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SECOND SECTION OF G. T. PACIFIC

Contract Soon to Be Let For 200 Miles More in British Columbia

STEEL WEST OF WINNIPEG

Ambitious Branch Line Pro- gramme Also to be Un- dertaken

Montreal, April 14.—Bids have been opened for an additional 200 miles of the Grand Trunk Pacific east from Prince Rupert, and the contract will be let, probably about the middle of May. This will make 400 miles of the main line at the Pacific coast terminal under way.

Winnipeg, April 14.—The Grand Trunk Pacific Railway started to lay steel on their line between Winnipeg and Portage la Prairie this morning, and expect to have the line completed in three weeks. They expect to run trains from Winnipeg to a distance of 450 miles west by the middle of May.

Ottawa, April 14.—According to a statement made in the House yesterday by Hon. G. F. Graham, the estimated cost of the Grand Trunk Pacific from Moncton, N. B., to the Rockies is now \$36,000,000, made up as follows: Eastern division under contract, \$44,399,393; not under contract, \$10,000,000; section, \$21,572,200; total \$36,371,732. The estimated cost of the eastern division under contract is a little over \$36,000 a mile.

The Commons railway committee today granted the Grand Trunk Pacific branch line company two years' extension to begin the construction of lines it is authorized to build, and two years to complete the same. During the discussion of the bill, W. H. Bigler, general counsel, said contracts would probably be let this summer for branch lines to Calgary and Battleford, the Regina, Yorkton branch, and the Brandon-Regina branch. The company would wait till the building of the mountain section before launching its other lines. Bigler's preliminary views, on said to have been made in the case of branches from Calgary southward to the international boundary, from Regina southeastward to North Fork on the Dakota boundary.

Train Collision.
Leamington, Ont., April 15.—Pere Marquette express No. 1 crashed into a freight near this morning. The caboose of the freight was wrecked and a number of cars derailed. Engineer Grubb, of the express, was slightly injured. None of the passengers were injured, though all were more or less shaken up.

Cut in Two by Car.
Toronto, April 15.—Bennett Aqua, a student at the technical high school, missed his footing while attempting to board a moving car at the corner of King street and Dundas street this morning. He fell in front of the train, the wheels of which passed over him, cutting his body in two. He was 14 years old and went to school when the accident happened. This is the third street car fatality within the last two weeks.

Old Civil Servant Dead.
Ottawa, April 15.—Hypolite Adolphe Fissault died yesterday, aged 80 years. He was once law clerk of the railways and canal department. He entered the government service in 1860, when the business was transacted at Quebec, and signed the contract for the purchase of the Dominion Government house for the Canadian government. He followed the government in its transfer to Ottawa, and held the position here for 35 years.

Toronto Liquor Licenses.
Toronto, April 15.—The divisional court is today hearing argument for the city of Toronto against the decision of chief Justice Meredith in refusing the bylaw to reduce the number of liquor licenses from 150 to 110. Corporation counsel says that the chief justice should not have quashed the bylaw on account of technicalities in the wording, but should have considered the intent of the city council and the powers given it under the statute.

CALGARY'S FAIR

The Programme For Dominion Day—Home-Seekers' Excursion Dates Arranged

Calgary, April 15.—Not only will Dominion Day be the greatest and best day of the fair, but it promises to be perhaps in all Canada. An effort will be made to have all the Indians in southern Alberta present.

The C.P.R. have announced their annual home-seekers' excursions for 1908, and have at a special meeting fixed the dates so that people from the provinces of Ontario, Quebec and N. B. will be able to leave those provinces on either June 9th and 16th or on June 23rd and 24th. The former tickets being good until the 11th and 12th and the latter until the 25th and 26th of that month, enabling them to reach Calgary in time for the Dominion fair.

Round trip tickets from any point in these three provinces will cost \$40.50, the passengers having the privilege of taking a tourist sleeper right through for the sum of \$42.50. They will be able to continue their trip as far north as Sturthoona, and as an extra inducement the railway has decided to allow an extension on the tickets for one or two months on the payment of \$5 per month extra.

Quebec, April 14.—William Brodie, a prominent citizen and well-known currier, died suddenly tonight.

Fell Sixty Feet.

London, Ont., April 15.—William Mullins and John Bridges fell sixty feet in the elevator at Ferris's beauty works when the cable slipped. Both were badly injured, but will recover.

Caught in Belt.

Lanigan, Sask., April 15.—W. J. Robinson, formerly of Winnipeg, proprietor of the sash and door factory here, was instantly killed today. He was caught in the engine drive wheel belt.

Fight With Shevils.

La Toque, April 15.—The coroner's jury returned a verdict holding John Maki responsible for the death of Gabriel Bonn, as the result of a fight with shevils on the Transcontinental railway near here.

Poisoned by Egg Dye.

Lunenburg, N. S., April 15.—The 3-year-old daughter of Henry Eisenhauer is dead, after eleven days' terrible suffering. The child had eaten a colored Easter egg and was poisoned by the dye. Her brother also ate one of the eggs, but escaped with a slight indisposition.

Another Quebec Bridge Victim.

Quebec, April 15.—The name of another of the Quebec bridge disaster of August last has to be added to the list, Oscar Lagorge of New Liverpool, 32 years of age, who fell with the bridge and who has just died of his injuries. He leaves a young widow and a child.

CONTRACT LET FOR THE FIRST MILE

Contractor Ross Has Year to Build Initial Road for G. T. R.

