD MOODY, Fred L. Stephenson, Agent, February 19th, 1908.

SKERNA LAND DISTRICT

District of Coast.

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

Commencing at a post planted N.E. corner of Block 10, Sec. 17, T. 6, R. V., City standard mode of machines, and the line of the line of the new Government survey, the lot being known as N.E. 1/4, Sec. 17, T. 6, R. V.

JOHN EDWARD MOODY, Fred L. Stephenson, Agent, February 19th, 1908.

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..... \$10.00
..... \$16.50
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rely on for quality and you'll
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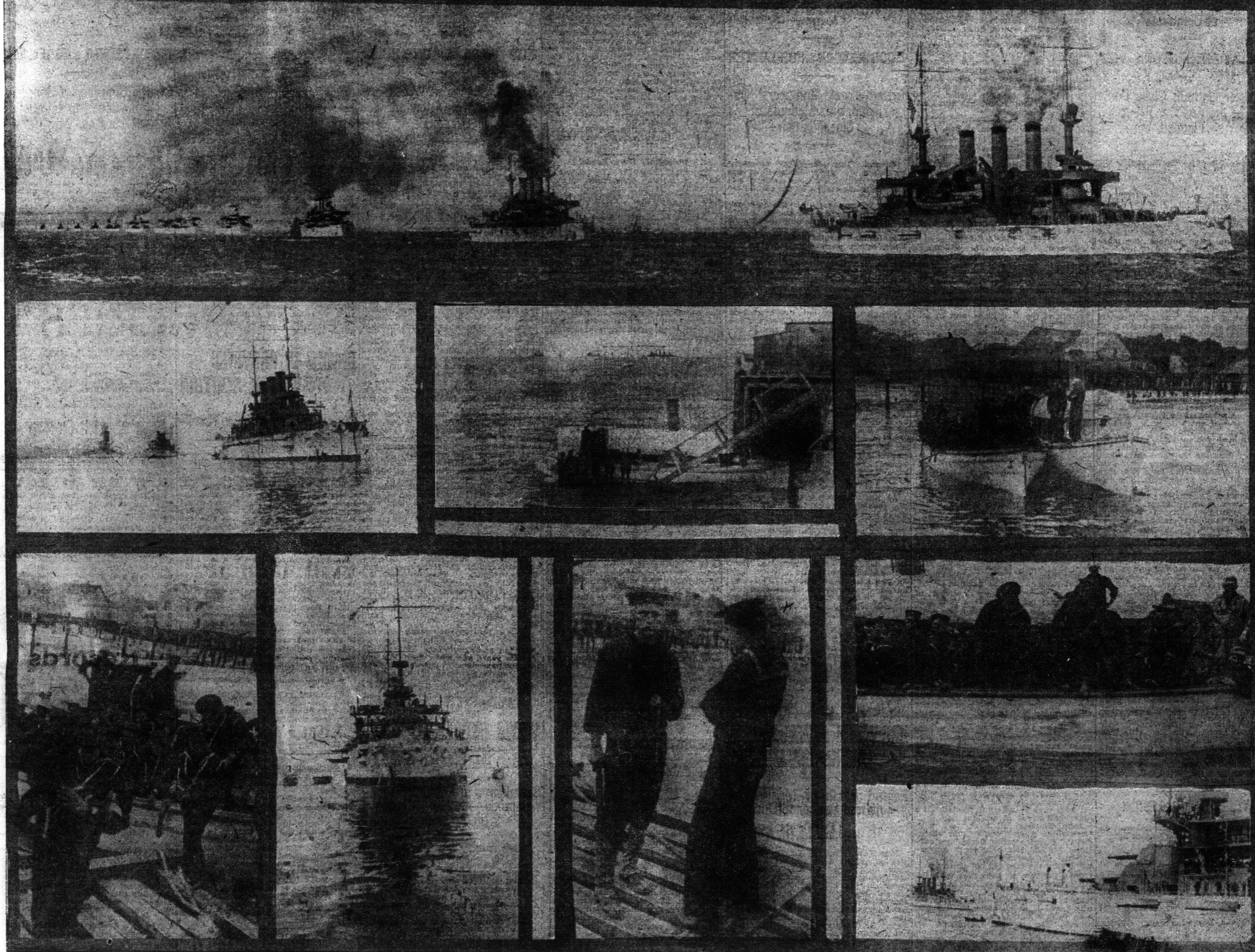
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graphy. Typewriting (on the
make of machines), and
taught by competent special-

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RTIS, Greg Shortland.
NER, Pittman Shortland.

ATLANTIC FLEET ENDS ITS LONG PILGRIMAGE TO DUGET SOUND



VIEW OF BATTLESHIP FLEET AND LIBERTY MEN DEBARKING AT PORT ANGELES BY A COLONIST STAFF PHOTOGRAPHER.

Row 1—The Battleship fleet steaming up the Straits in line; Flagship Connecticut leading, Kansas and Vermont following. Row 2—1. Battleship Missouri in foreground, Ohio, Virginia and Louisiana in background. No. 2 and 3—Naval launches landing liberty men. Row 3—No. 1—Liberty men debarking. No. 2—The Ohio at anchor. No. 3—Light refreshment for the naval police. No. 4—The debarkation of the baseball men of the Virginia and backers.

FLEET PRESENTED AN IMPOSING PICTURE

Libertymen Welcomed at Port Angeles—How One Squadron Was Welcomed

(By Staff Correspondent)
The United States battleship fleet from the Atlantic, sixteen big fighting craft with white hulls and deep chrome superstructure, bristling with guns from turrets and barbets, steamed into the straits yesterday morning. From Victoria some power boats went to meet the incoming fleet, one of which was the big launch Klara with Walter Chambers, Harold Grant, R. Smith and a Colonist reporter on board. The warships came into the straits in the early morning, before daybreak, and as they steamed out from the misty twilight of early morning into the vision of the watchers, among these being a squad of newspaper reporters, photographers and pilots on board the tug Tyee come from Seattle to meet Admiral Sperry's sixteen bulldozers, they steamed up the straits well over toward the United States shore as peacocks would strut over the greenward. The sight was dazzling in its spectacular beauty. First, a tiny spiral of curling smoke far on the grey horizon, hazy in the mist of the rain beyond where the leaden headlands uncovering in the early morning light marked either shore—this was the signal of the coming fleet. The spiral grew in size, then faint whiffs of smoke curled beyond it, three, four, then a dozen, each lesser than the other in the line until the last was like a tiny smudge in the haze. Suddenly, as though breaking

from the mist where sky and water met, a yellow blur broke into the blue, then white below the yellow—and before the eye, peering into the glasses could accustom itself to the onrushing blur, it shaped itself, a great, majestic ship, lifting and tossing in the long ground swell, with white foam churning at the bow. Following quick, came other ships, one, two, then a long line, of white and yellow, flag-draped ships.
In Column Order.
First came the Connecticut, a three-funnelled battleship, flying the flag of Rear-Admiral Sperry, with her long twin, twelve-inch guns abutting from her forward turret, her six-inch batteries jutting from her white-painted sides. From halyards fluttered a string of signal flags, the admiral was talking to his fleet. Behind came the Kansas, then the Minnesota, and Vermont, big stars and stripes lopping from gaffs and jack staffs, smoke clouds curling high, waves of foam falling away from the bow and swell rolling away from the sharp stem. The warm color of it all made a picture to be remembered, the soft tones of the sky, now blue with promise of sunshine and with low cumulous clouds; to give contrast, the harsher blue of the smooth sea, the white sides of the warships glistening in the flashes of sunlight, the more picturesque chrome of the turrets, the fighting tops and superstructure, the gleaming gun metal protruding from barbets and turrets—the spectacle and abundance of color as the long line of fighting ships steamed up the straits was a sight worth the seeing.
The Klara met the squadron near where the great curve of sand bounds a harbor that must some day attract the eye of the terminus-seekers to Port Angeles, Victoria's nearest neighbor across the straits. As the fine, high-powered launch rolled in the wash from the fighting ships as they steamed from the open Pacific to end their long cruise in Puget Sound,

there was a flutter of signal flags, a wig-wag of semaphores, and, while a bugler practised on the flagship, a band rehearsed a melody on one of the other vessels, the Virginia it was, four big three-funnelled battleships broke from the long line. They were the Louisiana, flagship of Rear-Admiral Emory; Virginia, noticeable with her superimposed turrets—she being one of the few warships on which this style of naval architecture is now used—the Ohio and Missouri. Led by the Louisiana they swung clear of the column and that Port Angeles might have two gala days—two days, that will be recorded in the histories that are to be writ-of the city behind the sand of Edis Hook, the four warships circled into the spacious harbor and came to anchor.
Proceeded Onward.
The Connecticut and her mates, a dozen of battleships—some on the Klara said sixty million dollars' worth of fighting ships with over 800 guns and 10,000 men, steamed on, churning their way at a speed of eleven knots an hour up Rosario strait. The flag-ship was soon lost to view; she was nothing but a wisp of curling smoke on the skyline to those who watched when the Louisiana and the three battleships of the second squadron of the fleet turned into Port Angeles. One by one the others were also lost in the distance, eight going to Bellingham bay to anchor, that the people of that city might make a holiday, while three others were to anchor at Port Townsend and one to the navy yard at Bremerton. The squadron at Bellingham is made up of the flagship Connecticut, Rhode Island, Nebraska, Kansas, Vermont, New Jersey, Georgia and Minnesota. The Kearsarge, Kentucky and Illinois went to Port Townsend and the Wisconsin to the navy yard. Tomorrow at noon the fifteen warships will meet at Port Townsend and as a great fleet in being, will be escorted to Seattle by a flotilla of bunting-draped, patriotic-crowded excursion steamers.

The Klara followed Rear-Admiral Emory's division into Port Angeles harbor, where the four battleships anchored in line, first the Louisiana, at the head of the harbor, then the Virginia, then the Ohio and Missouri. From the city came one or two tugs, some power boats, fishing launches that were converted into passenger craft for the day, all draped with flags to welcome the fleet, and from every flagpole fluttered a national flag. At the street-ends whither the ways from the wharves met with the main street, arches of evergreen with the word "Welcome" across the face, were erected, and strings of bunting were stretched across the road, as well as several banners, that of the F.O.E. being unique. It was lettered, "What- ever's right."
When They Landed.
Port Angeles was en fete. From the lumber camps the skidders, the axemen, all the workers came to make holiday; from the fishing camps the fishermen foregathered, the community was swelled by hundreds from the nearby settlements, and from the saloons the phonographs sang their metallic songs. About noon the big cranes that stand amidships on the main deck of the fighting ships were swung outwards, dropping the 45 horsepower, canvas-covered steam launches and some whalers overboard to the swinging boom thrown out from the anchored warships, and the liberty men, several hundred strong, were emptied into Port Angeles. First came the police detail, a squad armed with the regulation policeman's baton, and with handcuffs exposed in the waistbelts that were the mark of their duty as the British seaman carries the wrist band that denotes the police detail. The patrolmen swung their clubs like down east policemen, the officers gattered and wearing holsters from which the butt of a Webley showed, stood about the street corners in conversation with the natives.
"But, it sure was a great cruise wasn't it?" That phrase was used

more than any other in all their conversations.
The landing of the liberty men was a fine sight. Launch after launch, towing big whalers came from the anchored ships to the city landing, and as they emptied their cargoes of saltmeat, backed off to give berth to the following boats. It was a good-natured, merry crowd of sailor-men that they landed, the bulk bound to the baseball park to see the nine from the Virginia battle with their rivals from the Missouri, while all Angeles and his wife looked on, ate peanuts and drank pink lemonade. It was an advance copy of the Fourth of July.
Some Amenities.
The sailors were good patrons of the shops, notably of the places where wet goods were sold, though none seemed to over indulge. Outside one place, a long-boated lumber jack, noisily sang some ballad, the lines of which referred to the coming of the warships. The chorus he sang was:
"And we won't give a rap for the horrid little Jap
Now that the fleet's come 'round the Horn."
Two Japanese mess attendants from the Missouri, from whose blouses peeped little U.S. flags, stood in front of the singer, together with a Chinese, a cook from one of the ships, and three colored men, obviously southern negroes. The police patrolmen stood by swinging his baton nonchalantly.
"And we won't give a rap for the horrid little Jap
Now that the fleet's come 'round the Horn."
The Japanese smiled as the singer sang—his blasé smile peculiar to the Japanese, and the colored men turned and laughed at the singer.
"It sure you're right, boss," said one.
"You sure is," said the other.
Then a small boy told the lumber jack that the Admiral was landing and the song ceased quick. He formed one of an informal reception committee

that hurried to Morse's dock, where, from the Admiral's launch, Rear-Admiral Emory, Capt. Richard Wainwright, notable for his exploits with Pierpont Morgan's former yacht Corby in the Spanish American war, Capt. Schroeder, Capt. Merriman and Capt. Bartlett and others, landed to take passage in the stage for Lake Crescent where the big trout are to be taken with large spoons.
Meanwhile in front of the Merchant's cafe, where the phonograph was busily informing all and sundry about "Columbia, the gem of the ocean," an enterprising photographer had assembled the batonbearers of the police patrol in a group and they were told to look pleasant.
"Send one to the Baby's Own Soap people, won't you, boss," suggested the police comedian, and while they all fitted, the photographer pressed the bulb. That photograph will be one cluster of grins.
While these things betel from the baseball park there came shouts indicative that things were happening there. They were. The roosters roared as they know how to roost, and that match was a revelation. The Klara's party didn't wait to find out whether the Missouri beat the Virginia, but learned this that which ever nine won the other had backers to declare it was the best team anyhow.
Angelic Appreciation.
It was certainly a great day for Port Angeles. The local newspaper, the Tribune-Times, with a creditable enterprise, issued a special "Welcome to the fleet" edition giving the names of the complement of officers on each of the visiting warships, but few had time to read the paper, they were busy celebrating the coming of those battleships.
"On the square, though; it was a great cruise, wasn't it?"
"It sure was."
Thus the resident to the resident.
"Could they wallop the Japs?"

"Could they; well I want to know?" replied the youthful Port Angeles. "Say mister, the future Bob Evans went on 'They could lick anything.'"
Another group discussed the advisability of changes in the naval architecture. "Sure," said the critic, "the armor belt is too low; why it only shows a foot above the water, and 'But those superimposed turrets were out of date."
"If the ammunition hoists were not direct, and the —"
The experts had a busy day. Like the ladies. They baked pies, and brought flowers to the visiting saltmen, waved flags and dressed in their Sunday best went as passengers of the several launches to "visit the warships." The young element likewise revealed, but today is to be the day of the boy and girl. Manager Gorham of the Manhattan Canning company has provided the cannery launch and a fleet of barges to carry the children to the warships free of charge.
The feature of yesterday other than the ball game was a big barbecue, oxen being roasted whole by experts for the enlisted men who, hundreds strong, were arrayed about well laden tables at the park, the citizens assisting to make the event a success. If there is a shortage of Port Angeles beer today it will be due to the success of the event.
In the evening when the ships were illuminated, being outlined in lines of incandescent lights, each with the letters of their name shown across the flying bridge, a grand ball and reception to the officers was tendered by joint committees of the Commercial club and the City Council.
Today there will probably be a parade, and tonight the ships will again be illuminated. From Beacon Hill the electric-lighted ships can be seen plain across the straits, the view being a striking one, and many Victorians were attracted to the shore to witness the spectacle.

Colonist Engraving Dept.

NOT MEET THE CUT RATE

Will Maintain 50 Cent on Steamer Princess Victoria

TO AGREEMENT

Chamber of Commerce Seeks to Intercede in Rate War

It will not meet the cut the International Steamship Inland Navigation company...

The paper also says: Common Sunday the Puget Sound company will reduce the Seattle-Victoria run to a cut which the Canadian owners are not yet prepared...

K MUCH POISON

of Mercury Tablets Swallowed by Mrs. Marstrand Would Have Killed Many People

May 21.—Coroner Jeffs the opinion that it was exactly the attorney-general would mean further to the circumstances surrounding the death of Mrs. J. L. Marstrand...

Floats Railway Bonds

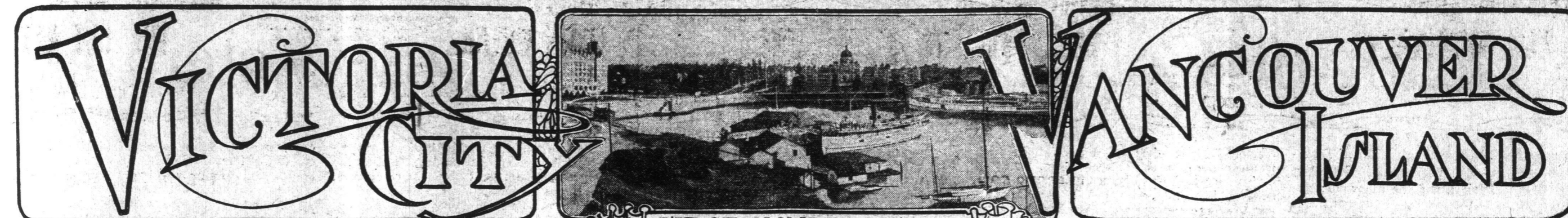
May 21.—The Japanese firm here has placed with the London, South Man- tinway notes to the amount of \$500,000 at 5 per cent, maturing...

with Depot Robbery

May 21.—Franklin Patterson, H. Davey were arrested with the robbery of the trunk depot at Hawke Bay 13 miles from Barrie...

Cemetery to be Sold

Minster, May 21.—The old in Dufferin street, at the corner of which was the principal lot. The small cemetery was sold to the Westminister, but it was after a few burials had been principal of which was that by...



CANADA'S GATEWAY TO THE ORIENT

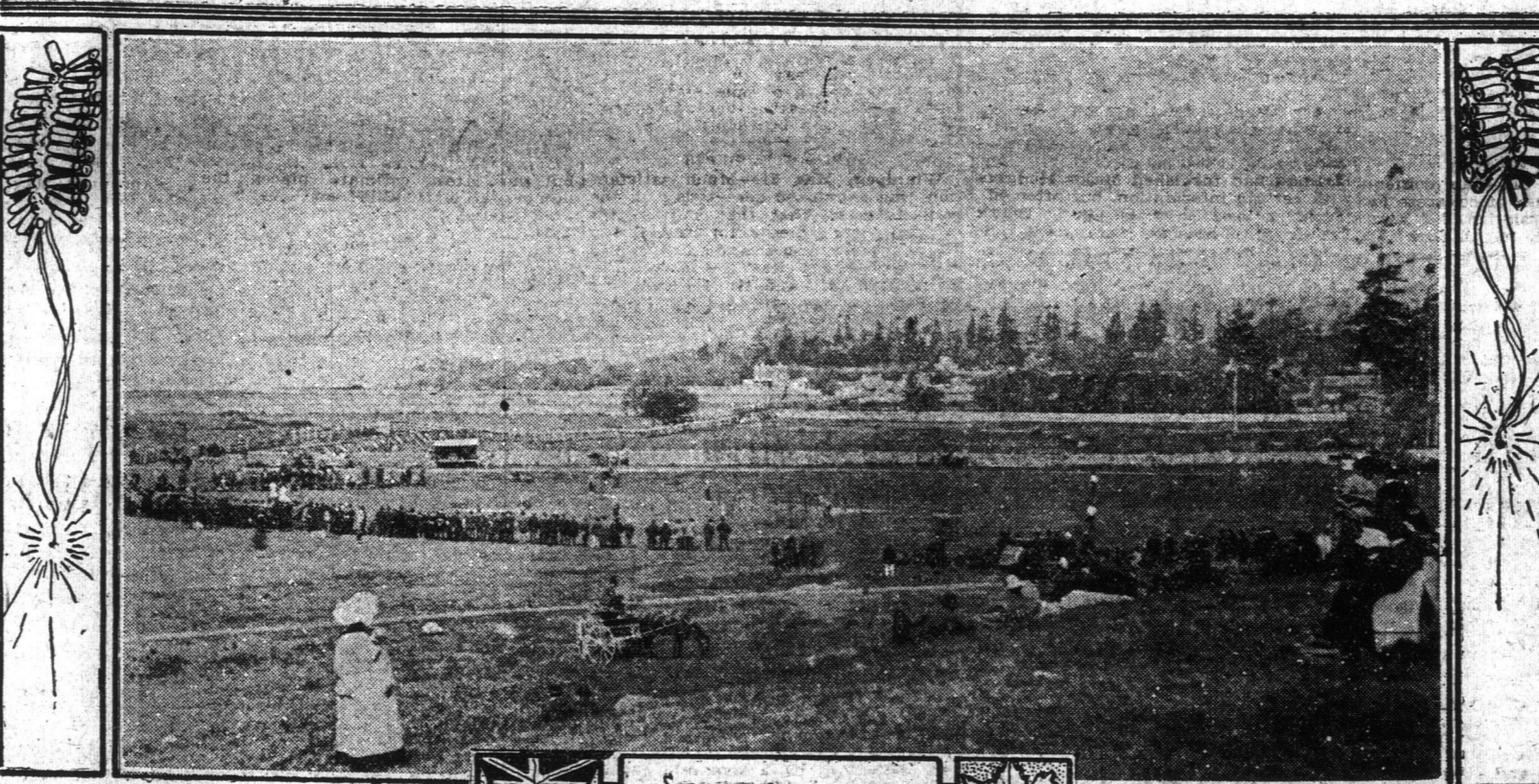
R. Edgar Fawcett, of the staff of H. M. customs in this city, who is possessed of a fund of interesting reminiscences of pioneer days in Victoria and Vancouver Island, has very kindly written for the Colonist the following account of Queen's Birthday celebration in the sixties:

The reproduction of an item in the Colonist of "Forty Years Ago," giving a list of the committee formed to prepare a programme for the celebration of the Queen's Birthday, called my attention to the names of that committee. They are nearly all familiar. His Worship the Mayor, I think, was Mr. Harris, who was our first mayor; next follows Dr. Tolmie, chief factor of the Hudson's Bay Co.; Mr. J. Macdonald, now Senator, Lumley Franklin, was a prominent citizen, an English Jew. There were two brothers, the elder being named Selim. They were real estate brokers, and auctioneers. Lumley was a clever amateur actor, and as a member of the Victoria Amateur Dramatic Association, he took a prominent part in all the entertainments for charity in those days. Jno. Wilkie was a Wharf street merchant. Mr. W. T. Drake, was the late Judge Drake; D. B. Ring was a prominent barrister, who, when not in court, might have been seen walking about with a couple of dogs and a hunting crop under his arm. He was one of the old school. Allan Francis, the first American consul to Victoria, a man liked by everyone; James A. McCrea, an American auctioneer, and very fond of sport; Mr. T. Johnston was manager for Findlay, Durham & Brodie; James Lowe, of Lowe Bros., Wharf street, merchants; Wm. Charles, chief factor of Hudson's Bay Co.; Capt. Delacombe, in charge of the garrison on San Juan Island; E. Crancier, hardware merchant, with whom Charles Lombard was chief salesman; T. L. Stahlschmidt, of Findlay, Durham & Brodie; Capt. Stamp, a millman, representing an English Co. who owned a large mill at Alberni; Godfrey Brown, late of Honolulu, a clever member of the Victoria Amateur Dramatic Association. I might mention this association had many very clever men as members, who would have graced any stage. Mr. Higgins, with myself, have written of the theatrical performances by this club in early days. Next is A. R. Green, of Jamison, Green & Rhodes, of Store street; J. D. Pemberton, colonial surveyor; J. C. Nicholson, who married pretty Mary Dorman; Geo. J. Findlay, of Findlay, Durham & Brodie; Francis Garesche, of Garesche Green's Bank; C. W. R. Thomson, manager of the Victoria Gas Works; George Parkes, barrister; Lieuts. Brooks and Hastings; of H. M. S. Zealous, the first ironclad to come into the Pacific, around Cape Horn, and Sheriff Elliott.

This was a strong committee, for those days, all prominent men and good workers.

Beacon Hill was the head centre of sport, and far enough from town, as nearly all of us walked. But all kinds of conveyances were brought into requisition to take people out, especially from Esquimalt and the country. We had to rely on the navy then as always. The two lively stables of J. W. Williams, on the corner now occupied by Prior & Co., and Wm. G. Bowman, on Yates street, where the Poodle Dog stands, furnished busses and buggies, and large express waggons were also improvised, seats being put in for the occasion. With my mind's eye I can see Thos. Harris, first mayor.

The chief event of the day was the horse races, and the mayor was an enthusiastic horse-fancier and a steward of the Jockey club. These attractions were nothing without Mr. H., coupled with Commander Lascelles, the gunboat Forward, a son of the Earl of Harewood, and John Howard of Esquimalt. The time for the first race is near, the bell rings (John Butts was bellman), and the portly figure of Mr. Harris on horseback appears. "Now, gentlemen, clear the course," and there is a general scattering of people outside the rails, and the horses with their gaily dressed jockeys canter past the grand stand, make several false starts, then off they go. It is a mile heat round the hill, best two out of three to win. Oh! what exciting things these races were to us old timers who were satisfied with a little. The grand stand stood due south of the flag pole, and stood there for years after the races were held elsewhere. I must not forget to mention the Millingtons, of Esquimalt, who always rode John Howard's horses at these meetings; they were born jockeys. I think one of them still lives near Esquimalt. I would we had such Queen's weather now as we had then. May was then more like what July is now for warmth, with beautiful, clear skies; they were days worth remembering. Everyone went out for the day, and whole families might have been seen either riding in express waggons, busses, or trudging along on foot, carrying baskets of provisions. Soon the hill was covered with picnickers, as well as the surrounding woods. There was plenty of good cheer and good-natured folk to dispense that cheer, not only to their own, but to those who had not come provided. "Why, how do



of civilized man by the de- thronement of the Abyssinian tyrant. In the colonies we see peace and prosperity, and a peculiar exemption from many of those great physical evils which have so seriously afflicted other people. In the domestic circle of our Queen, with the exception of the base attempt upon Prince Albert's life, we find her household free from sorrow as it is free from shame, and her children and grand children growing up in the same habits of religion, virtue and industry which she had so uncompromisingly illustrated in her own life. Looking, lastly, at our own affairs, we see something, too, that may give zest to our holiday enjoyments today. A year ago we congratulated our readers upon the enunciation of confederation, for at that time it was little more, and today we can repeat that congratulation tenfold, for it has now become a great principle approved by the sovereign and determined upon by the people. But if its accomplishment should be delayed beyond the period we anticipate, we still have reason to rejoice that the light of prosperity, by our own indomitable energies, is once more dawning upon us, and supplying fair and reasonable hope that the worst of our troubles are over. On this forty-ninth anniversary, therefore, of our monarch's birthday, we see no reason existing why we should not celebrate in a manner becoming her, the country and ourselves.

From Her Majesty's gunboat Forward, all decked in colors, which took up her position near the bridge, down to the meaneast craft, the water was covered with boats laden with people full of merriment and joy. From Curtis' Point, where the barges delivered their living freight, the scene was really enchanting. An arch of flags, spanning the water, the high banks covered with tents, the bridge and every spot on both sides of the Arm crowded with people, and the roads lined with equestrians, amongst whom were many ladies, gave the happiest effect to the whole scene. We cannot recall a single celebration which was more appreciated or enjoyable than our regatta of Saturday. Much of this success, it must not be forgotten, must be attributed to the gracious manner in which Admiral Hastings cooperated with the committee to secure the comfort and convenience of the public, and without which kindness and attention, the day would have been shorn of most of its enjoyment. Owing to the severe illness of His Excellency the Governor he was prevented from being present. We observed Mrs. Seymour, Mrs. Hills, the Admiral, Sir James Douglas and family, the Chief Justice, Colonial Secretary, officers of the fleet and several of the principal officials and families. A more universal assemblage was never known; clergymen of every denomination, men of all politics, people of all nations, rich and poor, in fact, mingled together freely, forgetting the sectional and social differences which divide them acted as became the occasion, that of honoring the monarch whose virtues are an example to the world. The racing was not so successful as last year, but nevertheless was good, and under the management of Mr. Hastings and Mr. Kelly gave perfect satisfaction. The amusements concluded by a duck hunt, but the men were not seen by more than a dozen people; it may be considered the only failure of the day. We must not omit to mention that two new racing gigs were built for the occasion, respectively by Mr. Trahey and Mr. Lachapelle, boatbuilders, who take the greatest interest in the regatta, and spare nothing to make them successful. These boats were both defeated in their maiden races, but the design and workmanship of the Zealous and Amateur, it is said, would reflect credit on any country.

INFORMATION FOR VISITORS

To lovers of nature, Goldstream is particularly inviting. It is one of the most picturesque spots it is possible to find, and reminds one very forcibly of such beauty spots in England as Bolton Woods. A magnificent camping ground and picnic place. There is an excellent tourist hotel about one quarter of a mile from the railway depot. It is fourteen miles from the city and is reached by the E. & N. Railway twice daily. The road to Goldstream is very fine and it is one of the most popular drives. For railway time table see page 8.

To those interested in mining, the trip to the Mount Sicker mines—Tye and King Richard III.—will be found very interesting. Samples of the ores can be seen at the Tourist Rooms. The trip can be made in a day and a half from Victoria, on the E. & N. Railway.

The Islands of the Gulf of Georgia have been proclaimed to be even more beautiful than the Thousand Islands of the St. Lawrence. Taking the morning train out of Victoria, the connecting steamer at Sidney for Crofton and the Islands, returning the same day, is one of the most beautiful excursions by rail and sea in the world. For excursions to Nanaimo and way stopping places, enquire at the Tourist Rooms.

Macaulay Point—This innocent looking point, jutting out into the harbor, is honey-combed with fortifications commanding the entrance to the Straits. The barracks are situated here, where is stationed a detachment of the Royal Canadian Artillery, also one of the Royal Engineers. Visitors are allowed in the barracks, but not in the fortifications.

The Museum is contained in the Parliament Buildings, and is one of the most complete and interesting of its kind on the continent, and contains a large assortment of specimens of natural history, native woods, Indian curios and pre-historic instruments. There are three other museums, namely, of agriculture, horticulture and mining, in the buildings. The museums are open to visitors from 9 a.m. to 5 p.m. each day, and on Sunday from 2 to 4 p.m.

Nanaimo. This city is the center of the extensive mining industry on Vancouver Island, and is the northern terminus of the E. & N. Railway. It is an interesting city in many respects and is very beautifully situated on a gentle slope, overlooking a magnificent harbor and bay. The trip to Nanaimo by the E. & N. is a very fine one, the tourist passing through nearly all of the principal tourist and health resorts on that line.

North Saanich is a very beautiful agricultural settlement, where farming and fruit growing are engaged in very profitably. It is also a good fishing resort. The sea coast at this point is picturesque. It is about eighteen miles from the city. Splendid roads all the way. The V. & S. Railway runs within two or three miles of it.

The British Colonist had the following as

Death of Colonel Maude—A Mutiny Veteran

THE Bournemouth Visitors' Directory in its issue of Saturday, April 4, had the following:

We regret to record the death of Colonel Edwin Maude, of "Riversdale," Surrey-road, Bournemouth, which occurred on Monday morning. The late distinguished officer, who would

have attained the ripe age of 82 had he lived a few weeks longer, had a distinguished military career, belonging to the 2nd Battalion Prince of Wales' Leinster Regiment (Royal Canadians). He held a full record of brilliant services from 1844-5, when he, with the dashing force under Major-General De La Motte, C.B., stormed and captured the hill fortresses of Punalá and Pownghur. Subsequently, he served under Sir Charles Napier in Upper Sindh; served in the Punjab campaign (medal with clasp); served with conspicuous bravery in the important Persian campaign, 1857, under Sir James Outram, whose life he saved on one occasion (medal with clasp); served in the Bheel campaign; served also throughout the Indian Mutiny, 1858-9 (medal with clasp); and, lastly, in Arabia, in command of H.M.'s 109th Foot. The gallant officer was present at the great banquet in the Albert Hall, given to the veterans of the Indian Mutiny, in regard to which he wrote to a contemporary at the time:—"I was accompanied by my friend Mr. G. Havelock (with his family), the youngest son of that distinguished officer, Sir H. Havelock, in whose Division I served in the brilliant Persian Campaign, which was carried out under the supreme command of an equally distinguished and gallant officer, Sir James Outram, G.C.B. The day in Town was not very propitious, being foggy and damp and rainy, though it cleared up somewhat when we followed Lord Roberts in his inspection of the Veterans on the terrace of the Albert Memorial Statue. The men (some five or six hundred) were in mufti and wearing their medals. It was a touching and pathetic sight to witness this array of weary and war-worn veterans, some of whom struck me as not being in very flourishing condition as to health and appearance. I spoke to several of them, and one of them I found belonged to that distinguished regiment, 'the Old Toughs' (the Royal Dublin Fusiliers), with which I was present at the siege and storming of Mooltan. As Mr. Havelock had never been introduced to Lord Roberts, I had the pleasure of making them known to each other and they had a little chat. . . . I may, perhaps, be allowed to mention, as to my connection with the Mutiny, that I served in Central India on the staff of the late Field Marshal Sir John Michel, G.C.B., (who succeeded Sir Hugh Rose., and that we defeated the mutineers in several actions, and that I was mentioned in despatches."

Colonel Maude had for many years resided in Bournemouth, and by his death the Church of St. John, Surrey-road, loses an active supporter, he having been a sidesman since the opening of the church in 1880. He was the local Secretary of the Army Scripture Readers' Society, in the work of which he was intensely interested. He held a drawing-room meeting every year in aid of this Society, and made it his aim to send it from Bournemouth annually a contribution of about 100 pounds, the collecting of which entailed a great deal of arduous personal effort.