Prince Rupert, April 15.—The sub-contract for the first mile of the G. T. P. from Prince Rupert, has been awarded to Contractor Ross, who has a year to finish the work.

Last Saturday will go down in history as the date when a start on the construction of the main line of the Grand Trunk Pacific east from here was made. About fifty men in the employ of Messrs. Fowles, Welch & Sissons, the contractors, were set to work clearing the right-of-way. Grading is now in progress, and the laborers who are arriving by every boat are finding no difficulty in obtaining steady employment.

It is expected that from a month to six weeks will elapse before the enormous plant of the contractors will have been distributed over the 100-mile section east to Kitimat canyon and the 60-mile branch line from Kitimat. Meantime a number of sub-contractors from the prairie provinces are busy preparing the requisite work to bidding for sub-contracts. The contractors expect to have work for five thousand men before the end of May.

The plant will be shipped from Vancouver to Prince Rupert and thence distributed along the main line by means of steamboats on the Skeena River and by rail overland along the Kitimat branch. As the clearing of the townsite is virtually completed the laborers engaged here all winter are being hired by the railway contractors. The restriction prohibiting people from coming here has been removed. Hundreds of shacks and tents dot the cleared area. The railway contractors are erecting various buildings, including a big warehouse on the wharf.

S. S. MOUNT TEMPLE TAKEN FROM ROCKS

C. P. R. Vessel Floated After Several Months of Salvage Work

Halifax, April 15.—The C.P.R. steamer Mount Temple, which was stranded at Ironbound Island on Dec. 2 last, was floated today and proceeded under her own steam to the eastward, probably anchoring in Moses harbor.

For four months and a half the Mount Temple has been on the rocks, and to get her on the Halifax Salvage Association have, during most of this time, been at work upon her with a force of thirty men and have expended on the venture between \$25,000 and \$30,000.

The steamer was valued at over \$400,000 before she struck, and it is probable that \$50,000 spent in repairs will put her into quite as good condition as before the wreck.

Coal and Steel Companies.
Toronto, April 15.—Jas. Ross, president of the Dominion Coal Company, who is in the city in consultation with President Plummer, of the Dominion Iron & Steel Company, regarding a dispute between the two companies, issued a statement last night to the effect that a good start had been made towards an adjustment of the difficulties, and that he had good reason to believe there would be a satisfactory conclusion.

Canadian General Electric.
Toronto, April 15.—The annual meeting of the Canadian General Electric Company was held today. The financial statement shows a gross profit for the year ending December 31, 1907, of \$728,433, as compared with \$863,876 in 1906. The capital stock issued and paid up amounts to \$9,463,885. The assets are now \$1,742,285, as compared with \$9,693,881 in 1907. W. Brook, president, expressed the hope that the reduction of the dividend from ten to seven per cent, due to the uncertainty of trade conditions, was only temporary. The old board of directors was re-elected.

SETTLERS BOUND FOR PEACE RIVER

Canadians and Americans Are Seeking Homes in Northern District

WELL EQUIPPED PIONEERS

Saskatchewan Receiving Many Immigrants From Mis- souri

Port Saskatchewan, April 15.—Numerous settlers are passing through here daily, bound for the Peace River country. Many of them possess nearly complete outfits, and are the right type of people for a new country. The majority of them are from the United States and Canada. They all express satisfaction with the country. Seeding is general here.

Winnipeg, April 15.—A trainload of settlers and their effects, consisting of 36 carloads, is en route from the district around Kansas City, Missouri. The men are taking up land in Saskatchewan.

Captain Harbottle's Return.

Toronto, April 15.—Detective Rogers leaves for Havana tomorrow to bring back Capt. Colin C. Harbottle, the assistant secretary of the Toronto club, whose alleged shortage is between \$17,000 and \$18,000. Harbottle will probably be brought back by way of Halifax, and not touch at any American port.

U. S. to Be Represented.

Washington, April 15.—A favorable response will be made by the United States war department to the courteous invitation of the Dominion government to be represented at Quebec by a war vessel at the coming visit of the Prince of Wales to Canada in July. The present intention is to dispatch the fine new battleship New Hampshire, recently put into commission and in command of Captain Cameron. The finishing touches are now being put on the vessel.

MEN OF BATTLESHIPS MARCH AT SAN DIEGO

People of Southern California City Edified by the Grand Naval Display

San Diego, Cal., April 15.—A parade of battleships and marines landed from the United States battleship fleet, 5,000 fighting men fresh from a cruise of more than 13,000 miles, marked today the ceremonial of official welcome to the state of California. Sixteen companies of marines formed this most notable of the navy's land displays. The landing party, including 1,000 sailors, armed with Krags, in light marching order, and with canteens filled, equalled any army corps.

The procession that the men of the navy formed was more than two miles long. They marched from the waterfront to the city park over three miles of streets caped with decorations, which combined the red, white and blue of the nation and the gold and white of the state. San Diego took a holiday to see the martial pageant, and the sidewalks paralleling the asphalt roadways were crowded by a typical holiday throng. Their enthusiasm was explosive, the appearance of the blue-jackets and marines causing for long sustained cheering. At the city park the sailors passed in review before Rear-Admirals Thomas, Sperry and Emery and Governor Gillet and his staff. A crowd of more than a hundred people surrounded the grand stands. Three thousand school children, waving flags and banners, were massed directly in front of the reviewing stand, and their songs and cheers were one of the prettiest features of the day's celebration.