Military honors were done at the funeral of Colonel Maude, which took place on Thursday afternoon. The coffin, containing the remains of the deceased officer, was borne to the Cemetery, Wimborne-road, on a gun carriage, brought from Christchurch, by six men of the "C" Battery of the Royal Horse Artillery, who, in full military uniform, with busbies, were under the charge of Sergeant Nalder. Col. Davidson D. S. O. (Commanding Officer), and Captain Henniker, of the 1st Battalion Leinster Regiment, attended from Aldershot, with a carrying party of two color-sergeants and six sergeants. The coffin was covered with the Union Jack, upon which was placed the late officer's sword and belt. The solemn procession was picturesque, the scarlet tunics and light helmets of the military bearers, contrasting strongly with the yellow braided clothes of the Horse-Artillery. The interment at the cemetery was preceded by a service at St. John's Church, Surrey-road. The procession, which left "Riversdale" shortly before two o'clock, was headed by a carriage containing the floral tributes, which were very numerous, and were piled three deep. Then came the Artillery team of horses, drawing the gun carriage with its burden, and then eight carriages occupied by the chief mourners and friends, the former being: Mrs. Maude, Mr. F. S. A. Maude, Mr. D. R. S. Fraser, Colonel and Mrs. Grahame, Mrs. Hastings, Lees, Rev. Samuel Maude, Mr. and Mrs. Bellasis.

There was a large attendance of sympathizing friends both at the church and the cemetery. The Rev. C. Stewart Miller (vicar, officiated, assisted in the church by his curate, the Rev. E. T. Williams, whilst the committal prayer at the graveside was said by the Rev. Samuel Maude. Psalm xc. ("Lord, Thou hast been our refuge") was sung in the church to Gregorian music, and there were two hymns, "Thine, for ever, God of Love," and "Now the Laborer's Task is o'er," whilst the Nunc Dimittis was sung as the procession was leaving the church. Mr. R. G. Lush was at the organ. The route taken to the cemetery was via Surrey-road, Avenue-road, Christchurch-road, Dean Park, and Wimborne-road, and the funeral at-

tracted a great deal of respectful attention from people gathered in the streets.

The deceased was interred in an earth grave, next to his brother, who died about a year ago, and to whose memory a window has been placed in St. John's Church, Surrey-road. The coffin was of unpolished oak, with plain oak cross, and the inscription on the plate was as follows:

Colonel Edwin Maude
Late 2nd Batt. Prince of Wales'
Leinster Regiment
Died March 30th, 1908
In his 82nd year.

The "Last Post" was played after the service and before the Benediction by a bugler from the Royal Horse Artillery, Christchurch. The non-commissioned officers who attended the funeral from Aldershot were Col-Sergt. Vaughan, Col-Sergt. Hill, and Sergts. Fennesse, Ashdown, Coghlan, Stanley, Smith and Cooper.

The floral tributes numbered between 50 and 60, and we would specially mention those from the officers of the 1st Battalion Leinster Regiment, the vicar, churchwardens, and sidesmen of St. John's, Surrey road, the Bournemouth Chess club, and the British-Israel society.

The funeral arrangements were efficiently carried out by Mr. W. Stagg, of the Triangle, Bournemouth.

Strangely coincident with Colonel Maude's death is the issue of his "Autobiography of a Veteran of the Indian Mutiny," under the title of "Oriental Campaigns and European Furlough." The death of the writer renders out of place the congratulations we might otherwise have been disposed to offer on the issue of a work of so readable a character just at a time when affairs connected with the Indian Mutiny are the subject of so much general retrospect and public interest. But we should be lacking in duty did we not direct the attention of our readers to the claims of this delightful volume—a volume, in the perusal of which, no doubt, many of them will find a double pleasure, the pleasure which the merits of the book will themselves impart, and the pleasure which come of personal acquaintance, respect, and affection for the writer. The gallant Colonel had a long and honorable career in the army; he took part

in some of the most brilliant campaigns in our national records, he won honor and distinction, and he met with many exciting and interesting adventures. But he tells his story without the least trace of vain-glory; he tells it simply and directly, and without any unnecessary embellishment of his personal experiences. He has not thought it necessary—as it certainly was not—for him to write a new history of the Indian Mutiny, or of any of those other campaigns in which as a soldier he took part; it is an autobiography, not a general history, that he has written, and it is the personal element that makes it so delightfully entertaining.

Colonel Maude went out to India in 1843 on appointment as an ensign in the Honorable East India Company's service, on the Bombay Establishment, and showed his zeal and wisdom by forthwith setting to work to study the Oriental languages. Insurrection broke out in the Southern Mahratta country, and the regiment to which he was attached being ordered to form part of a punitive field force, he applied and was permitted to accompany them as a volunteer. He took part in the storming of the hill fortresses of Punalá and Pownghur (Kolapore), and describing his visit to Punalá after its capture, he says "How little did I dream that many years after my daughter and little grandson would be quietly residing there (it having been converted into a hill sanatorium), and that my son-in-law would hold an important position in connection with His Highness the Maharajah of Kolapore. Verily truth is often stranger than fiction!"

Before the year was out the young Ensign was gazetted to the Bombay Rifles, then stationed at Baroda, in Guzerat, and a little later was doing field service in Scinde, under Sir Charles Napier. In January, 1846, he was promoted to be a first lieutenant, and having passed "the colloquial examination," was given the charge of a company. In April, 1848, he passed the presidency examination in Hindustani, and on rejoining his regiment was appointed its interpreter. A little later he became quartermaster and paymaster of the regiment, and in these capacities he served in the second Punjab campaign. A graphic description is given of the storming of Mooltan (in which he took part). "Twice were the besiegers repulsed with heavy loss, including the heroic Death, with his equal-

ly devoted Subaltern Gray, both of whom were carried off dangerously wounded, while the enemy growing insolent by their success, planted the green standard of Islam on the crest of the breach in defiance. But the undaunted "Old Toughs" (as the Fusiliers were fondly styled), becoming furious at the loss of their officers and their many casualties, with an Irish yell that spread terror and dismay among their foes and with a loud shout of "Remember Anderson" (their poor murdered officer), rushed up the breach a third time, and with desperate energy gained the summit, carrying all before them; while the courageous Color-Sergeant Bennett, in the midst of a shower of bullets planted the British colors on the top of the "Bloody Bastion," and by sunset the bloodstained city of Mooltan was ours! Then far above the roar of cannon, the sharp rattle of musketry, the grans of the dying and the cries of the wounded, was heard the loud "Hurrah" of British soldiers, mingled with the deafening cheers of their comrades, who with looks of intense anxiety and with straining eyes had watched the deadly conflict to its triumphant issue. But, ah! believe me, kind reader, it is indeed an awful thing to stand thus in the deadly breach, undergoing the baptism of fire, when men are falling on every side, and the same fate may be ours the next moment, and memory, preternaturally quickened, recalls the deeds of the past, the image of friends and relatives far away, and thoughts too deep for utterance of the future and eternity! When one witnesses thus the horrors of war and the misery and suffering it entails, I for one do not envy those fire-eaters who find pleasure in it."

Mooltan was not an enviable place to live at, and when fighting was over there were other troubles: Maude was attacked with fever, and eventually was sent home for three years on sick leave. June, 1854, found him on his way back to India, encountering a fearful storm in the Mozambique Channel, in which the ship sprang a leak and was only saved by the sacrifice of guns and much valuable material. Captain Maude (as he had now become) continues his story of professional advancement, and incidentally gives us also some interesting pages relating to tiger and bear hunting in Poona. "We rode to the village of Tamba, and on our arrival there learnt that

our friend, the feline enemy, had killed a man the day before, and, while we were encamped, had carried off a poor woman during the night, within rifle-shot of our tent. The tigress was described to us as an enormous beast, with a long, lanky body, without a particle of hair on her back; and the natives were in such terror of her, that they offered up daily sacrifices to propitiate her. We arrived at the place said to be haunted by this monster, and our beaters, of which we had a large number, being duly posted, as well as ourselves, by our captain, I found myself placed in one of the most tigerish-looking places I ever saw, with only my double-barrelled Westley Richards rifle to defend myself with and a spare gun carried by a native, who was in hiding behind a tree, and who would doubtless bolt when danger appeared!

"As we advanced we beat the jungles in every direction for three or four days, with the additional noise of tom-toms and fireworks to drive her out; but though we came across her "pugs," and even went into her lair, where we saw plenty of bones, human and animal, yet we never succeeded in catching a sight of this diabolically cunning brute. We attributed our want of success principally to the fears of the huntsmen and beaters that some serious accident might occur from the well-known ferocity of the tigers, and our being nearly all no-voices, and also to a superstitious dread or feeling that it was hopeless to destroy her, as she bore a charmed life. I am glad to add that this proved false, for some time later another party was more fortunate, and she was eventually killed, to the great joy and relief of the inhabitants.

"We were beginning to despair of any sport, when we received "Khuber" or news of a large bear in a ravine about ten miles off. We at once started off in pursuit, and after a hard day's work we had the satisfaction of killing her. She was said to be, by Elliot and the huntsmen, one of the largest they had ever seen, and it took sixteen men to carry her to our camp.

"On another day, Elliot and I were posted on the edge of a dense jungle, and after waiting patiently for some time, were on the point of going away in disgust when we suddenly espied two bears coming round the corner of a large rock about sixty yards from us. We fired simultaneously, wounding both of them. We then traced them by the blood, and eventually the larger one took refuge in a cave where she was afterwards despatched, and the skin—a fine one—came into my possession."

Captain Maude's next service was in the Persian campaign, under General Sir James Outram; then back to India, where Delhi was in the hands of the mutineers, with Lucknow and Cawnpore closely besieged. Attached to a flying column as interpreter to the Gordon Highlanders he had the honor of taking part in the efforts to stamp out the smouldering fires of rebellion—and administer stern retribution to the rebels—a task from which they returned "covered with glory and dust." "During this short but brilliant campaign we had undergone arduous and continuous marches, amounting to something like one thousand miles at the most trying season of the year, and under a deadly sun. We had defeated the flower of the rebel army, some fifteen thousand men, under their best leaders, in four successive engagements, and captured all their guns! Nothing could exceed the spirit, zeal, and soldierly bearing of all ranks under the very severe hardships they had to undergo, as well as their cheerfulness and admirable conduct throughout, which elicited the warmest thanks, not only of His Excellency the Commander-in-Chief and the Governor-General, but also of both Houses of Parliament.

"As to that miscreant Nana Sahib—though he was never captured, yet there were good reasons for believing that he was hunted down for the large price set on his head, and eventually perished miserably of fever in the Nepal jungles. As to Tantia Tope, the great rebel leader who gave us so much trouble, he was taken prisoner, having been betrayed by one of his own countrymen, and after conviction, by sentence of a military commission, he was executed."

By the re-conquest of India, after the Mutiny the destinies of that great Empire were transferred from the Honorable East India Company to the Crown, and Captain Maude had the honor of being appointed Senior Major of H. M. 109th Regiment—formerly the 3rd Bombay Europeans of the Indian Army, which had done excellent service through the Central India campaign under Sir Hugh Rose (Lord Strathnairn). Back to India he went for the third time; but his health again failed, and in the autumn of 1867 he was relieved from active service and placed on "half-pay," and eventually put on the "retired list," with the honorary rank of Colonel, after being altogether thirty-seven years in the Service. In 1876 or 1877 the gallant Colonel came to "lovely Bournemouth," and "amid the pine-clad woods" he spent the evening of his "varied and not uneventful life" enjoying ease and comfort under his own roof tree, with a heart full of thankfulness to the "Giver of every good and perfect gift," for preserving him through many and great dangers, and bringing him "safe home, in reasonably good health at the age of four score years, and also the Dayen and sole survivor of forty-two grand-children of our branch of the family."

Appended to the Memoirs is a postscript in which the gallant Colonel mentions that he was present by invitation at the great banquet to our Mutiny veterans in London.

Major Stephens on Canada's Heritage

TRANSPORTATION has been defined as "The keys with which wise statesmen open the doors of national prosperity." was the opening sentence of the address delivered the other evening by Major G. W. Stephens, president of the Harbor Commission, at the monthly dinner of the Economic Club of Montreal, held in the Edinburgh Cafe, the president of the club, Mr. Arch. McGoun, being in the chair.

The speaker then went on to say that there could, therefore, be no subject which should engage the attention of the Canadian people equal in importance to that of lessening the cost of transporting the products of the western plains to tide water, and the eastern manufactured products to the homes of the western consumer. It was equally true that, upon the efficiency of our country's transportation facilities depended the future integrity of the Dominion, and the comfort, wealth and power of the people.

He referred to the early days of Canadian transportation, and then compared the position occupied by Canada at the opening of the twentieth century with that of the United States at the opening of the nineteenth. In 1808, he said, the population of the United States was 5,300,000, grouped together as a fringe along the shores of the Atlantic, behind them to the westward being an undiscovered waste of wilderness and plain. There was not a single mule or rail road, not a single mile of canal development, no roads to speak of, and no wealth; only the indomitable courage, perseverance and faith of her people. And upon this courage and confidence had been built up in a hundred years a nation numbering 90,000,000 people, possessing 217,000 miles of railroad, and a country extending from the Atlantic to the Pacific. The cause of such wonderful development must be sought in the early, wise and persistent development of her means of communication and transport.

Canada, on the other hand, started the twentieth century with 6,000,000 people, not huddled together on her Atlantic seaboard, but stretching in a continuous line of prosperous provinces from sea to sea; her continent spanned by three great railway systems; her natural waterways linked together by a canal system which had no rival; an annual trade development of \$500,000,000; \$600,000,000 of the people's savings in the banks, and was doing a business with a population of 6,000,000 that was not equalled by the United States until her population had reached 26,000,000. Added to this, Canada possessed the shortest water route between the continents of Europe and America, and America and Asia, thereby inheriting a natural strategic position which, if supplemented by energetic measures of transportation within, would place her in an unassailable position for the command of a large portion of international trade.

There were three natural outlet channels for the trade of our great Northwest—the Mis-

issippi river, the river St. Lawrence, and the Hudson Bay, the last-named of which would one day tap, and for a portion of the year at least, would afford auxiliary means of transport for grain cargoes out of the West. Of these natural means of exit, the Dominion of Canada controlled two, and by supplementing her natural inheritance by the building of the Georgian Bay canal, she would place herself in the proud position of a water route that would not only induce the trade of her own great West to follow its course, but would attract to it a very large portion of the trade of the Western States.

Touching on transportation as it affected grain, he said that if our American competitors deemed it worth while to spend \$110,000,000 to get a waterway 12 feet deep from Buffalo to the Hudson river, and thereby make a possible reduction of the freight on wheat to one cent a bushel, was it not about time that Canadians awakened to the fact that without the expenditure of another dollar on canals they were the owners today of a through water route of 14 feet draught, and could, if they supplied the terminals and the carrying power, be in an even better competitive position than the United States would be after it had spent the proposed \$110,000,000 on its Erie Canal.

The importance of an early and full utilization of our national inheritance in water transportation would be made manifest by the fact that the railways today could not begin to handle the freight offered, could not build fast enough to cope with the growth of our produce, and could not begin to carry as cheaply as could be done by our canals and rivers.

The problem of cheapening the cost of handling the nation's business led the student of transportation into figures, the magnitude of which became almost staggering. Canadian railways, at the present moment, were handling annually 50,000,000 tons of freight and 25,000,000 passengers. If the cost could be reduced two cents per ton, there would be a saving of \$1,000,000 in the transportation charges on the business.

It was a curious fact, vouched for by a high railway authority, that the average daily run of a freight car in Canada today was between 29 and 33 miles—just a little over a mile an hour. This presented a very interesting phase of the transportation question, and showed that the science of railway management had only attained a very small proportion of the efficiency out of the cars at its disposal. What was the use of perfecting roadbeds, reducing grades, laying 80-lb. rails, building large mogul engines and strengthening bridges in order to increase the length of trains, if inadequate facilities were provided at the terminals for the quick dispatch of cars differently routed to their proper destination.

Here was where the problem of cheapening transportation was to be solved by the development, on broad and comprehensive lines, of our seaports, at which our rail and water-

ways converged. At the present time there was going on in the port of Montreal a development to take care of the import and export trade of Canada, into which was being put \$4,500,000; and she was getting for that expenditure fourteen ocean berths and fourteen double-deck steel-concrete freight sheds, with a storage area of 1,500,000 square feet, and a working capacity of 150,000 tons of freight per week.

In the year 1907 New York was paying \$20,000,000 for an improvement scheme almost identical with our own. For that sum it built eight piers, and placed upon them eight double-deck steel-concrete freight sheds, having an area of 120,000 square feet less than those now being erected in Montreal. Montreal's development would place alongside of every shed two railway tracks, whereas the New York development was inaccessible to railways, and cars had to be lightered on barges into the ship, and vice-versa.