Governor Gillet in a brief speech supplemented his words by remarks spoken yesterday on the quarter deck of the flagship Connecticut, and Rear-Admiral Thomas made formal responses in behalf of the fleet.

Admiral Thomas then accepted on behalf of Admiral Evans a golden key as a token of the freedom of the city. The token will be forwarded by Admiral Thomas to Admiral Evans at San Francisco. There will go with it a gold mounted and jeweled naval sword, presented today to Admiral Evans through Admiral Thomas.

The admirals and the officers of the fleet at the Hotel del Coronado.

MANY DROWNED

Swedish Vessel Capsizes And Passen- gers Are Caught Under Decks

Gothenburg, Sweden, April 15.—The small steamer Gothenburg capsized this afternoon while 40 or 50 persons were aboard. Some of these were rescued, but so far only eight bodies have been recovered. It is believed that others are still under the decks.

Troublesome Doukhobors.
Port William, Ont., April 15.—Magistrate Fallon received a telegram from the minister of justice asking for a report on the nineteen Doukhobors now in jail, and about immediately another asking him to apply for a pardon for the Doukhobors, preparatory to shipping them back to Saskatchewan.

More Immigrants.

Halifax, N. S., April 15.—The Allan Line Grampian arrived from Glasgow last night with 20 first class, 285 second class and 47 steerage passengers.

Ontario Merchant Dead.

Fenelon Falls, Ont., April 14.—Henry Austin, of the firm of McDougall, Brandon and Austin, the largest dealer in farm produce and live stock in the south of Ontario, is dead at the age of 58 years. He leaves a widow and four daughters.

Attacks Alderman's Qualifications.

Winnipeg, April 15.—The Winnipeg Electric Railway company this morning filed its defense in the action brought against it by the city for claims amounting to \$10,000 for the last year. These claims are for a resolution passed at a city council meeting on February 12, 1907, and the company's defense is that not half of the aldermen who then voted were qualified.

Destructive Prairie Fire.

Alimore, Sask., April 15.—A bad prairie fire swept over the country west and north of here on Monday, burning considerable hay and several grain stacks. The fire was blowing at the time, and the settlers in the path of the fire had hard work to save their property. All the farmers turned out to fight the fire, but in spite of their best efforts much hay and grain were destroyed.

TWO MORE BODIES IN CHELSEA RUINS

Five Victims so Far Discovered —Fears for Two Women's Safety

Boston, April 14.—The bodies of two persons, a man and a woman, were found in the ruins of Sunday's fire at Chelsea today. Three bodies of unknown persons had been discovered previously. The bodies found today were thought to be those of Mrs. John Hake and Willard C. Sanborn, a carpenter. The three bodies found previously have not been identified.

The police made an examination of the premises of Chelsea avenue, where resided Dr. Fenwick, Mrs. Fenwick and her niece, and Sunday morning a fire and their relatives fear that the bodies are in the ruins of the home.

Early today the police placed under arrest Daniel Ross, who was living at 1000 Broadway, and who was held under \$5,000 for attempted incendiarism. Investigation into the rumored stories of incendiarism on Sunday brought out no results, and the police believe the rumors unfounded. The relief measures have been continued and the relief committee has come from all sources. Tonight Adm. General Warburton gave orders withdrawing Col. Nutter and 20 companies from duty in the burned area, and but one battalion was left on guard for the night.

State Senator Hall, of Revere, who represents the Chelsea district, announced today that he would introduce in the legislature a petition with an accompanying bill asking for the appointment of a commission of three men, one of whom shall be the mayor of Chelsea to govern the city for three years.

The conference lasted for more than two hours, and afterwards Mr. Watson called on Speaker Cannon to report what had taken place at the White House. In an interview Mr. Watson said that the sentiment here was no division of sentiment between the White House and the Capitol over legislation that would not yield to compromise. The president, said Mr. Watson, was in sympathy with the early adjournment proposition, but he wanted congress to pass the necessary legislation before doing so.

PRESIDENT'S WISH IN LEGISLATION LINE

Particularly Anxious to Have Four Battleships Con- structed

Washington, April 14.—An important conference was held at the White House tonight between President Roosevelt and Representative Watson of Indiana. The subject was related to the executive programme in the House and the movement looking to an early adjournment of Congress.

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Mrs. Rowland's Case.
Toronto, April 15.—Mrs. Carrie Rowland, aged 25 years, arrested last night on complaint of the Toronto branch of the Daughters of England, of which she was secretary, charged with misappropriation of funds of the association. The Toronto branch of the Daughters of England, of which she was secretary, charged with misappropriation of funds of the association. The Toronto branch of the Daughters of England, of which she was secretary, charged with misappropriation of funds of the association.

Work of a Barbarian.
Brookville, Ont., April 15.—The story of the inhumanity of an Elmley township farmer has just come to light. His farm was heavily mortgaged, and hearing that the man had left for the West, the holder of the mortgage went to investigate. There were no signs of life about the place. In one stable were found six cows, lying dead; five more cows and two heifers on the barn floor, two horses in another place and a colt and a pig in another. All were dead. The bodies were little more than skeletons, and the protruding bones and emaciated forms told of starvation. The animals had been shut up in the buildings and left to die.

New York, April 14.—Michael Laocomb, labor contractor, was sentenced today to serve eight months in Sing Sing prison for importing contract laborers from Macedonia and Bulgaria. This is the first sentence under the conspiracy clause of the immigration law.

Chinaman to Jail.

Vancouver, April 15.—For obstructing the police in a raid, four Chinese men have been sent down for three months.

MAKE TROUBLE FOR MINISTRY

Irish Party's Hostile Attitude as Defined by Leader Redmond

WARNING TO MR. ASQUITH

Winston Churchill Not Likely to Get Irish Support in Man- chester

Dublin, April 15.—Speaking at a meeting of the United Irish League, John Redmond, the Irish parliamentary leader, said the changes in the ministry resulting from the assumption of the premiership by Mr. Asquith had involved an alteration of the attitude of Ireland toward the Liberal party, and he did not think that Irish voters could support Winston Churchill in the approaching bye-election at Manchester.

Continuing, Mr. Redmond declared that the attitude of Premier Asquith and the secretary for Ireland, Mr. Birrell, toward home rule was a direct challenge to the people of Ireland, and he warned Mr. Asquith to remember the fate of Lord Rosebery.

Ireland herself would have to force the Home Rule question to the front at the next general election, but there was nothing to be gained by withdrawing the Nationalists from Westminster.

Ministerial Caucus at Quebec

Quebec, April 15.—The ministerial party in caucus for several hours this morning, and it is understood that some heart-to-heart talks took place about elections, etc., but nothing definite on the subject can be learned.

St. John Business Man Dead

St. John, N. B., April 15.—Henry W. Barker, resident manager of the National Drug & Chemical Company, of which he was president, died here of heart failure, following an attack of mumps. He was 54 years old.

CHAMPIONS WELCOMED BY ALL OF NANAIMO

Returning Footballers Given Great Ovation When They Reached Home

Nanaimo, April 15.—Never in the history of the city of Nanaimo, and perhaps in British Columbia, has a football team ever received such an ovation as did Nanaimo United as they stepped from the B. & N. train upon their arrival from Victoria tonight, champions of Vancouver Island after defeating Ladysmith at Victoria today. Some four or five thousand people headed by the Nanaimo silver cornet band formed a procession to welcome the victors who were enthusiastically received.

The champions were escorted to carriages by a huge throng amid an incessant din of horns and fireworks, cheering, etc. The procession was then formed filling the sidewalks and streets with a solid mass of humanity. Proceeding from the depot the procession marched through Commercial street to Dallas square, where a public meeting was held.

Mayor Plants, the superintendent of the Graham Western Fuel company, and other prominent citizens spoke in congratulatory terms of how the local boys had upheld their colors. During the course of the meeting the speakers made mention of the fact that it is necessary to have \$100,000 in donations as an expense fund for the People's Shield competition, as one or two of the members of the team are in a somewhat crippled state and will have to discontinue work all week to be in condition for the first game on Saturday. Judging from the comments of the citizens there was no difficulty in securing the necessary funds for these games.

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Lennox Conservatives.

Napanee, Ont., April 15.—T. C. Carscallen, M.P.P. was nominated by Lennox Conservatives for the legislature at next election.

Young Lad Stabbed.

Woodstock, Ont., April 15.—Earle Cooper, 15 years old an Embro lad is in a somewhat serious condition as the result of being stabbed by a companion.

Brakeman on Trial.

Milton, April 15.—Richard Newton, C.P.R. brakeman, on trial here charged with manslaughter in causing the death of Engineer Chas. Armstrong at Guelph Junction last month. It is understood the charge may be amended to criminal negligence.

Welcomed Premier Scott.

Regina, April 15.—What in many respects was the most notable political demonstration ever held in this city took place last night, when over 1,100 members of the recently organized Liberal club gave a welcome home to Premier Walter Scott.

Funeral of Constable Wilmet.

Macleod, Alb., April 15.—The funeral of Constable Wilmet, the municipal policeman who was so foully murdered at Ft. Assiniboia on Tuesday, was held here yesterday afternoon. All the available members of the force in this district turned out to pay their respects to the dead comrade. Up to the present the police have no clue to the murderer.

NEW ATTACK MADE ON HON. MR. BOWSER

Duncan Ross Re-iterates the Charges Against the At- torney-General

(Special to the Colonist.)

Vernon, April 15.—Duncan Ross has made renewed charges at the Liberal convention here against Attorney-General Bowser on the subject of the Japanese labor contracts with Gotoh.

On being told of the contents of the above dispatch the attorney-general said that without being informed specifically what the member for Yale-Cariboo had charged he could make no specific reply, except that he reiterated his previous statements on the subject and denied utterly that Mr. Ross has the slightest reasons for making any charge whatever concerning him with the Gotoh contract. "I intend to give Mr. Ross an opportunity to make his words good, if he thinks he can," Mr. Bowser added. "I know, of course, that he cannot, for there is absolutely nothing whatever in what he says, and the campaign opens I will challenge him to meet me, either in his own constituency or any other place he may name, where a considerable number of people will be got together. If he will not accept my challenge, I will go to one of his meetings and demand a right to be heard, and I know that the audience will be that there is any truth in, or shadow of an excuse for what Mr. Ross here, or indeed in regard to any direct or indirect connection on my part with the Gotoh contract. Of course, I do not know exactly what Mr. Bowser has said, but if he stated that I was in any way associated with that matter, I have only to add that my denial applies to his statements, there also."

SEA TAKES HEAVY TOLL OF FISHERMEN

Five Men of Lunenburg Fleet Lost—Schooners Long Missing

Lunenburg, N.S., April 15.—Five men of the fishing fleet of this place have lost their lives this season, which is only three weeks old. In addition, all hope is abandoned of the safety of the schooner Mary A. Duff, which left here fifty days ago for the West Indies with a cargo of fish. The crew numbered six.