This meant that Canada was getting a port development for \$4,500,000 that New York had to spend \$20,000,000 to obtain; and by having the additional advantage of direct intercommunication between the railways, sheds and ships, it had been possible during the past season to effect a very considerable saving in the handling charges of freight through the port of Montreal.

Alongside of the transportation question, and inseparable from it, was that of the growth of our population. The dream of 100,000,000 of people was not so far off as might be supposed at first sight. Last year's crop of newcomers, from all sources, amounted, on reliable authority, to 300,000 people. Add 100,000 as the natural increase to our own population, and we had an increase in 1907 of nearly half a million souls. If this yearly increase was not exceeded, and we went on increasing at the rate of half a million a year, in twenty-five years the population of this country would be 18,000,000; and if at the end of twenty-five years all outside immigration should cease, we would then be adding to our population at the rate of 2,000,000 a year, which in twenty-five years more, or fifty years from 1908, would give to Canada a population of 60,000,000.

This was the great future that Canada must now lay the foundation for, that Canada must build railways, canals and ocean terminals to take care of. The safety of this great future must be guarded by the aggregate individual integrity of her citizens. This wonderful panorama of development was almost unfolding itself without our realizing what was going on; and as the lines of our transportation were extending themselves to the uttermost corners of the Dominion, there was unconsciously being established a bond of union under the folds of a common flag which had been the symbol of equal rights, justice and freedom to the least of her citizens since the British Empire began.

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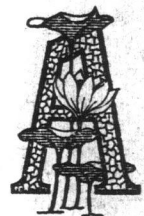
THE SIMPLE LIFE

THE HOME GARDEN

THE GARDEN CALENDAR FOR MAY

Plant Hardy Border Plants, Alpines, Climbers, and especially: Gladioli, Galliaridas, Pyrethrum (cut back for late flowering) Delphiniums (cut back for late flowering) "Geraniums", Chrysanthemums, Hollyhocks, Clematises, Iyves, Passion Flowers, Dahlias, Calceolarias, Phloxes, Penstemonas, Cannas, Repeat many Greenhouse and Window Plants, Potatoes, Broccoli, Brussels Sprouts, Celery, Lettuce, Sow: Everything required for succession, Peas, Late Windsor Beans, Runner Beans, Dwarf Beans, Cabbage for late use, Savoy Cabbage, Cucumber, Radish, Late Broccoli, Winter Kale, Vegetable Marrow, A little Celery, if not sown, Brussels Sprouts, Spinach, Turnip, Beet, Horn Carrot and main crop Carrots, Parsley, Colewort, Onion, Cos Lettuce, Cabbage, Lettuce, Cauliflower, Ridge Cucumber, Mustard and Cress, Parsnip, Pinox Drummond, Marigold, Aster, Ten-week Stock, Nicotiana, Calceolaria, Fritillia, Balsam, Cineraria, Cucumber, Ornamental Grasses, Chicory, Everlastings, Salisly, Grass Seed, Scorzera.

THE HARDY BORDER



During all time a simple border has been the first expression of flower gardening, and as there is no arrangement of flowers more graceful, varied, or capable of giving more delight, and none so easily adapted to almost every kind of garden, some idea of the various kinds of borders of hardy flowers mainly deserve our first consideration, says The English Flower Garden.

The difference in cost of growing hardy flowers or tender should be thought of. The sacrifice of flower gardens to plants that perish every year has often left them poor of all the nobler plants. We must take into account the hot-houses, the propagation of plants by thousands at certain seasons, the planting out at the busiest and fairest time of the year—June—the digging up and storing in autumn, the care in winter. There are a number of things which, given thorough preparation at first, it would be wise to leave alone for some years at a time—as for example, groups or beds of the various Tritomas, Irises, Lilies, Paeonies, the free-flowering Yuccas, Narcissis—these and many more either grouped with others or in families (Delphiniums, Pyrethrum, Japan Anemones, Michaelmas Daisies, Perennial Sunflowers, Christmas and Lenten Roses, Lupines, Phloxes; Rudbekias with similar plants such as Inulas and Heleniums). When all these exhaust the ground or become too crowded, by all means move them and replant, but this is a very different thing from moving all the plants in the flower garden twice a year. It would be better every way if, so far as the flower garden is concerned, gardeners were to see what could be done unaided by the hot-house; but meanwhile the wise man will reduce the expense of glass, labor, fire, repairs, paint, pipes, and boilers to something like reasonable proportions. In presence of the wealth of our hardy garden flora, the promise of which is now such as men never expected a few years ago, no one need doubt of making a fair flower garden from hardy plants alone.

The true way to make gardens yield a return of beauty for the labor and skill given them is the permanent one. Choose some beautiful class of plants and select a place that will suit them, even as to their effect in the garden landscape. Let the beds be planted as permanently and as well as possible, so that there will remain little to do for years. All plants may not lend themselves to this permanent plan, but such as do not may be grown apart—for instance, the Poppy, Anemones, Turban and Persian Ranunculi, Carnations, Stocks, Asters, and the finer annuals. But a great many delightful plants can be planted permanently, and be either allowed to arrange themselves, to group with others or to grow among peat-loving shrubs which, in many places, are jammed into pudding-shaped masses void of form or grace, or groups to be made by the aid of the finer perennials themselves, such as the Delphiniums and Phloxes, by choosing things that would go well together.

No plan which involves expensive yearly efforts on the same piece of ground can ever be satisfactory. All garden plants require attention. The true way is quite different—the devotion of the skill and effort to fresh beds and effects each year. It does not exclude summer "bedding," but includes lovely and varied aspects of vegetation far beyond that attainable in summer "bedding," and attempts to make the garden artistically beautiful. It also helps to make the skill of the gardener effective for lasting good, and prevents its being thrown away in annual fireworks. There can be no

gardening without care; but is there not a vast difference between some of these beds and borders and those with flowers which disappear with the frosts of October, and leave us nothing but bare earth? . . . Those who notice the ground round country seats find now and then a house without any flower garden, and with the turf running hard into the walls—the site of a flower garden without flowers. This unhappy omission we may suppose to result from the ugliness in summer and the nakedness in winter, of the common way of planting a flower garden.

But it is a mistake to suppose that the only alternatives to such nakedness are coarse perennials and annuals that flower a short time and are weedy the rest of their days, or the ordinary summer planting. Many delightful things may be grown near a house: fragrant plants, too, plants not only beautiful in summer but in color or even in winter. The ceaseless digging about of the beds also may prejudice people against flowers in the garden, as the bedding plants set out in June were taken away in autumn, and replaced by spring flowering things. These had a short period of bloom in spring, and were, in their turn, pulled up, leaving bare beds until the summer flowers were planted, sometimes very late; so that in June, when we ought to have flowers, or at least pleasant color wholly over the ground, there was nothing but grave-like earth. But the spring flowers round a country house should be grown in a different way. They may be naturalized in multitudes, grown in bor-

der or September in a rooty place, but where it gets plenty of sun, and with the top of the bulb only about an inch under ground. In a poor soil give it a good dose of cow manure well under the bulb. Then never disturb it, and it will probably triumph over the disease, even in districts where the disease is rampant. Liliun testaceum must also come into our anthology. It is even easier to grow than the Madonna Lily, and needs the same culture, and where it thrives it increases at a great pace. It has apricot colored flowers with bright red anthers, and grows taller than the Madonna Lily. It does not mind disturbance so much, and is almost as beautiful. It makes a magnificent contrast with the Belladonna Larkspur. These are the two chief garden lilies. Others are beautiful and easy, but not good enough to be among our filly plants. Then there are Paeonies. Among these it is impossible to make a final choice, but there is none more beautiful, robust, and free flowering than The Bride, a large, pure white single variety of Paeonia albiflora. Columbinas are even more difficult to choose. Aquilegia coerulea is not a true perennial in most gardens; A. glandulosa and the hybrid Stuarti are very capricious. The long-spurred hybrids are not fixed and have no names; but they are the Columbinas for the ordinary gardener, and there is no flower in the garden to beat a fine blue and white hybrid of A. coerulea, with a thoroughly robust habit.

The Droppere variety of Anchusa italica must come in our anthology, although it will

defect of Oriental Poppies is that they are untidy after they have flowered. Miss Jekyll advises that Gypsophila paniculata should be grown among them so as to cover their untidiness. This is a good idea, and Gypsophila of course comes into our anthology except for gardens with very heavy soils. Gypsophila suggests a plant which is a perfect mate for it, but which ought not to be in our anthology at all. The hybrid Penstemonas are not hardy in every winter or in cold gardens. But they are so easily raised from seed or cuttings, and they are so valuable, that every garden ought to contain them. But if we are not allowed to include them we must insist upon P. barbatus, which is hardy in most gardens, and particularly upon its variety Torreyi, with its coral-red flowers. We must also insist upon Hollyhocks, which are not true perennials, perhaps, but should be in every garden big enough for them. Raise them from seed, and if possible, sow it where the plants are to remain, and then they will probably escape the disease. It is difficult to choose among the Anemones, but for the ordinary border there is none to equal the ordinary white Anemone Japonica. It is still more difficult to choose among Irises, but without further argument we name the variety of Iris Pallida Dalmatica called Princess Beatrice. At least there is no more beautiful garden flower in existence. Then there are the Violas or tufted pansies; a choice is impossible among these. But there is nothing to beat Florizel for beauty and vigor, though there are others to equal it. We name it because one

a reasonable number of years. It is very like C. grandiflora, but rather smaller and more delicate in flower.

The Goatsruess are excellent border plants, with a delicate beauty of flower which would be more valued if they were less easy to grow. There is a more compact form of Galega officinalis which is perhaps the best; Spiderwort is another homely but beautiful plant—Tradescantia virginica is its botanical name—and of many good varieties the white one has the most exquisite beauty. The Globe flowers are all fine plants, only at their best in a rich moist soil. New varieties are now being produced every year, but none has finer flowers than the variety of Trollius asiaticus called Orange Globe. The Staticeas are also being continually improved, and some of the finer varieties of Statice latifolia are splendid plants. It varies much from seed. Therefore the plants should be seen, if possible, when in flower, and a good form chosen. Those who have space can easily raise it from seed and should keep only the seedlings with the finest flowers.

Incarvillea delavayi is still a new plant, and for some time after its introduction was supposed not to be hardy, or at least to need care and a special place in the rock garden. One reason for this, no doubt, was its appearance and the fact that it belongs to a family in which are not many hardy plants. But though it looks as tender and foreign as a Gloxinia, it appears to be quite hardy in any light, good soil, and it is a splendid plant for the front of the border.

There are some plants which, however beautiful they may be, are disliked by gardeners because they spread like Goutweed. One of the worst of these is Coronilla varia, and one cannot, in spite of its beauty, recommend it for any border whatever. The common Rose-bay, Epilobium angustifolium, is almost as bad; but the white variety of this is so beautiful and so ready to thrive anywhere that it must be included in our anthology. But the gardener should beware of it, as it spreads by underground suckers, and these will come up 6 feet away from the parent plant. Sidalcea is also a very spreading plant, but S. listeri, with delicate pink flowers, is less troublesome by far than S. candida, and also prettier. The musk mallow (Malva moschata) is one of the most beautiful of our wild flowers and well worth a place in any garden; but the white variety is still more beautiful and not so often seen in gardens as it deserves. Of St. John's Wort, Hypericum mosericum, a half shrubby species, is the best and a beautiful border plant. Most of the Erodiums are rock plants, but E. manescavi should be in every garden, if only because it is one of the longest blooming of all hardy plants. It is not brilliant, but its flowers have a quiet and delicate beauty of their own. The most familiar Saxifrage, of course, is London Pride, but a finer plant altogether for the cool border is a variety of S. rotundifolia sold as S. lasiophylla. This is probably not its true name, but it is the only one we know of by. It has much larger flowers than those of London Pride and also prettier leaves. It is a little known plant, but of the highest value. Tiarella cordifolia is another beautiful plant of the same family for the front of the cool border, well known but not so much grown as it deserves. We have mentioned so many plants and there are dozens of others which we feel we have unjustly neglected. But some of them are a little difficult, like the beautiful Mertensia virginica, which where it thrives makes an exquisite contrast with Tiarella; and some are not exactly to our taste.



A PORTION OF AN ARTISTIC HERBACEOUS BORDER

HERBACEOUS BORDER AT PAN-AMERICAN

ders, in special little gardens for bulbs, and in various other ways, without in the least disturbing the beds near the house, which should for the most part be planted permanently, so that the greatest amount of beauty may be had throughout the fine months without disfiguring the beds during those months. But the permanent flowers should be hardy, and of the highest order of beauty, and such as require more than a few weeks or months for development; though here and there blanks might be filled with good, tender plants, like Heliotrope.

In growing fine things—Lilies or Cardinal Flowers, or tall Evening Primroses, Paeonies, Delphiniums, Michaelmas Daisies, Day Lilies, Dornicums, etc., among open bushes we may form a delightful garden; we secure sufficient space for the bushes to show their forms and we get light and shade among them. In such plantations one might have in the back parts "secret" colonies of lovely things which it might not be well to show in the front of the border, or which required shade and shelter that the front did not afford.

In a recent issue of the London Daily Times appeared the following splendid article, under the caption of "The Fifty Best Hardy Perennials":

We will begin with Larkspurs, one of our chief difficulties. The florists are always raising new varieties of these, but many of them are not pure blue, and surely the glory of a Larkspur is in its blueness. In this Delphinium Belladonna has never been surpassed. It is not quite so robust as some varieties nor so tall growing, but will do well enough in most sunny well-drained borders; and it flowers longer than any Larkspur. Persimmon is taller and larger flowered and a splendid variety, but it has not the grace of Belladonna. True Blue is a noble plant, a darker color with a brown centre like a bee, but it has a doubtful constitution. Therefore we choose Belladonna for our Larkspur. It used never to ripen seed; but a seed-bearing variety has now been obtained from which it is said the seedlings come true. Several species of Lilies are thoroughly good garden plants. The chief of them, of course, is the Madonna, whose one defect is its disease. Plant it in Aug-

die out after a year or two if not propagated by ordinary or root cuttings. It is, however, the finest of all the border plants, and cuttings are very easily struck. The new pale blue variety, Opal, is almost as beautiful. Among the Campanulas we have no hesitation in choosing C. persicifolia, variety Grandiflora. This is a plant to be raised from seed. The seedlings will vary both in the color and the size of their flowers. The best should be chosen and perpetuated. Platycodon grandiflorum is closely related to the Campanulas, and a valuable low-growing border plant. We choose its dwarf variety Mariessii, and with this should be grown Oenothera macrocarpa for the contrast both of their color and growth. There are many fine Oenotheras, but this is the best perennial one for the ordinary garden. It can be very easily raised from seed, and flowers for a long time. There is no better plant for the front of the border. Centaurea montana is a humble plant and spreads like a weed; but it is very beautiful in its blue, white, and pink varieties, and has the great merit of growing anywhere and flowering early. If it were not so easy, it would be prized, and it deserves to be more prized for its easiness. Another humble and slighted plant is Nepeta mussini, which has a peculiar modest beauty both of flower and growth, and will flourish anywhere. It is a most valuable plant to give some quietness and neatness to the front of a gay border. It combines beautifully with the giant Thrift, Armeria cephalotes, another plant of the highest merit and too little seen in gardens. There is a richly-colored variety of this called Rubra, the deep pink flowers of which contrast well with the dark lavender of the Nepeta. With both of these may be associated the beautiful Polemonium reptans. All Polemoniums are fine plants, but this is the best both in color and in habit, and it is quite easy to grow.

Ericeron speciosus is another plant often slighted because of its casiness, but it has many merits besides that and deserves a place in our anthology. It can be grown with the Oriental Poppy for a fine bold-contrast, not with one of the sickly new varieties, but with some splendid deep scarlet form such as Goliath. The great

variety must be named, and if we are to choose a particular pink, we will have Albino for the beauty of its flowers, as fine as those of a white carnation. Of the Phloxes we scarcely dare name one. But there is none so brilliant in color as Coquelicot, though others have a better constitution. Among Michaelmas Daisies we choose Aster acris, but only for the sake of choosing one. It has this advantage over most, that it does not spread all over the border or need constant division if it is not to deteriorate; and there is none more beautiful. Among Kunkias we have no hesitation in choosing F. sieboldii for the beauty of its glaucous leaves; but the Day Lilies are much more difficult to choose. H. aurantiaca major is always said to be the finest, but it usually prefers not to flower. We prefer H. thunbergii, which has a sweet scent and clear yellow flowers. The Kniphofias are no easier, but there is none to surpass K. caulescens either in flower or in leaf, and it is very easily increased.