The L. A. Evans, from the port of New York, with a crew of seven, is eighty days out and is thought to have foundered.

QUEBEC LICENSE BILL

Provision Made for Gradual Reduction in Number Until Certain Mini- mum is Reached

Quebec, April 15.—No immediate or general reduction of liquor licenses in the province is provided for in the new government measure to be introduced in the legislature. On the other hand, the bill establishes a gradual scale of reduction owing to a provision that in future when, once a liquor license is withdrawn for infringement of the law, it shall not be renewed again until a certain limit is reached. In Montreal this limit is to be placed at 400 licenses. In Quebec and other cities and towns reduction is to proceed until the minimum of one license per thousand inhabitants is reached. Restaurant proprietors are not allowed to cash pay cheques presented at the counter for drinks. On any licensee who cashes pay cheques for drinks, a fine of \$20 or pay cheques, for each offense a fine of \$20 will be imposed.

Members Take Holiday.

Ottawa, April 15.—Nearly all the out-of-town members of parliament have already bidden good-bye to legislative precincts until after the Easter holidays. During the recess the cabinet will meet from day to day for consideration of business which it has to present to the house.

NEW YORK MEN NOT FOR BRYAN

Unpledged Delegates to be Sent to Denver National Convention

McCARREN IS DRIVEN OUT

Retaliates With Threat to Knife Tammany Candidate For Mayor

New York, April 15.—In a two days' session that began with bitter factional disputes and was concluded amid scenes bordering on the riotous, the Democratic convention squelched a boom for Wm. Jennings Bryan, drove the King's county faction, headed by Senator Patrick H. McCarran, from their seats, and named an unpledged delegation to the national convention at Denver.

The final session was not ended until a half hour past midnight. That night, and the last hour's business was transacted amidst a howl that made it impossible to determine the will of the delegates as expressed in the voting.

During the day, the Bryan men who had been already defeated in the committee on resolutions, abandoned their attempt to have the national delegates instructed for Mr. Bryan. The fight in the convention came tonight on the successful attempt to cast a large share of Brooklyn delegates headed by Senator McCarran, from their seats, and named an unpledged delegation to the national convention at Denver.

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or Today day overlook these grand what you will need: 55c 25c

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Renew Conservatives. April 14.—The Conserva-North Renrew met in con- today for the purpose of candidates for the Dominion inial elections. After the

Juryman Fined. April 14.—The criminal d three Jurymen \$5 each for absence.

onto Smallpox Cases. April 14.—Two more cases ox have been discovered in one on St. Joseph street, and Elizabeth street.

Dropped Dead. April 14.—Mrs. nd, Ont., April 14.—Mrs. dropped dead while dress- leaves a husband and four

ain Harbottle Arrested. April 14.—Captain Har- absconding secretary of the tub has been arrested in Cuba. Extradition proced- be taken immediately.

Died of Lockjaw. Ont., April 14.—Walter hnt, years old, is dead aw, caused by an injury to nom the wheel of a wagon braken to get a ride.

RED AT DUNCANS. the Late William Hooper is Largely At- tended

eral of the late, William Duncans, who suddenly on Cormorant street last evening, while he was on a parade in the street. The number of friends of the present indicating the high he occupied in the eastern of the residents of the funeral took place from taking rooms of the B. C. urning Company, Gov- rect, in the E. & N. depot, to Duncans. The mem- xandra lodge, Sons of Eng- the deceased had been raved in a body to the W. P. Allen, past grand the lodge, accompanied the ncans, where the members at Odd Fellows' lodge took the Odd Fellows' hall services of the lodge were with impressive ceremon- wards Mr. Allen, on be- Alexandra lodge, made a parade from the hall the cortege to the Somenos cema- interment was made, over residents of Duncans' body to its last resting

And the Fountain Blew Up. Denver, Colo.—When Dr. Som Rothschild struck a match to light a cigar in front of a public drinking fountain, there was a terrific explosion. Fragments of the fountain mangled his leg, almost stripped a woman of her clothes, and upset a bicyclist whose machine was wrecked. Gas from a street main had leaked into the fountain and was pouring from a faucet when the doctor struck the match. This is almost as remarkable as the experience of Mr. James Dingwall, of Williamstown, Ont. All his life he had suffered from Constipation. "And the only medicine I ever secured to do me any real good was "Fruit-a-tives," he writes. "I am now over eighty years of age and I strongly recommend "Fruit-a-tives" for chronic Constipation. "Fruit-a-tives" are fruit juices and tonics in the form of pleasant-tasting tablets. They cure Constipation, sweeten the stomach and regulate the liver, kidneys and bowels. 50c a box for \$2.50. At all dealers.

MOST DIRECT ROUTE TO FINDLAY MINES. F. T. Cromwell Speaks of Great Resources of Northern British Columbia

The best and most direct route to the scene of the new placer find on the Findlay river, north of the coast, according to F. T. Cromwell, who knows the northern part of British Columbia as well as anyone. Only last year he headed a party which came overland from Edmonton to the coast, via the Yellowhead pass. The route via Hazelton is longer and more difficult, with fewer chances of replenishing supplies en route. Mr. Cromwell says, and he advises intending stampedees to go in by way of Ashcroft to Quesnelle and then across the Griseom portage by Fort George.

Mr. Cromwell is one of a number of American capitalists who are heavily interested in timber and lands, both in northern British Columbia and Alberta, controlling a great deal of property along the line of the Grand Trunk Pacific. He is a great believer in the future of British Columbia, and thinks that the resources of the country are beginning to be appreciated by the outside world. The Empress hotel yesterday he said:

"I don't think the great resources of British Columbia have been advertised enough, and not nearly as well as those of Alberta, but still the people in the states are now taking an immense interest in the country. In recent visits to the north I found everybody inquiring about British Columbia. This was even true of the East, where formerly but little interest was taken in the country.

"On the Pacific coast Prince Rupert is the great center of attraction, and the states people all think it is to be a second Seattle. It is a great territory back of it, only needing a railroad for its resources to be opened up. The Grand Trunk has the best grade in North America, and it runs through a rich country. There are thousands and thousands of acres of agricultural land, and a great deal which is awaiting settlers. There it is 500 miles nearer the Orient than any other port and it will be the shipping point for the produce of the prairies. The country right all along the line, and there are immense areas of timber land and coal on the eastern slopes of the Rockies which will be tapped by the new line. There are also many indications of rich minerals.

"The city itself is all being laid out before any lots are put on the market, and it will start under auspices such as never witnessed in any other city. I expect to visit Prince Rupert again in a few days, and am going up to the Camosun.

American capitalists find British Columbia a favorable field for investment on account of your laws, which are liberal and just to all. In this respect Mr. Mc Bride's administration meets with complete approval. He has certainly done great things for the province since he has been in power.

SETTLERS' RIGHTS CASE. Application to Postpone Trial Refused—Proceedings in Chambers. The Settlers' Rights cases made their appearance in court once more, on an application made in the chambers yesterday before Mr. Justice Martin, asking that in the case of the E. & N. vs. Barnes and 16 other cases time for the reply be extended, and the trial of the cases postponed until the appeal in the case of the E. & N. vs. Fiddick is disposed of. Mr. Justice Martin extended the time for filing the reply to include yesterday, but refused to make any order postponing the date of trial.

In the Fiddick case the chief justice has the effect that the plaintiffs have no more right to attack the grants issued under the Settlers' Rights Act than any other crown grants. A. P. Luxton, K. C., for the plaintiffs and E. E. Woodson for the defense.

Welland Canal Open. Port Dalhousie, Ont., April 14.—The Welland canal was opened for traffic today.

Religious Incendiarities. Medicine Hat, April 14.—The residence of Dan Lehr, south of here, was burned on Sunday night by means of a religious sect known as the Dreamers are suspected. The Northwest Mounted Police have gone out to investigate. Nine warrants have been issued.

Plan for Investors. Ottawa, April 14.—Hon. David Tilley, former minister of militia, delivered what he declared would probably be his last address to the railway committee, urging committee members to be fair in its attitude towards the rights of investors, and not to let its zeal for the public interest render it unfair in the rights of capital.

QUEEN CHARLOTTE'S NEW MINING DIVISION. E. M. Sandilands Appointed Recorder—Still Subject to Port Simpson Office

In part, owing to the great inconvenience which is at present entailed upon the public through being obliged to go to Port Simpson on business connected with the Queen Charlotte Islands and in part, owing to the growth in the volume of this business at the meeting of the executive committee yesterday it was determined to constitute the Queen Charlotte Island group a separate mining division; and the recording office, which was established at Redway Harbor on Moresby Island. For time, however, Wm. Manson, the government agent at Port Simpson, will retain jurisdiction over the new mining district, although in due course, a complete and separate staff of officials will be provided.

Mr. Manson has been himself instructed to remove at no distant date, his offices to the terminus of the C. T. Pacific.

MEN FROM PRAIRIES ORGANIZE SOCIETY. Luncheon Will be Held in Near Future—Various Matters Discussed

A number of citizens who have come here from different parts of the northwestern provinces met in the Y. M. C. A. hall last evening, and adopted a constitution under the name and style of the Prairie Club, with the following officers: President, A. W. Elliott; vice-president, Carl D. McIntosh; secretary-treasurer, J. L. Forster; executive committee, Dr. A. J. Grahame, C. W. Bradshaw and C. H. Rivercomb.

The annual membership fee was fixed at \$5, payable semi-annually, May 1 and November 1 of each year. Some 200 persons who are eligible for membership, having resided for at least one year upon the far western prairies, are known to live in the city and the majority of them, if not all, are expected to become active members of the association. The location of permanent rooms, as well as the necessity of a luncheon at some city restaurant, for the purpose of bringing all the ex-prairie residents possible together with the view of completing the work of organization, was discussed at some length. Finally the matter was left in the hands of the executive committee. It is proposed to hold meetings for social and business purposes bi-monthly.

Permit for Dwelling. J. H. Bennett has been granted a building permit for the erection of a house on Caledonia avenue to cost \$1,400.

NEW TRAM CAR LINE PROPOSED IN VICTORIA. If Property Owner's Offer is Accepted There Will be a Line to Ross Bay

A concerted movement is underway to induce the B. C. Electric railway to build a new car line running out to the Ross Bay cemetery, and if the property owners, whose answers have not yet been received, do not disappoint the promoters there appears to be a good prospect of the undertaking being successful. Should this proposition be carried into effect it is more than likely that the scheme will fail.

Arthur Lineham, of the firm of Grant & Lineham, has been the prime mover in the project to provide transportation facilities in the district, which has been kept back hitherto on account of its inaccessibility. Close to the proposition and the success of the plan, the desirability for residential purposes, that whole section has been but very little improved because under present conditions the car line is too far away for residents who wish to come to town daily for business. While it is a section through which a car line is certain to be run or later to be built, there is nothing to warrant the belief that the building of a line for it is there likely to be for several years if the present plan of transportation facilities continues.