There are innumerable Veronicas, but none so brilliant in the border as Veronica amethystina, the best variety of which has bright blue flowers. Among the Flaxes none remains so long in bloom as Linum perenne, although L. narbonneense has larger blossoms. Of the Yuccas, Y. gloriosa is far the most splendid when in flower, but it flowers rarely. Y. filamentosa is a free bloomer and also a splendid plant. Scabiosa caucasica is not a true perennial always, but it will last for some years in most good, well-drained borders, and can be easily raised from seed. Its beauty should give it a place in any anthology. Of the Spiraeas, we choose S. aruncas, an obvious but sound selection. The Meadow Rues are not showy plants but they have a peculiar quiet beauty, and there is none so good as the purple-flowered variety of Thalictrum aquilegifolium. The Cranesbills are a valuable family of plants. We are tempted by Geranium grandiflorum, but the most brilliant is the variety of G. ibericum called platypetalum. There are many garden varieties of Potentilla, but none flowers so long, has so delicate a color, or is so ready to thrive anywhere as Potentilla nepalensis. Few of the genus Coreopsis are true perennials, and C. lanceolata lives for

um, a half shrubby species, is the best and a beautiful border plant. Most of the Erodiums are rock plants, but E. manescavi should be in every garden, if only because it is one of the longest blooming of all hardy plants. It is not brilliant, but its flowers have a quiet and delicate beauty of their own. The most familiar Saxifrage, of course, is London Pride, but a finer plant altogether for the cool border is a variety of S. rotundifolia sold as S. lasiophylla. This is probably not its true name, but it is the only one we know of by. It has much larger flowers than those of London Pride and also prettier leaves. It is a little known plant, but of the highest value. Tiarella cordifolia is another beautiful plant of the same family for the front of the cool border, well known but not so much grown as it deserves. We have mentioned so many plants and there are dozens of others which we feel we have unjustly neglected. But some of them are a little difficult, like the beautiful Mertensia virginica, which where it thrives makes an exquisite contrast with Tiarella; and some are not exactly to our taste.

ONE OF THE FINEST FLAME FLOWERS

Kniphofia rufa—Compared with most of the Kniphofias this is quite a small growing Flame Flower or Torch Lily, as this group is sometimes named. The grass-like foliage is about 2 feet in height, the slender scapes of flowers being from 2 feet to 3 feet high. They are produced freely from midsummer till late autumn. The lower flowers are canary yellow, gradually merging into coral red at the top of the spike. These last well in water when cut. Arranged in vases with their own foliage or with grasses the effect is very graceful. The plant is readily increased by division of the roots in spring or autumn, the former season being preferable. Some of the Kniphofias are liable to get injured by severe frosts, following a period of wet weather, unless protected. The subject of this note appears to stand the winter without any protection. Like the large growing Flame Flowers, K. rufa delights in a well-drained rich soil. It is a first-rate subject for the herbaceous border, also for a bed in the pleasure grounds.

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enemy, had killed a man while we were encamped, woman during the night. The tigress was enormous beast, with a but a particle of hair on its nose were in such terrored up daily sacrifices to arrived at the place said monster, and our bear- large number, being dur- selves, by our captain, in one of the most tiger- fer saw, with only my ley Richards rifle to de- a spare gun carried by a ling behind a tree, and bolt when danger ap-

ve beat the jungles in ce or four days, with the n-toms and fireworks to ough we, came across her into her lair, where we human and animal, yet catching a sight of this ute. We attributed our ally to the fears of the that some serious acci- the well-known feroc- our being nearly all no- perstitious dread or feel- es to destroy her, as she I am glad to add that me time later another ate, and she was event- eat joy and relief of the

ng to despair of any ed "Khuber" or news of e about ten miles off. f in pursuit, and after a ad the satisfaction of said to be, by Elliot and the largest they had ever en men to carry her to

Elliot and I were posted e jungle, and after wait- time, were on the point ust when we suddenly ng round the corner of a yards from us. We fir- ounding both of them. by the blood, and event- ook refuge in a cave ards despatched; and the e into my possession."

next service was in the nder General Sir James India, where Delhi was utineers, with Lucknow besieged. Attached to rpreter to the Gordon e honor of taking part up out the smouldering administer stern retribu- ask from which they re- glory and dust." "During t campaign we had un- continuous marches, ng like one thousand ing season of the year. n. We had defeated the ny, some fifteen thou- best leaders, in four suc- and captured all their exceed the spirit, zeal, of all ranks under the they had to undergo, as ness and admirable con- elicited the warmest is Excellency the Com- the Governor-General, es of Parliament.

ant Nana Sahib—though ed, yet there were good that he was hunted down on his head, and even- ably of fever in the Ne- Tania Topee, the great us so much trouble, he aving been betrayed by ymen, and after convic- military commission, he

st of India, after the that great Empire were Honorable East India wn, and Captain Maude appointed Senior Major ment—formerly the 3rd the Indian Army, which vice through the Central Sir Hugh Rose (Lord p India he went for the alth again failed, and in e was relieved from ac- ed on "half-pay," and "retired list," with the lonel, after being alto- ers in the Service. In ant Colonel came to "and amid the pine- evening of his "varied life" enjoying ease and a roof tree, with a heart to the "Giver of every at," for preserving him at dangers, and bringing reasonably good health at ears, and also the Doyen erty-two grand-children family."

emoirs is a postscript in helion mentions that he- ion at the great banquet in London.

Two Provinces on Verge of Provincial Elections



On June 8 the provincial elections will be held in Ontario and Quebec. It is an unusual incident for two provinces of the Dominion to be settling their political differences on the same day. The date was first fixed by the Ontario government and was announced some little time ago. It was known then that the Gouin ministry of Quebec intended to go to the people some time during the coming summer and as soon as the announcement of the dissolution of the Ontario legislature was made, Mr. Gouin proceeded to select the same date for his own appeal. Neither political party gains any discernible advantage by such an arrangement. The season chosen is a convenient one for all concerned, and the conditions are such as to insure a pretty complete expression of public opinion in both provinces.

Ontario Safely Conservative

"As to the opposition during the last session, there was none," said Mr. Whitney in his opening speech of the Ontario campaign at Hamilton last Wednesday. The remark was a sufficiently accurate epitome of the actual state of affairs in that province. The Liberal opposition in the Ontario legislature contains men of ability but they are few in number and bankrupt in hope.

Everybody who takes any interest in Canadian political affairs remembers vividly the cataclysm that overtook the Ontario Liberals at the election of 1905. They had held power for thirty-two years, during the latter part of which they had revelled in political corruption of the most unblushing character, until finally their own friends in thousands turned against them and they went down to crushing defeat. From that defeat they have not yet recovered. They have no hope of victory in the June contest, and they hardly take the trouble to pretend that they have any.

Have Since Learned Better

In the days when J. P. Whitney sat to the left of Mr. Speaker it was the fashion among his opponents to belittle his ability and that of his followers. Those who talked in this way really believed a good deal of what they said, but they have since learned better. Mr. Whitney has not only shown himself a very capable, fearless man, but he has gathered around him a ministry of whom every man is a power in the land. Together they have carried out necessary reforms, insofar as time would allow. What remains to be done will be done about energetically in the next legislature.

Many important questions have been dealt with by the Ontario government during the last three and a half years. One of these questions, that of extension of boundaries, concerns Manitoba rather closely. The matter was really thrust upon the attention of the people of Ontario by Sir Wilfrid Laurier, who practically begged that province to ask for a part of what is now the district of Keewatin. A resolution on the subject was, accordingly, passed by the Ontario legislature. There the matter has been allowed to rest. There is no indication that the people of Ontario really care much about it. Certainly they are not showing any great signs of excitement.

Condition of Liquor Traffic

A matter which Mr. Whitney has dealt with boldly and vigorously has been the condition of the liquor traffic. During the last two years that Mr. Ross was premier, when he was showing a determination to hang on to office at all costs, the Liberals coquetted with prohibition. They even came near to adopting it as a policy. Mr. Whitney, on the other hand, stood for a strict enforcement of the law, combined with a system of local option. His policy in this respect was practically the same as that which has prevailed of late years in Manitoba. Mr. Whitney adopted in substance the Manitoba law and made it his own, even to the requiring a three-fifths vote to carry or to repeal local option. On this point Manitoba, as the result of experience, has reverted to the principal of majority rule, but Ontario still adheres to the three-fifths rule and seems to prefer it. Some perfunctory references to the matter are found in speeches which have been made thus far in the campaign, but it can hardly be described as a living issue.

Living Issues Are Few

In point of fact, it is almost an exaggeration to say that the campaign has any living issues. The Liberals are objecting in a dispirited fashion to the redistribution bill, but their criticism is of the weakest character. They complain that Toronto is given four more members, but the growing population of that city made such an increase necessary, while as to the boundaries of the Toronto constituencies, it is enough to say that they were fixed by the Liberals themselves in the days of their power.

An attempt has been made to manufacture a grievance out of the conditions prevailing in New Ontario. Certainly there was for a while a good deal of loud complaint from that district. Pioneer life is necessarily hard. Roads and schools and the many other necessities of decent, civilized life must be provided as rapidly as possible, and provided, moreover, by a population widely scattered and not too well furnished with worldly means.

Was Dealt With Promptly

This state of affairs was recognized by the Whitney government and dealt with promptly. A new portfolio, that of lands, forests and mines, was created. Hon. Frank Cochrane was appointed to fill it. How well he has done so

may be judged from the contentment which prevails in that section. Every reasonable need has been met. Settlers have been treated with more generosity than formerly, being now made the owners of any timber or mineral that may be found on their lands. The result is that the agitation, which was gaining more or less headway, for the formation of a new province out of the western part of Ontario has completely died away and the district seems likely to send a solid delegation to Toronto to support the Whitney government.

The power question has occupied and still occupies a large share of Ontario's attention. The discussion has been somewhat complicated, but the fundamental idea is to see that cheap electrical power is furnished wherever practicable and that this necessary tool of modern progress is not allowed to fall into the hands of monopolists, or that, in any event, the price at which it is sold shall not be unduly high.

Hon. Adam Beck's Work

Hon. Adam Beck, the member for London, has had this part of the government's policy in his especial charge. He has made considerable progress towards carrying out the idea, and on this question Mr. Whitney declares that the government now sees the end of its troubles. Mr. Beck in this respect is hardly so fortunate as the government. His political enemies in London are hard after him and the constituency has become, for this reason, perhaps the most interesting in the whole fight. Mr. Beck himself is confident of victory. His confidence will probably be vindicated by the electors, but there is no denying that the contest is a warm one.

The names of Messrs. Mackenzie and Mann figure somewhat prominently in the platform discussions which are going on. Towards the close of last session the Canadian Northern railway secured from the legislature a considerable enlargement of the amount of their bonds guaranteed by the Ontario government. The security held by the government is more than ample and the increased guarantee was in fact supported by Mr. MacKay, the leader of the opposition. Mr. MacKay is now trying to explain his own vote and to insinuate that there is reason for alarm, but the guarantee is strongly defended by Mr. Whitney, who says that not only was it right, but that he is proud of it.

Law Reform Coming

In fact, the Conservative contention is that all of their promises have been carried out except the one relating to law reform, and in this

the foundation has been laid for a settlement which will be carried through next session.

Apart from their having little to criticize and nothing of a constructive character to offer, the Liberals are handicapped by the existence of a certain amount of dissension within their own ranks. After the last election Hon. G. W. Ross continued the thankless task of leadership for a little time, but it was plain that he was no longer wanted, and he soon accepted a seat in the Canadian senate. The Liberals of Ontario had recognized the desirability of getting rid of all the leaders whose names were connected with the past. Therefore they rejected Hon. Richard Harcourt, the sole survivor of the old regime, and chose George P. Graham of Brockville to fill the vacancy. Mr. Harcourt since that time, though he has remained with the party, has exercised no influence. A few days ago it was announced that he had retired from public life. The real reason for his retirement is that he cannot find a constituency where he can be elected.

Mr. Graham Soon Quit

Mr. Graham did not remain long as leader of the opposition at Toronto. He occupied the position from January to August, 1907. Then he gladly accepted a chance to go to Ottawa as a member of the Laurier administration. This left the leadership vacant once more, and there were those who thought that T. H. Preston of South Brant was the right man for the job, but the friends of A. G. MacKay of North Grey succeeded in making their views prevail.

Mr. MacKay is regarded by a considerable section of his followers as hardly large enough for the position. They are waiting for him to make good, but they don't half believe he can do it. His failure to frame any coherent, intelligent policy on which to go to the country has not strengthened him. But it is perhaps hardly fair to blame him. Leading a discontented and half-mutinious forlorn hope is not a task to be desired.

The situation, in brief, is that the Conservatives are active and aggressive, with capable leaders, a sound record and a progressive policy. The other side has none of these things. The result, therefore, cannot be doubted. The Conservative majority may possibly not be so large as in 1905. Some seats may be lost or won through purely local reasons, but the net result is sure to be a renewal of the confidence which the province has given to Mr. Whitney and his colleagues.

Exactly why Hon. Lomer Gouin, premier of Quebec, should have decided to appeal to the people at this particular time, has not been adequately explained in any public utterance by himself or any of his supporters. The legislature had still a year of legal existence before it, so that another session could have been held, with its accompanying incidental advantage of another sessional indemnity of \$800. The government, although in the nature of things not as strong as when it was formed, is nevertheless in such a position that the possibility of its defeat is not contemplated by even the most enthusiastic opponent. The explanation probably lies in the facts that just at present certain internal feuds have been temporarily hushed, and the province also finds itself financially prosperous, largely as a consequence of the \$600,000 received from the Dominion treasury by way of increased subsidy. Mr. Gouin may well think that it is wise to take no chances. Nobody can tell what a year may bring forth.

The Quebec Situation

The existing government of Quebec came into office under very peculiar circumstances. The Liberal administration dates from 1897, when F. G. Marchand became premier. When he died in 1900 his place was taken by Hon. S. N. Parent, with Lomer Gouin as minister of public works.

So strong was this administration that Hon. E. J. Flynn, the then leader of the Quebec Conservatives, feeling that victory was hopeless, issued a manifesto advising the Conservative party to retire from the contest altogether and allow the Liberals to carry the seat by acclamation. This advice was far from palatable to a considerable section of the party, but it nevertheless had a very demoralizing effect. In 34 constituencies the Liberal candidates were elected by acclamation. In 19 others the fight was between two Liberals, with no Conservative in the field. When the votes were counted, it was found that in a legislature of 74 members there were seven Conservatives, Hon. P. E. Leblanc, of Laval; A. W. Giard, of Crompton; L. P. Bernard, of Shefford; Pierre D'Auteuil, of Charlevoix; Geo. Lafontaine, of Maskinonge; Honore Petit, of Chicoutimi, and J. M. Tellier, Joliette. This little band has since been reinforced by C. E. Gault, of Division No. 5, Montreal, so that at the time of the dissolution the first men were eight in number.

All after such a triumph, Mr. Parent was, to all appearances, supreme, but his troubles com-

menced immediately. Besides being premier of his province, he was mayor of Quebec and president of the Quebec Bridge company, which last position, in view of subsequent events, he may perhaps wish he had relinquished earlier, despite its alluring prospect of easily acquired wealth. The great are always envid.

Wanted the Whole Thing

In the opinion of many Quebec politicians, Mr. Parent was something of a hog who wanted the whole thing for himself and would not give the boys their fair share. Mr. Parent's manner, moreover, is not propitiatory. He is brusque and dictatorial.

Discontent grew, until in a few months rebellion broke out, headed by Lomer Gouin, who had been minister of colonization and public works; Adelard Turgeon, minister of agriculture; and W. A. Weir, minister without portfolio. These gentlemen deserted the premier and openly demanded his resignation. They were backed by Senators Choquette and Legris, leaders of the Dominion Liberal party in the province and by the Dominion solicitor-general, Rodolphe Lemiex, who happened to be the law partner of Mr. Gouin. The resulting row was somewhat protracted, but it presently became evident that Mr. Parent could not rely upon the support of the legislature. He, therefore, resigned under the usual plea of ill-health, but he exacted his price. Though beaten, he was still powerful. His price was the presidency of the National Transcontinental Railway commission, which was rendered vacant by the death of Mr. Wade. This position Mr. Parent still holds.

These events brought Mr. Gouin the coveted position of premier which he still holds. Of the two gentlemen who helped him openly in his struggle for leadership, Mr. Turgeon is minister of lands and forests, while Mr. Weir is provincial treasurer.

Danger Was in Sight

Whatever troubles Mr. Gouin may have had since he became premier have arisen mostly from the size of his majority and the consequent difficulty of satisfying everybody. Only once has his government been at all within sight of danger. This attack, which threatened for a time to shake his power, and which resulted in the retirement of his colleague, Frs. J. B. Prevost, from the Portfolio of colonization, mines and fisheries, arose out of the operations of one Baron de L'Epine, the agent of a Belgian colonization syndicate. According to the baron's story, as told to the witness stand in a subsequent libel suit, the syndicate agreed to purchase 500,000 acres of land from the provincial government, the price to be nominally seventy cents per acre, but really one dollar per acre. In other words, the provincial treasury was to get the seventy cents, while the Liberal party treasury was to receive the other thirty. The syndicate was to pay ten per cent of the purchase money down and the rest in instalments as the land was disposed of to settlers from Belgium. The arrangement fell through, according to the baron's testimony, because the party organizers demanded that thirty cents per acre, amounting in all to \$150,000, be paid in advance. The syndicate found it impossible to raise such a sum on that kind of security. The baron thus cruelly cheated out of a snug commission, began to talk.