This indefinite delay did not suit the owners of property in the district, and accordingly Mr. Lineham conceived the idea of approaching the property owners, and they agreed to offer the street railway company inducements to build the much wanted line at once. He has been at work on this project for some time past and has interviewed a great many of the principal holders, a large number of the principal holders have agreed to the proposition, and the success of the undertaking apparently now rests with a few absentees, whose replies have not yet been received. The inducement offered to the railway company is that it be granted the form of an offer of a small proportion of the holdings which will be benefited, by way of bonus.

Another interesting fact that all the property owners have not yet been heard from, the proposal has, in order to save delay, been placed before the B. C. Electric Company, and is now under consideration by the responsible officials. J. Bunten, the managing director of the tramway company, came over from Vancouver on Monday and went over the ground with Mr. Goward and Mr. Lineham, and by the time the tramway people have made up their minds the replies from the absentees should have been received. If the proposition is accepted, the work of construction will begin before August of this year, and will be rushed to completion. The proposed new route leaves Fort Street at Cook street, and goes down Cook street to May street, thence along May to the beach. No doubt the project is generally satisfactory, and is being compiled by the company. Everywhere exceptionally fine weather prevails. The land is in good shape, and is generally fertile. Some farmers, particularly in new sections, report a big increase in acreage.

WORK HAS STARTED ON BIG CONTRACT. FOLEY, WELCH & STEWART HAVE ESTABLISHED GRADING CAMPS AS FAR AS ABERDEEN

Foley, Welch and Stewart, the big contracting firm which will build the first hundred miles of road out of Prince Rupert, has begun work. J. W. Stewart, one of the partners who is in charge of the work, is at present on a flying trip down to Victoria on business, and at the Empress yesterday gave a Colonist reporter the latest news of the new town.

"We have started cutting the right of way," said Mr. Stewart, "and have two or three hundred men at work already. We have established camps as far as Aberdeen, which is 27 miles from Prince Rupert, and the men are doing the preliminary work, but as the river is not open yet, we have been unable to establish our other camps as yet. We shall do so, as soon as conditions permit.

"Our contract is for a hundred miles of road, which must be completed by August of next year. It is a heavy job, with a great deal of rockwork. There are lots of people in Prince Rupert already, though I should not like to estimate the number. They are living in tents and shacks dotted all over everywhere. The Grand Trunk has two big hotels finished there, but I understand they are not yet finished although ready for the furnishing.

Prince Rupert is essentially a white man's town. There are no Hindus or Chinamen there, only a few Japanese. We have not a single Oriental working for us and do not expect to employ any. We find that this year we can get all the white men we want. The labor market is in a very different condition to what it was a couple of years ago.

Mr. Stewart said he did not know whether the new survey of the town according to the plans of the landscape architects had yet been completed, and that he had no information as to the exact date when it would be placed on the market. He is looking down for a short business visit, and expects to go back north again almost immediately.

BUSINESS MEETING OF LOCAL CAMPAIGNERS. Various Matters of Interest to Veterans Transacted Last Evening

The executive committee of the British campaigners' association held a business meeting last evening at the rooms of the Y. M. C. A., the president, A. J. Eraser, presiding.

There were also present, the president, Lieutenant P. T. Stern; the secretary, W. Whinley; Lieut. Hillson, S. Thomas and J. Comertor.

Several new names were added to the list, raising the total membership to some 65.

It was decided to hold a social meeting in the drill hall on the third Friday in May, and Secretary Whinley, Lieutenant Hillson and S. Thomson were appointed a committee to make arrangements for the evening, as concerns the programme, provision for refreshments, etc. The early part of the evening will, however, be devoted to the consideration of bylaws and the acceptance of new members, and it is hoped that all who sympathize with the objects for which the association has been formed, will be present.

This new organization has already attained to the dignity of a bank account, and has every promise of a successful career. All old campaigners are most cordially invited to attend the meetings which will take place in the drill hall on the third Friday of each month.

It was also determined to appoint a visiting committee, which will be charged with the duty of looking up and canvassing in any way in need of outside assistance, with the view of securing for them suitable situations, etc. Official note paper and membership cards were also ordered.

The president reported that correspondence had been received from the management of the patriots fund at Ottawa, with the view of obtaining grants in favor of disabled and unfortunate ex-campaigners.

Cousin of President McKinley. Toronto, April 14.—Mrs. Robert Letimer, first cousin of the late President McKinley, is dead here at the age of 95 years.

Court Officials Resign. Toronto, April 14.—J. A. McAndrew, registrar of the court of appeal and official referee, has tendered his resignation to the government today.

Count Tolstol's Illness. Moscow, April 14.—A specialist of this city left here today for Yasnaya Polyana, to visit Count Tolstol, who is suffering from stomach and intestinal maladies, which failed to yield to treatment.

Militia Efficiency Pay. Ottawa, April 14.—Militia orders today announce that the regulation governing the issue of efficiency pay will not be enforced this year in the case of rural companies which are part of the tercentenary celebration in Quebec, as there will be no facilities for rifle practice, but the same conditions as last year will obtain as regards the issue of efficiency pay. Training will be carried on at local headquarters as usual, and those corps in the west which perform their annual training in camps of instruction will be exempt.