Libel suits followed and the accused ministers obtained whatever vindication can be got from the verdict of a court in such a case, but there was a particularity of detail about the baron's disclosures which impressed many of the electors.

New Man at Helm

Henri Bourassa, then member of parliament for Labelle, came forward at this juncture. He possessed a considerable personal following, he had made a close study of matters relating to local administration, and he cherished an ambition to be premier of Quebec. He made several speeches throughout the province denouncing the government, but just when his accusations were beginning to attract attention and before the movement which he led had gathered force, Mr. Turgeon, one of the accused, resigned, and challenged Mr. Bourassa to test the opinion of the electors by contesting the constituency of Bellechasse. This challenge Mr. Bourassa, rather unwisely accepted. With the whole force of the government arrayed against him and with only a comparatively few days for the discussion of the issue, Mr. Bourassa was badly beaten. Mr. Turgeon, of course, proclaimed that his victory showed that the people did not believe the charges against the government, Mr. Bourassa, his health somewhat impaired by the exertions of the campaign, retired temporarily from public view, and the government remained triumphant. That was last October. Since that time there have been no large clouds on the Liberal horizon.

As it Is Today

Such is the position as it stands today. Mr. Bourassa will not revamp his personal movement until a later date. For the present he will stick to the insurance business in which he is making money. The contest, therefore, will lie between straight Liberals and as many candidates as the Conservative party can put in the field. Many constituencies will not have a Conservative candidate and in several of these there will be two Liberals running, but in any event the victor will be a supporter of the Gouin administration. The Conservatives expect that their strength will be considerably increased in the next legislature, but as yet they are chary of specifying what seats they expect to win.

Construction of the Amur Railway



RUSSIA has made a momentous decision in finally resolving to construct along the banks of the River Amur a very great extension of her Siberian railway system. The Duma, after much elaborate oratory, which suggests that its members have amply developed one characteristic of representative institutions, has this week passed the necessary bill. The line will branch off from the existing route at a point apparently west of Chita, and will follow the course of the great waterway, in a vast semi-circular sweep, until it unites with the Ussuri railway at Khabarovsk. It will thus link up a wide gap in the existing chain of communications, and will give access by rail to Vladivostok through territory that has long been in Russian possession. The scheme is grandiose and in a sense courageous, but many sincerely patriotic Russians are believed to regard it with intense misgivings. They point to the strained condition of the national exchequer, and ask whether Russian finance is in a position to face an enormous initial outlay, and heavy annual charges for maintenance, in connection with a line that is most unlikely to prove remunerative. They further deprecate the proposal on the ground that it commits the Russian government to a continuance of that adventurous policy in the Far East which of late years has caused such poignant tribulations. They are loth to see Russia still turning her face, as Prince Ferdinand of Bulgaria once phrased it, towards "the morning light of the East"; and they think the cabinet would have been wiser to devote itself and its money to questions of development nearer the centre of the empire. General Kuropatkin and other eminent military authorities are understood to dislike the scheme because they doubt its strategic value, unless it is associated with a large development of existing lines, which would imply a further heavy expenditure. M. Stolypin, however, insists upon regarding the Amur railway as of "primary national importance." He is looking ahead, and perceives that China is tolerably certain to exercise her right to buy the Manchurian lines, which she can purchase, both from Russia and from Japan, thirty-one years hence. If China completes the purchase, Russia would have no control over means of communication with her maritime territory except by a river exceedingly difficult to navigate, which is frozen for several months every year. It is not surprising, therefore, that the Amur railway scheme has been vigorously revived. M. Stolypin recognizes that its construction will involve great sacrifices, but, not unnaturally, he feels that the need is great. Russia is too deeply committed in her valuable Pacific provinces to leave them, beyond the reach of the unifying locomotive. The necessity is economic as well as strategic. It implies no visible menace, and there is nothing

in the decision at variance with M. Isvolsky's friendly speech last month on Russo-Japanese relations.

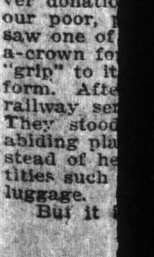
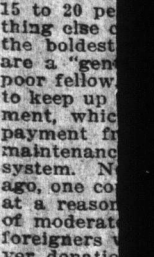
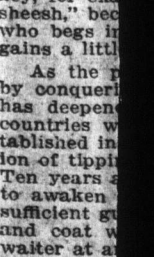
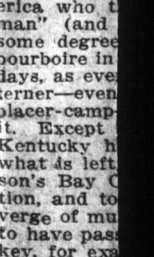
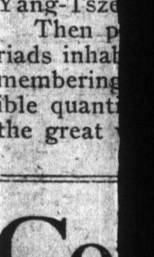
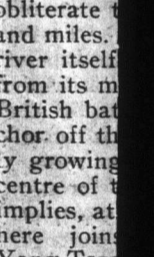
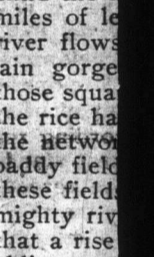
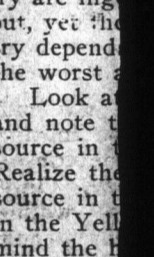
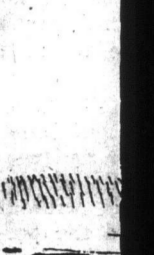
The Amur railway will place a severe tax upon Russian resources. It will be over 1,300 miles long, and any engineers save those who have resolutely spanned Asia with bands of steel would hardly contemplate the enterprise without apprehension. The estimated cost of construction alone is set down at over \$22,000,000, a sum which will probably be largely exceeded, if precedent counts for anything; and M. Stolypin has stated that the annual charges will amount to two or three millions sterling. The engineering difficulties are great. The constructors will not be advancing across an endless level prairie, as they did when they emerged into Manchuria through Trans-Baikalia and the Khingan range. There are rugged mountains to be traversed. The liability of the Amur to floods when the thaw comes will have to be taken into account. The bridge-work will be very heavy. Not only the broad main stream itself, but an endless number of tributaries, will have to be crossed. Russian railway engineers, however, have little to learn in the matter of bridging rivers, and, if their methods of railway construction are sometimes criticized in countries where more rigid principles are enforced, it must be said to their credit that they build their lines in a manner well suited to the regions they develop. Political differences apart, it is impossible to deny a meed of admiration to the many zealous and capable men in Russia who have pierced with their railways some of the most desolate lands in the world. The Siberian railway was often scoffed at before the war, but its carrying capacity in a time of great emergency astonished railway experts. The real pioneer of Russian civilization in these northern Asiatic latitudes, the lineal successor of Yermak and his Cossacks, and of Muraviev in his barge on the Amur, is the railway engineer. His work, often conducted under the most deterrent conditions, typifies alike the courageous confidence with which the best Russians face the future, and the indomitable skill and energy with which they rough-hew and shape the path of empire, undismayed by the most formidable rebuffs. We may sometimes dislike the policy of Russia in Asia, but we should not fail to recognize the fine qualities it has frequently called into being.

How far the enterprise to which Russia now stands committed will assist in the further development of Eastern Siberia is still an open question. Its first object is to furnish the missing link in the chain of communications on Russian soil, but it cannot fail in the long run to have important economic results also. These will doubtless become apparent in the maritime provinces rather than along

the route to be traversed by the new line. The watershed of the Upper Amur is a region of dank forests, hardly capable of supporting a large agricultural population. The settlements scattered sparsely along the northern bank of the river maintain a precarious connection with the world without, but the territory is never likely to attract large numbers of cultivators. Towns like Blagovestchensk may grow, because they are centres of the gold mining industry, to which the line is certain to give a great stimulus. It is towards the Ussuri districts, however, that M. Stolypin's gaze is turned when he speaks glowingly of "forty million acres of cornlands" awaiting the touch of man. Many problems must be solved before the available fertile areas are brought effectively under cultivation. Even under existing conditions, the flood of emigration to the Amur territories has been larger than the Russian authorities are able to cope with adequately. Siberian methods of agriculture leave at present a large margin for improvement, and the new settlers do not always make successful and thrifty colonists. The eternal difficulty of Chinese competition is becoming very conspicuous in the Primorsk province, and on the Amur also, while even the mild Korean shows an increasing tendency to dwell beneath the Russian eagles in preference to the banner of the Rising Sun. The process of developing the Pacific territories is not only vast, but is still to a large extent inchoate. However, it will probably take Russia ten years to complete her new line, and by the time it is finished she will have a clearer idea of future possibilities. Meanwhile, it is sufficient for onlookers to recognize that, if the scheme is adventurous and perhaps rather reckless from the financial point of view, it is probably necessary; that it should tend to add to the world's supply of corn and gold; and that there is no need to peer behind the strictly peaceful assurances with which it is introduced.—London Times.

Members of the Y. M. C. A. in Los Angeles, Cal., are deeply agitated because General Superintendent C. B. Weaver, in charge of the construction work of the five hundred thousand dollar association building, has discharged all Christians he could find among the two hundred men employed and declined to hire any. He declares that he can "get twenty-five per cent more work out of sinners than church members," and will finish the job with men making no profession of faith.

Two young thieves who had robbed a shop front in Brussels, were so hard pressed in the chase by the police and the shopkeeper that they lost their heads and fled right into a police station before recognizing it.



Motoring Notes

THE writer of Automobile Notes in the London Times says in a recent issue: A communication received recently, not for publication in extenso, but by way of suggestion for comment, is doubly welcome, since it is evidence that these periodical notes have been read with attention by a typical motorist of the best kind, and it shows that an attempt has been made to ascertain by experiment a systematic way in which to follow the advice, frequently given here to motorists, that they should drive with decent regard to other users of the King's highway. The witness is unimpeachable. He is a country gentleman who has for 30 years or more been in the habit of driving horses, mainly four-in-hand and young horses partly broken; he has owned and driven six successive cars, all of the same excellent make (which is not named lest it should lead to that identification for which he is not anxious), and his stud-groom is also his very capable attendant in his car, "so that, between us, we have a fair share of practical experience of road work." Having noticed in these columns a little account of a long day's drive, during which many miles were traversed with due regard to the comfort of other users of the road, this gentleman has made experiments with a high-powered car and a pair of horses with a view to ascertain how the dust nuisance might be reduced to a minimum when dust was prevalent. The result of the experiments was useful in itself, and it further induced their maker to draw up for himself a code of rules of the road for his own guidance. After following them for some months, in a country where the speed limit is not enforced, he finds them by no means irksome, and he desires, in the interests of motorists and lest a worse thing befall them, that his rules should become law. It is proposed to examine our correspondent's suggestions, and his comments, with the preliminary observation that he is at his best, very naturally, when he is dealing with the circumstances most familiar to him in the country where the speed limit is a dead letter.

First, he would have no general restriction on speed, except in towns, villages, and the like, because, as a driver of horses, he has not been annoyed by the speed of motorcars, except in dusty weather, of which he treats later. He would, no doubt, retain the ordinary law against driving to the common danger, and he thinks that in the metropolitan area, a speed limit of from 20 to 25 miles an hour is not unreasonable "in view of the homicidal proclivities of irresponsible motorists." On the first point the present writer is in entire agreement because, while a speed of double the legal limit and more may sometimes be indulged in on a clear road without any sort of risk, and the time gained may be and is used in displaying the utmost caution where caution is needed, a general speed limit certainly tempts some men to drive much less carefully than is desirable, although well within the speed limit, in places where emergencies may arise at any moment. As to the second point, there must be disagreement, for a reason which, in part at all events, is not likely to be familiar to our correspondent. It is that the worst offenders are the paid drivers of rich and silly young men and the baser sort of the trade. "The car could have done 60 easily, but her brute of a 'shover' wouldn't let her out" was a complaint heard recently. The driver, no doubt, had the sense to see that although his master might pay the fine, and rejoice in the petty notoriety thus obtained, his own licence would be endorsed, his own livelihood would be endangered, his own body perhaps imprisoned. Much more culpable are the baser sort of the trade, some of whom have not the slightest objection to being "trapped" and fined, so long as the cars which they wish to sell are proved, and reported in the press, to have been driven at a pace scandalous in one aspect, but an uncommonly valuable advertisement in another sense, and not a very dear one either. Let the speed limit be abolished, and let driving to the common danger be punished with merciless severity and without mention of speed, which is, more often than not, quite irrelevant; then both youthful folly and crime for the sake of advertisement would be checkmated simultaneously.

The next two rules may be accepted without any reserve, all the more so in that the first of them has been urged earnestly, and illustrated by diagrams, in these notes. "Drivers of motors when turning corners shall slow down to such a speed as shall enable them to keep to their proper side of the road." Of course they ought to be compelled to do so, and there is no difficulty in agreeing that drivers proceed "on the wrong side" of the road, whether an accident results or not. This has been argued here at length before. "Drivers of motors, and of all other vehicles, when meeting or overtaking all other users of the road, shall 'pull out' to their proper side of the road, to the left when meeting, to the right when overtaking." Of course, again, this ought to be made compulsory; and here our correspondent's experience of driving high-powered cars in his, from a motoring point of view, happy country, supplies an explanation of much prevalent misconduct. Why do many motorists stick to the centre of the road as if they owned it, and why do they come tearing round right-hand corners into the face of the traffic, always conceivably existent, in the other direction? Simply and

solely because, if they took their proper course at the speed habitual to them, they would suffer from sideslip. It follows, as of necessity, that the compulsory observance of these rules would in itself be an automatic check upon excessive speed. In other words, nothing more is needed in this connection than that the rule of the road should be embodied in formal law and that deliberate infraction of it should be a punishable offence. It is, indeed, a somewhat strange fact, but characteristic of our nation none the less, that a matter of this kind should have been left so long to custom and good feeling, untouched by statute. That the suggestion of the necessity for a statute should be made now is, no doubt, traceable to the fact that a very large section of drivers of motorcars are persons who have not been brought up to the amenities of the road.

Next comes a rule which, together with some of its author's comment upon it, requires careful consideration:—"In dusty weather—except in districts where the roads are kept watered—drivers of motor-cars when meeting or overtaking other users of the road or when approaching any inhabited house situated within 50 yards of the highway shall, at a distance of not less than 100 yards from any such user of the road or inhabited house, slow down to a pace not exceeding 10 miles an hour, and shall continue at that pace for a distance of not less than 100 yards after passing any such user of the road or inhabited house."

"When overtaken by a motor-car users of the road desirous of availing themselves of the provisions of this clause shall slow down to a pace not exceeding nine miles an hour—in default of which the driver of the overtaking motor-car shall be at liberty to pass them at any pace not exceeding the existing speed limit."

This clause was foreshadowed by the Royal Motor commission but whereas the R.M.C. contemplated a hard and fast to mile speed limit in dusty weather, this clause possesses the advantage of having a differential action which imposes the minimum of restriction compatible with efficiency. The only valid objection hitherto raised to it is that the speed of horse-drawn vehicles in London often exceeds 10 miles an hour, but this argument would not apply, as the streets of London and of most large towns are kept watered, and the clause only applies to dusty roads; moreover, the sub-clause provides for horse-drawn traffic exceeding 10 miles an hour. The average speed of horse-drawn vehicles on country roads does not exceed nine miles an hour, and it is to these roads that the clause applies. Its effect would be to automatically reduce the dust nuisance to a minimum, and no considerate motorist should object to slowing down for a moment on a dusty road to avoid smothering other users of the road.

Anxious, and it may even be said, respectful thought—for the correspondent's opinion is obviously of the kind which possesses high authority—leads to the conclusion that this last suggestion would be at once unworkable and, if it were not that, too drastic and unfair. To avoid smothering wayside houses and high-way users with dust, so far as may be possible, is undoubtedly the moral duty of the motorist, but to say that is not necessarily to say that he can reasonably be placed under a legal obligation to fulfil that duty. Moreover, the fault is not entirely with the motorist. Let the dust-strewn wayfarer exonerate the motorist by all means; but let him remember also that, if the dust were not there, the motorist could not raise it, that the dust ought not to be there, and that the possibility of securing its absence and of spending far less on the upkeep of the roads than is spent at present has now been proved conclusively. A cynical motorist has been heard to say, "We shall never see the roads improved until we have made them intolerable." Again, it is to be noticed that Sir J. H. Macdonald, who is one of the wisest and most accomplished of living motorists, hardly ever makes a speech at an automobile gathering without harping on the ever-present necessity for agitating for better roads. Nor is the reason far to seek. Let the roads be made as nearly dustless as is possible; without increase of expenditure—they can be made very nearly dustless at a diminished expense on the Gladwell system—

and there is no other evil feature of motoring on the public roads which will not cure itself. This is not a plea for mercy to the road-hog—perish the thought; but it is an expression of belief that the number of motorcars on the roads is now quite sufficient to make the road-hog himself healthily apprehensive of collision. He may fear imprisonment much; he will fear death on the road more.

Lord Montagu's recent paper, read before the Royal Institution, on the modern motorcar and its effects, contained some suggestive thoughts, such as are always to be expected when he takes an automobile topic in hand, and some very significant statistics. Of them, perhaps the most important were those showing the estimated amount of capital invested in the industry in this country (£12,000,000) and the estimated number of persons employed in it (300,000). But much more startling were those showing the estimated number of motor vehicles in the world at Christmas, 1907. This number is given at 346,350; and of these 130,000 are assigned to the United States, 125,220 to the United Kingdom, 32,530 to France, 22,000 to Germany, after which, omitting thousands, no country goes into double figures. There is no reason at all to doubt the accuracy of these statistics, but it would have been interesting to know their sources. If, however, they may be taken as substantially accurate, or even if scepticism should discount them very largely, they certainly throw a strong and clear light on the geographical distribution, so to speak, of anti-motoring feeling. If more than one-third of the motor vehicles of the world are in use in

Japan Criticized



In a recent issue of the London Times, the following appears from its Tokio correspondent: It may well be imagined that the complaints preferred from time to time about the doings and demeanor of the Japanese in Manchuria have caused some searching of spirit in Japan. At first these complaints referred to discrimination against foreign merchandise seeking to enter Manchuria via Tairen (Dalny), Japanese goods had free ingress, but the port was closed to foreign steamers. This apparent discrimination was soon explained. So long as South Manchuria was in Japanese military occupation, no Custom house could be established at Tairen, and the latter had to remain a closed port; while so long as arrangements were not made for imposing duties on goods entering Manchuria across the Russian frontier, Japan naturally objected to being placed at the disadvantage of having to pay duties on goods entering via Tairen. Ultimately the Tokio Government showed magnanimity, for it agreed to

some months—there is unquestionably much cause for grumbling on the part of passengers and owners of goods.

Apart from the special features of the situation, the Japanese themselves freely admit a general fault—namely, that many of their fellow-countrymen in Manchuria entertained at the outset an idea that the heritage of Russia had descended to them, and that they must not only take all the goods victory had brought within their reach, but must take them with a high hand. They have not yet wholly divested themselves of that conviction. It often influences their attitude towards the Chinese residents, and on occasion towards such aliens. Time, however, will soon dispel such a mood, especially as it prevails mainly among the lowest orders—suttlers, camp-followers, and laborers, who now are either becoming less self-assertive as prosperity increases their sense of responsibility, or growing perceptibly feaver.

Such is the analysis of the situation as it presents itself to intelligent Japanese eyes in Tokio. One ought to recall that precisely similar complaints were freely preferred against the Japanese in Formosa during the early days of their occupation, and that they were broadly denounced not only as harsh and incapable, but also as imbued with a determination to drive all foreigners out of the island. There again, greatly as the facts were magnified by rumor, there was unquestionably much cause for censure. But all such criticism has long been silent, and Japanese colonial management in the southern island has come to be credited with at least a tolerable measure of competence and thoroughness. Probably a similar record will by-and-by be achieved in Manchuria. In the meanwhile, however, there is no questioning the fact that the world is not disposed to regard Japan with very friendly eyes just at present. Probably, having been lauded extravagantly during the course of her struggle with Russia and in its immediate sequel, she is suffering now from the reaction which all hyperbole begets. Tourists carry to her shores a mood so expectant that disappointment is bound to ensue; for, after all, the Japanese, seen in their own homes and among the simple conditions of their daily life, do not present any striking feature or offer any suggestions of the capacity they certainly possess. Formerly Japan interested visitors, because of her beautiful scenery, her unique art, and her novel customs; today she is expected to interest them by the striking traits of her inhabitants, and when she fails in the latter respect, she becomes the object of condemnations as extravagant as were the appreciations that preceded them. Her secretiveness, too, provokes hostility, and many onlookers who formerly regarded her with indifference now turn upon her eyes of suspicion and jealousy. In fact, she is paying the penalty of sudden greatness; but the ordeal has not thus far disturbed her equanimity, nor does she show any signs of sharply resenting the strictures levelled at her.

MARINE UNDERWRITING

In Marine insurance bookkeeping it is customary to keep the transactions entered into in any particular year in an account by themselves, and to close the account at the end of the following year, and after making the best possible estimate for further liabilities, to strike a balance of profit and loss, says the London Standard. This is a system peculiar to marine insurance, and has much to recommend it, for in no other method adopted by other insurance departments is the trading result so accurately gauged. Thus, in 1906, the marine premiums received in that year were, according to this practice, entered on one side, and claims received in connection with the policies in which these premiums were paid, and also the expenses, were entered on the other side, and the surplus was carried forward as balance of the 1906 underwriting account to 1907. Then, in 1907, as against the balance brought forward were set the claims in 1907 on 1906 policies, as well as a provision (in most cases about 10 per cent of the 1906 premiums) for claims which may still have to be met in 1908 and later years on the 1906 business. The difference will represent the companies' estimates of profit or loss from trading, apart from the interest earnings.

As a fairly reliable guide to the conditions of marine insurance business recently prevailing, it may be thought interesting to look into the actual results on the winding up of their 1906 accounts in the cases of the nine companies confining their operations to marine insurance, whose figures for that year's account up to the close of 1907 have been published. Four of these companies show a profit on winding up the 1906 account, and five show a loss. The four profit-making concerns had an aggregate premium income in 1906 of £1,050,321, and made an estimated aggregate profit of £47,936, representing a profit of about 4.5 per cent of the premiums. On the other hand, the five loss-making companies had in 1906 an aggregate premium income of £1,530,258, and their aggregate losses on winding up the 1906 account amounted to £124,540, representing a loss of about 8 per cent of the premiums. Taking the whole nine companies together, their aggregate premium income was £2,580,579, and the net aggregate loss was £76,604, representing a net loss of 3 per cent of the premiums. Thus the 1906 marine insurance trading seems generally to have been unprofitable, and, unfortunately, this experience is not exceptional.



Spokane, Wash., May 24.—Anna Norris, brunette, and Velma Shields, blonde, are playmates in the daytime, but at night the first-named is in the United States (Washington), while her little chum is in Canada (British Columbia); and yet not more than 75 feet of ground separates their homes. They live with their parents near the town of Boundary, Wash., 98 miles north of Spokane, which was one of the rich placer mining grounds in the early days in the Northwest. The accompanying photograph shows the east placer mining grounds in the confluence of the Columbia and Pend d'Oreille rivers, with the 60-foot wide trail blazed through the forest in the background. The field occupies about 20 acres, and in some places the stones are found at a depth of eight feet. Hundreds of men toiled there in search of gold more than a half-century ago, and some made fortunes by panning the sands. The monument, established in 1857-61, as provided by the treaty of 1846, and was surveyed and marked in 1908. The photograph is the 181st between the Pacific ocean and the town of Boundary.

the United Kingdom, then it is reasonably easy to understand why those who suffer from them are apt to be more clamant in the United Kingdom than they are elsewhere. Adopting their point of view, they are in the position of sleepers under mosquito curtains within which an abnormal number of the winged plagues have been confined.

It is difficult and unnecessary to restrain a feeling of amusement over a communication recently received from Rolls Royce (Limited), signed "C. S. Rolls, technical managing director." Because no acceptance was received to the company's challenge for a £1,000 sweepstakes trial over 15,000 miles in regularity, efficiency, economy, and endurance, Mr. Rolls writes:—"Their assertion that the Rolls-Royce is the most efficient, reliable, durable, and therefore proved." The non-acceptance of a challenge really proves nothing at all in relation to the challenger. Before now there have been abundant instances of automobile challenges that were palpably and obviously childish; and the silence with which they have been passed over has been the silence of just contempt. That has certainly not been the explanation of the lack of answers to this particular challenge. But Mr. Rolls would have been better advised, and he would have shown more dignity, if he had contented himself with saying, as he was entitled to say, "After enduring last year an unprecedented ordeal on points calculated to test a car in precisely the most important to the user of cars, we offered this year to match ourselves against others of our class on the same lines for a substantial stake, and nobody was willing to face us. Let the public draw its own inferences." The public is much more likely to do that to the advantage of the Rolls-Royce car without an assertion that proof has been given when, in plain fact, nothing has been demonstrated absolutely in relation to the Rolls-Royce car.

for dissatisfaction. In the first place, although military government gave place to civil in the spring of 1907, much of the military administrative machinery remained in operation. This was notably true of the railway staff. Its members could not possibly be changed at a moment's notice, even if there had been any solid pretext for changing them; yet, having been trained to their work under a purely martial regimen, they may easily have learned to behave in a high-handed manner towards civilian passengers. Such a fault is capable of remedy. Baron Goto, president of the railway company, has been strenuously endeavoring to remedy it, and is superseding the old staff, as far as possible, by men trained in a different school. Then there are the railway guards. It is unfortunate that the employment of these should be necessary, but no one doubts the necessity. The guards, however, are only common soldiers, and, after all, common soldiers are nowhere conspicuous for courtesy or refinement. Without any thought of offending, the men have undoubtedly made themselves obnoxious to travellers, from time to time, by roughness and by want of polite consideration. Instructions were recently issued by the Japanese governor-general of the leased territory, directing that all soldiers employed to guard trains should be taught and enjoined to treat travellers of every nationality with studious civility, so that complaints on that score will probably be heard no more. Finally, the railway service itself is still in a very unsatisfactory state. When first the Japanese forces came into possession of the line, they had no choice but to convert it to the narrow gauge, so as to suit the only available rolling stock—namely, that brought from Japan. The gauge has now been widened, but the rolling stock remains virtually as it was, and, pending its renewal—a work of

Empire

an proposed the toast "Canada comprehensive and much to the toast was accompanied by Maple Leaf Forever." Even by Chief Justice Tompkins year, his lordship said, he at the Guildhall on the occasion to the colonial premiers. Distinguished in England were present of the banquet. It was then gathered from the four who was called to respond to the premier of Australia, of the Zealand, but the premier of the United Kingdom, Lord Charles Tupper. After the banquet to him (Chief Justice) of Sir Wilfrid was "I could have been made." Sir Wilfrid's enemy with Sir Wilfrid in him very much to hear the chief Justice wished to leave on occasion like this, when one was this: "What we should do in this country and pride in our enjoy the advantage of justice, in concluding, took those who advocate the Indians engaged in a most foolish happily would never amount to the secretary of the society, the Canadian forces," coupling andier-General Drury, who on of warm applause. It was the hearty way in which the as a compliment to the Canada First of the permanent forces, in our barrack yards, but form their own opinion of it. It see more of the active misdeed of the military force, of considerable experience in he felt that he could honestly with a fuller sense of their tuting a better class of men, city and province were to be ada. General Drury said that in no mere spirit of flattery, ed opportunities for attaining alled themselves of their adable way. ed number in fine style. Then ter Societies," proposed by "Guests" and "Our Next Mer-

outside the British House was asked by a member if t here in my life, sir," very unruly," and scratching, and going hurt?" You see, I am a married handle women.—Mrs. Ales

GARESCHE-CARTER TRIAL ADJOURNED

Hearing Will Be Continued on Wednesday of This Week

(From Sunday's Daily) The Garesche-Carter trial was continued yesterday morning at 10.35 a.m. in the county court before His Honor, Judge Lampan.

Carter was again placed on the stand by Mr. Higgins. He gave evidence in regard to the use of different medical implements. He also identified certain prescriptions, produced by Mr. Higgins and shown to him, as being in his handwriting.

Mr. Taylor then took the witness and subjected him to a severe cross-examination. He asked Carter why it was necessary to bring these prescriptions into court, if only the mere identification of the handwriting of witnesses was required.

Mr. Taylor then took the witness and subjected him to a severe cross-examination. He asked Carter why it was necessary to bring these prescriptions into court, if only the mere identification of the handwriting of witnesses was required.

Then followed a long cross-examination upon the uses of certain surgical implements and the method of treating them before being used. Carter was emphatic in stating that the only course was thoroughly boiling before use and he dilated at length upon the various customs in practice. The examination proceeded, Carter had to admit that in cases of emergency, it might be necessary to go ahead without exercising the numerous precautions previously related.

Mr. Taylor: "This being true, it would be perfectly natural to feel free in treating a patient, if the physician was suddenly called to deal with an illness? In other words, if it would mean loss of life to use implements that had not been boiled?"

Mr. Taylor: "You say that Curtis came in while you were all talking in one of the boxes?"

Mr. Taylor: "You saw Curtis on Friday evening, is that correct?"

Mr. Taylor: "Was the Yates street entrance has been closed since November 15?"

Mr. Taylor: "The guests must come through the main doorway which leads to the office?"

Mr. Taylor: "Was Curtis discharged?"

Mr. Taylor: "For what reason?"

Mr. Taylor: "Being impertinent to the guests?"

Edward Charles Shaughnessy, joint proprietor of the Poodle Dog, was called, and stated that he was on duty during the night. His evidence was chiefly in connection with the meeting which took place on Sunday evening, May 23, 1908, at the residence of Mr. Higgins.

Mr. Taylor: "Has the Yates street door at the foot of the stairs been closed?"

Mr. Taylor: "Did you see Curtis as he came into the Poodle Dog?"

Mr. Taylor: "Did he come of his own accord?"

Mr. Taylor: "No; he was standing in the street in front of the window and Mr. Smith beckoned to him to come in."

Judge Lampan questioned the witness regarding rooms and passages in the hotel and as he could not speak from memory he went and returned with a book of record, showing the dates on which the rooms were in use by weekly and monthly boarders.

Detective Palmer was recalled, and in answer to Mr. Taylor, stated that he knew the witness Carter, and that Carter had spoken to him of his interview on Sunday evening with Higgins, Carter, Smith and others.

Mr. Taylor: "He told you what he knew about the case?"

Mr. Taylor: "Yes. He told me that he had seen Carter come into the Poodle Dog on or about the beginning of February."

The court adjourned at 1 o'clock, to remain closed until Wednesday morning at 10.30 a.m.

One of the greatest evangelists, Rev. Dr. Russell, better known as "The Moody of South Africa," will be in Victoria on the 27th, 28th and 29th of May and the 1st and 2nd of June.

When it became known that Rev. Dr. Russell would be in Victoria, the Young Men's Christian association to have him speak at different centres of the city.

Things are getting rapidly in train for the heavy construction work at Prince Rupert, although comparatively few men are employed at the present time.

The contractors are about ready to start heavy construction work.

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LARGE SUMS REALIZED BY STREET COLLECTION

Over One Thousand Dollars Obtained By Ladies for Maternity Ward

Government street presented an unusually picturesque appearance yesterday. It was Hospital Sunday, celebrated on Saturday and at every street corner there lurked one or more "fair dames in white with the red cross badge on her arm and a tambourine in her hand. Money is badly needed for the proposed maternity ward at the Royal Jubilee hospital, and the ladies of Victoria determined to get it. In all they obtained \$1,044.60.

There was an important ambush at the post office. One stout, middle-aged man so appreciated the situation that he was observed to go into a store and fill up his pockets with money, regardless of danger, deliberately promenade up and down both sides of the street.

The ladies did not play favorites. Everybody was asked and most people seemed to respond with liberality and generosity. They accepted anything from the humble nickel. In fact the well known business firms were more proved, that a charming woman in a pretty frock is the best collector on earth.

The task was not so easy as it might seem. It is tedious work to be on the pavement all day, to accept every passerby, and having to make the same explanation a thousand times. But the pleasant surprise was there, and whether tired or not Victoria's dames continued to exert themselves in the good cause until the day was done.

The following is a full list of the ladies who assisted:

Corner of Port and Government—Mrs. A. F. Griffiths, assisted by Mrs. Forestier King, Mrs. Rissmiller, Mrs. Hamburger, Mrs. Love, Mrs. Brown, Miss Alice Mackay, Miss Griffith, Miss Wallace and Mrs. Colin Hogg. Amount collected, \$278.45.

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GREAT EVANGELIST COMING TO VICTORIA

Rev. Dr. Russell Will Deliver a Series of Lectures Here

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REAL IRISH Dimity Muslins

Pretty as the sweet daughters of Erin themselves

These delightful fabrics are extremely popular this season. Few materials make prettier "Tub Frocks" or prove more satisfactory for summer or holiday wear. We are showing all the newest spot and floral designs in plain and hair cord effects

This Morning's Prices For These Are Only 12 1/2c., 15c., 17c., 20c., 25c. and 35c.

STORE OPEN ALL DAY TODAY STORE OPENS AT 8 A.M.

Henry Young & Co. Government Street, Victoria, B. C.

Johnson ignores Champion's Defy

Colored Heavyweight Has Not Repplied to Tommy Burns' Letter

London, May 25.—Tommy Burns, the heavyweight pugilist, has had no reply from the champion he sent to Jack Curley, Chicago, four days ago accepting an offer to fight for \$50,000 on Labor day for a purse of \$50,000.

THE LOCAL MARKETS Retail Prices

Table with columns for various goods like Royal Household, Lake of the Woods, Royal Standard, etc., and their prices.

Allen & Co. 1201 Govt St. FIT-REFORM WARDROBE

Ornamental Wire Fencing for Residences

Table listing various types of wire fencing and their prices.

FOR SALE—My flock of Registered Shropshire Sheep, 18 ewes, 18 lambs and 9 rams.

FOR SALE—Burrhead Table in good condition, cheap. Apply: Prairie Hotel, Saanich.

FOR SALE—On Friday, the 15th inst., at 11 o'clock, the following property, to-wit: a parcel of land, situate in the parish of St. John, South Saanich, containing about 100 acres.

FOR SALE—A large quantity of choice quality, extra No. 1, extra No. 2, extra No. 3, extra No. 4, extra No. 5, extra No. 6, extra No. 7, extra No. 8, extra No. 9, extra No. 10, extra No. 11, extra No. 12, extra No. 13, extra No. 14, extra No. 15, extra No. 16, extra No. 17, extra No. 18, extra No. 19, extra No. 20, extra No. 21, extra No. 22, extra No. 23, extra No. 24, extra No. 25, extra No. 26, extra No. 27, extra No. 28, extra No. 29, extra No. 30, extra No. 31, extra No. 32, extra No. 33, extra No. 34, extra No. 35, extra No. 36, extra No. 37, extra No. 38, extra No. 39, extra No. 40, extra No. 41, extra No. 42, extra No. 43, extra No. 44, extra No. 45, extra No. 46, extra No. 47, extra No. 48, extra No. 49, extra No. 50, extra No. 51, extra No. 52, extra No. 53, extra No. 54, extra No. 55, extra No. 56, extra No. 57, extra No. 58, extra No. 59, extra No. 60, extra No. 61, extra No. 62, extra No. 63, extra No. 64, extra No. 65, extra No. 66, extra No. 67, extra No. 68, extra No. 69, extra No. 70, extra No. 71, extra No. 72, extra No. 73, extra No. 74, extra No. 75, extra No. 76, extra No. 77, extra No. 78, extra No. 79, extra No. 80, extra No. 81, extra No. 82, extra No. 83, extra No. 84, extra No. 85, extra No. 86, extra No. 87, extra No. 88, extra No. 89, extra No. 90, extra No. 91, extra No. 92, extra No. 93, extra No. 94, extra No. 95, extra No. 96, extra No. 97, extra No. 98, extra No. 99, extra No. 100.

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For Tuesday—A Big Sale of Linens

For Tuesday morning we offer an exceptionally good lot of bargains Drawn Work Linens and Battenburg work pieces, this offering is worthy of your most careful attention. We also mention some items of summer wearing apparel at very attractive prices, articles for both men and women that are necessary and no doubt you will have to buy some time are mentioned here at special prices.

Boys' Books The Alger Series Special 35c

ADRIET IN NEW YORK
ANDY GORDON
BOB BURTON
BRAVE AND BOLD
CHESTER RAND
DRIVEN FROM HOME
FACING THE WORLD
FRANK'S CAMPAIGN
HECTOR'S INHERITANCE
HERBERT CARTER'S LEGACY
JACK'S WAR
JULIUS THE STREET BOY
A COUSIN'S CONSPIRACY
ANDY GRANT'S FLUCK
BOUND TO RISE
CASH BOY
DO AND DARE
ERIE TRAIN BOY
FIVE HUNDRED DOLLARS
GERT
HELPING HIMSELF
IN A NEW WORLD
JED THE POOR HOUSE BOY
LUKE WALTON
MARK MASON
PAUL THE PEDDLER
RALPH RAYMOND'S HEIR
SAM'S CHANCE
SINK OR SWIM
STORY BOY
STRONG AND STEADY
TIN BOX
TONY THE TRAMP
WAIT AND HOPE
YOUNG ACROBAT
YOUNG OUTLAW
MAKING HIS WAY
ONLY AN IRISH BOY
PHIL THE FIDDLER
RISIN FROM THE RANKS
SHOOTING FOR HIMSELF
SLOW AND STEADY
STRIVE AND SUCCEED
STRUGGLING UPWARD
TOM, THE BOOTBLACK

Great Sale of Drawn Work Linens and Battenburg Squares and Runners on Tuesday

Doylies, Centres, Runners, Squares, Tray Cloths at Half the Regular Value

On Tuesday morning we will offer for sale a big consignment of Drawn Work Linens and Battenburg Works, in the lot will be Doylies, Centre Pieces, Tray Cloths, Runners, Squares and Tea Cloths in a splendid assortment of handsome designs. The Doylies start in size at 9 inches and we have them in all sizes up to 54 inch tea cloths; this is a genuine bargain offering.

25c FOR DOYLIES IN ALL SIZES. Regular values 50¢.	50c FOR DOYLIES, TRAY CLOTHS, RUNNERS AND CENTRES. Worth \$1.00.	75c FOR RUNNERS, CENTRES, TRAY CLOTHS. Worth \$1.50.	\$1.00 FOR TRAY CLOTHS, RUNNERS, CENTRE PIECES. Worth \$2.00.	\$1.50 FOR CENTRE PIECES, RUNNERS AND SQUARES. Worth \$3.00.
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Boys' Books The Henty Series Special 35c

AMONG THE MALAY PIRATES
THE BOY KNIGHT
BY ENGLAND'S AID
BY RIGHT OF CONQUEST
CAPT. BAYLEY'S HEIR
THE CORNET OF HORSE
FACING DEATH
FOR NAME AND FAME
FRIENDS THOUGH DIVIDED
IN FREEDOM'S CAUSE
IN TIMES OF PERIL
THE LION OF ST. MARK
THE LOST HEIR
RONNIE PRINCE CHARLIE
THE BRAVEST OF THE BRAVE
BY PIKE AND DYKE
BY SHERIFF PLUCK
A FINAL RECKONING
THE CAT OF BUBASTES
THE DRAGON AND THE RAVEN
THE YOUNG CARIBBEAN
FOR THE TEMPLE
THE GOLDEN CANON
IN THE REIGN OF TERROR
JACK ARCHER
THE LION OF THE NORTH
MAORI AND SETTLER
ONE OF THE SEVEN
OUT ON THE PAMPAS
STURDY AND STRONG
TIE TO THE OLD FLAG
WITH CLIVE IN INDIA
WITH WOLFE IN CANADA
THE YOUNG CARIBBEAN
THE YOUNG FRANC-TIREURIAN
ORANGE AND GREEN
WITH LEE IN ENGLAND
THROUGH THE FRAY
UNDER DRAKE'S FLAG
AND IN VIRGINIA
THE YOUNG BUGLERS
THE YOUNG COLONISTS
THE YOUNG MIDSHIPMAN

Special Prices on These

Washing Belts WOMEN'S BELTS, embroidered white linen, a splendid assortment. Extra special at 10c	Hand Bags WOMEN'S HAND BAGS, made of black leather with gilt frames, inside purse. Extra special at 50c
Washing Belts WOMEN'S BELTS, made of white pique, a good washing belt with buckle. Special at 25c	Tinsel Belts WOMEN'S BELTS, a novelty style in tinsel with shadow patterns, very handsome and one of the newest. Special at \$1.50
Pique Neckwear WOMEN'S NECKWEAR, in linens, piques in white, also white and colored muslins, some very pretty collars, all good washing, extra special at 25c	Chiffon Neckwear WOMEN'S NECKWEAR, in chiffon and silk, some really beautiful collars in white and delicate colors, both in silk and chiffon, extra special assortment at 50c
Embroidered Belts WOMEN'S BELTS, some beautiful belts in this lot, richly embroidered in colors on white silk, really very handsome and entirely new. Special at \$1.00	Merry Widow Bows WOMEN'S NECKWEAR, the latest thing out, the Merry Widow Bow, made of white nets in different sizes and prices, a particularly nice style. Special at \$1.00
Muslin Blouses WOMEN'S BLOUSES, a splendid assortment of muslin blouses, some really beautiful patterns for the money. Extra special at \$1.00	White Linen Skirts WOMEN'S SKIRTS, a good quality linen skirt, made in a pretty style, good washing material. Extra special at \$2.00
Pique Belts WOMEN'S BELTS, a washing belt made of white pique with pearl buckles, very pretty. Special at 50c	Colored Silk Ties WOMEN'S NECKTIES, long colored silk, all shades, with fancy pleated ends, very stylish. Special at 50c
Linen Belts WOMEN'S BELTS, made of duck and linen, richly embroidered, a very handsome lot to pick from. Extra special at 35c	Jaunty Short Coats WOMEN'S COATS, a jaunty hip length covert cloth coat, good quality cloth, nicely tailored. Extra special at \$6.90
Tailored Blouses WOMEN'S BLOUSES, made tailored style of white muslin embroidered and pleated front, long sleeve, stiff embroidered collars. Special at \$2.50	Linen Costumes WOMEN'S COSTUMES, a tailored linen suit, consisting of coat and skirt, very stylish and well made. Special at \$10.75
Covert Coats WOMEN'S COATS, made of covert cloth, tight fitting style, of good quality cloth. Special at \$8.90	Linen Suits WOMEN'S SUITS, shirt waist style, made of linen, very pretty suits, and special at \$4.50
Leather Bags WOMEN'S HAND BAGS, made of black seal leather, leather lined, gunmetal frame. Special at \$1.00	Sailor Suits WOMEN'S SUITS, made up in the popular sailor style of navy and white linen, very dressy. Special at \$5.75
Silk Belts WOMEN'S BELTS, the newest thing in silk, prettily stitched, different colors, novelty buckles. Extra special at \$1.50	Short Lisle Gloves WOMEN'S GLOVES, short lisle and taffeta gloves, in black, white, cream, tan, navy and grey. Extra special at 50c

Summer Millinery Display

It is now time to start wearing Warm Weather Millinery. In this line, as in all others, you will find that our assortment is the very best. Our Millinery Department is a very live and moving department—there are few stores anywhere with a better equipped department than we have. And we claim to have and do have the newest millinery creations just as quickly as they are placed on the market. You can get a new style here just as quickly as in the largest Eastern cities. That is one of the reasons why our Millinery Department is developing so quickly. You are always sure of finding what you want here.



Special Items for Men

Washing Neckties MEN'S NECKTIES, the newest thing in wash ties, all colors, with embroidered ends suggesting sports, also some with polka dots, fast colors. Very special at 25c	Fancy Cotton Sox MEN'S FANCY COTTON SOX, a splendid lot of patterns, both light and dark, in a good quality cotton. Extra special at 25c
Men's Straw Hats MEN'S STRAW HATS, in the sailor style, good quality straw, with silk band. Special at \$1.25	Wool Outing Shirts MEN'S SHIRTS, a nice quality wool outing shirts, in some pretty patterns, and different colors. Special at \$2.50
Zodiac Neckties MEN'S NECKWEAR, the newest thing in colors, plain silk with zodiac signs representing each month. Special at 50c	Knitted Silk Ties MEN'S NECKTIES, knitted silk in light and dark, also fancy mixed effects, the very latest. Special at 50c
White Outing Shirts MEN'S SHIRTS, with soft collar, suitable for outing, made of fine mercerized material, in all white. Extra special at 75c	Colored Frint Shirts MEN'S SHIRTS, the soft, bosom kind, a very special assortment of nice patterns in a good washing material. Extra special at 75c
Soft Outing Shirts MEN'S SHIRTS, soft mercerized tafeta, with collar attached, in tan, blue and cream. Special at \$1.50	Fancy Lisle Sox MEN'S SOX, a splendid assortment of fine lisle thread sox, in the prettiest and newest shades, and the best fancy patterns, a fine assortment. Special at 50c
Striped Silk Shirts MEN'S SHIRTS, in blue and white striped silk, very pretty patterns, in a nice quality of silk. Special at \$2.25	Dogskin Gloves MEN'S DOGSKIN GLOVES, a very special quality in all shades of tan. Extra value at \$1.00
Club Silk Ties MEN'S NECKTIES, club style, in all the newest and noblest patterns in fancy silk, an extra special value in an assortment that we have at 50c	Gymnasium Shirts MEN'S GYMNASIUM SHIRTS, fine balbriggan, in white, short sleeves. Special at 65c
Silk Finished Shirts MEN'S SHIRTS, made of a beautiful soft silk finished material, with attached collar. Special at \$1.50	Men's Bathing Suits TWO-PIECE BATHING SUITS, in fancy navy and white, striped. Special at \$1.00
China Silk Shirts MEN'S SHIRTS, in a good quality of white china silk. Extra special at \$2.75	Men's Suspenders MEN'S SUSPENDERS, a good strong suspender, elastic web, leather ends. Extra special at 25c
Telescope Felt Hats MEN'S TELESCOPE FELT HATS, the newest soft felt shape, just opened, newest shades of fawn brown. Special at \$3.50	Washing Vests MEN'S WASHING VESTS, in white and white with colored figures, in broadcases, figures and stripes. Special at \$1.00
Men's Soft Shirts MEN'S SHIRTS, a nice soft front kind, with soft, lounge collar, in many plain colors, also fancy patterns. Special at \$1.75	Brown Felt Hats MEN'S FELT HATS, the new soft shape, with straight brim, all the latest shades of brown. Just opened. Special at \$3.50
Newest Poplin Ties MEN'S NECKTIES, in poplins, all the newest and best shades. Special at 50c	Crush Straw Hats MEN'S STRAW HATS, crush style, very light weight, soft and easy. Special at 75c

New Furniture in Abundance

We have this week opened a lot of New Furniture—lines that are entirely new and different, comprising articles for all parts of the house. AN INSPECTION WILL AMPLY REPAY YOU.

New Dining Chairs

Suites comprising 5 Side Chairs and 1 Arm Chair, Frames of Solid Quartered Oak, seats finished in horsehide, cowhide and sole leather. Styles in Early English and modern. An immense variety to select from. Prices incomparable. Best value on market.
\$27.50, \$28, \$29, \$30, \$32, \$32.75, \$34, \$34.50, \$36.50, \$45, \$47.50, \$52, \$56.50, \$65, \$75

Bedroom Suites

Handsome Bedroom Suites of every variety and design, made in Mahogany, Golden Oak, Birch and Bird's-Eye-Maple. Finest values ever shown in the West.

BIRCH DINING BUREAU AND WASH-STAND to match..... \$28.50	GOLDEN OAK BUREAU AND WASH-STAND..... \$37.50
MAHOGANY BUREAU AND WASH-STAND..... \$37.00	GOLDEN OAK BUREAU AND WASH-STAND..... \$45.00
GOLDEN OAK BUREAU AND WASH-STAND..... \$37.50	GOLDEN OAK BUREAU AND WASH-STAND..... \$55.00
MAHOGANY BUREAU AND WASH-STAND..... \$37.50	GOLDEN OAK BUREAU AND WASH-STAND..... \$65.00
MAHOGANY BUREAU AND WASH-STAND..... \$45.00	PRINCESS BUREAU (Golden Oak and Mahogany)..... \$24.00
MAHOGANY BUREAU AND WASH-STAND..... \$50.00	DUCHESS BUREAU, with Washstand to match..... 75.00
MAHOGANY BUREAU AND WASH-STAND..... \$55.00	THREE-PIECE MAHOGANY SUITES, comprising Bureau, Chiffonier, Dining Table, in handsome Colonial styles. At per suite..... \$250.00

Summer Models in Royal Worcester Corsets

DAVID SPENCER, LTD.

Summer Models in Royal Worcester Corsets

VOL. L., NO.

PEACE AMO

Waspish ate Co

SETTLEMEN

Andrew G ward

Cartago, C. Central Amer establishment results of the conference h year, was in The various clude Salvado and Nicaragua Mexico were misloneers Enrique Cree ever have the perman Enrique Cador to the Mexico's mis throughout C greatly appl he Americ Commissione While appl toward the justment of l world will o case will fol for that app and God spe government United State The com have receiv Secretary of of America, to say he h draw Carnes purpose of d ple of peace the Central tice as an e for the peac America, an success a work that h court" The "Waspish ate Co" present lea contains to Rica, wh the splendi Capetige re "Waspish ate Co" stantly asso wards, the a ational AMER

REMA Mack Lond By Del

Vancouver an auto del horses ran whist this a back with drea inside, went right the hack, b without inju The team tor's wagon along the v backed, and wagon was wharf. Th and took o the ot dragged free away and o wharf. Con was a Stan of which w and his w little childr The hack team heard in betwe did not overturning pole smthi was prompt frightened i was found scratched Mrs. McC perished a e few days ago, and the Queen when the a ing.

HI Many Who ment in

Vancouver they are Vancouver, playing at information Honolulu, Hindus wh cover to s conditions than in B comatriot Honolulu, ly large tr for that p next, Cana If all th to the rail are not b in British playment, been in e clared ye able to se during the played on he lives b other Hin king apper tion of m holders de intolatabe