Prairie Crop Report. Winnipeg, April 14.—The Canadian Pacific railway issued its first crop report of the season this morning, giving the progress of seeding operations throughout the Canadian Northwest, 110 towns, scattered all over Manitoba and Saskatchewan, have been reported. No doubt the crop is generally satisfactory, and is being compiled by the company. Everywhere exceptionally fine weather prevails. The land is in good shape, and is generally fertile. Some farmers, particularly in new sections, report a big increase in acreage.

VICTORIA YACHT CLUB ELECTS ITS OFFICERS. Reception of Report of Finance Committee is Marked by Enthusiasm

The same enthusiasm that has characterized all of the proceedings at the meetings of the rejuvenated Victoria Yacht club was manifested last night in the Pioneer hall, when they received the report of the finance committee, which had been appointed at a previous meeting to canvass the merchants and others, and also elected officers for the coming season.

Commodore Gibb occupied the chair and a large number of members were present and took part in the lengthy discussion that followed the reading and adoption of the financial report. The report states that the amount of debentures already taken amounts to \$1,940, and the management hope to raise the rest of the amount that will be required from club members, by the sale of shares.

Mr. Egges, who recently advanced to the membership of the club and at present the club has in the neighborhood of 100 members instead of one as formerly.

Eight new members were added to the membership of the club and at present the club has in the neighborhood of 100 members instead of one as formerly.

The election of officers resulted as follows: Commodore—J. S. Gibb. Vice-commodore—W. S. Chambers. Captain—S. Laurie. Secretary—G. V. Cuppige. Treasurer—W. Piggett.

Official measurer—B. S. Temple. Fleet measurer—D. B. Rankin. Committee of Management—Messrs. Hinton, Temple, O'Reilly, Adams, Woods, Rawson, Barnes and Forbes.

The following is the report of the finance committee, which was read by Messrs. Piggett, Chambers, Hinton, Hutchinson and Neale, which was read by Mr. Piggett, who was chairman of the committee. Mr. Piggett said that the committee had been exceptionally popular and efficient in the financial aspect of the club as it was at present and spoke quite hopefully of the prospects for the coming season.

Acting under instructions given us at the meeting of the Yacht Club, we held several meetings to try and arrange some suitable method of financing the new clubhouse, and we decided that every effort should be made to raise on mortgage at 7 per cent, the necessary amount of \$1,940 needed, viz., \$3,500. After interviewing different financial companies and private individuals, and not being able to obtain a loan, we decided to issue debentures bearing 6 per cent interest and repayable as circumstances will allow.

A few, if any, price changes were made in local produce during the past few days and the market, while showing a continued depression and offering of all seasonable lines, has ruled comparatively dull though firm.

EXQUISITE COSTUMES. CAMBELL'S. DAINTY NECKWEAR. Easter Apparel. WE COMMENCE our display of smart summer frocks with a magnificent exhibit of over four hundred exquisite muslin suits; they are ready NOW for your Easter purchase; they are the perfection of this season's smartest styles and disclose the exquisite grace of the new clinging fashions. Space only permits of describing a few, but we cordially invite you to call and judge for yourself.



FLOWERED MUSLIN SUITS in dainty pink and fine blue, also in black and white spot muslins, very choice productions at...\$4.75. VERY CHARMING flowered muslin suits, white ground with Marie Antoinette roses, low necks, lace insertion, Kimono sleeves; skirts trimmed with lace insertion and broad tucks, making a most effective summer frock at...\$6.00. SEE also the very stylish COIN SPOT muslin suits and the splendid range of new jumper suits.

Angus Campbell & Co. The Ladies' Store Gov't St., Victoria. FASHIONABLE SKIRTS. Sunshades to Match All Suits at "The Home of the Dress Beautiful."

Table with market prices for various goods including Eggs, Butter, and Flour. Columns include item names and prices per unit.

Whether a Chinese, British born, in possession of the other qualifications as to age and ownership of property, shall have the right to vote in the money bylaws which will be submitted to the property owners today is a question which, unless the city is willing to answer it in the affirmative, will probably go to the courts and a test case made.

Lim Bang, a Chinaman, born in Victoria, who declares he is a British subject and is duly qualified to vote, has applied to the city solicitor for a writ of mandamus to compel the city to register his name on the list of voters. The city solicitor has refused to do so, and the case will go to the courts.

WOODS BROS. TO HAVE UP-TO-DATE PREMISES ON BROUGHTON STREET. A large increase in their business and the consequent necessity of larger premises has resulted in Woods Bros., proprietors of a garage on Fort street, building more commodious and up-to-date premises. The new garage now in course of erection on the corner of Broughton and Wharf street, will be of brick, with cement floor, galvanized roof, and one story in height, with dimensions of 30 by 55 feet. The building will cost between \$7,000 and \$8,000.

Widow Drowned in Dump Snow. Amherstburg, Ont., April 14.—Henry Sellers, a well-known farmer and a member of the American government works in the Detroit river, fell to the bottom of the snow when the gates were opened and was drowned. He leaves a widow and four small children.

Julia Marlowe's Illness. New York, April 14.—Miss Julia Marlowe is lying seriously ill at the Plaza Hotel in this city. She is a widow and was broken following a season of ten weeks of one-night stands. Her doctors have ordered the Shubert, her manager, to cancel all of her engagements for the next fortnight. It is hoped that with care she may be able to resume her career.

Increase in Earnings. Pittsburg, April 14.—The annual meeting of stockholders of the Pittsburg, Chicago and St. Louis railway will be held in this city today. The report of the year 1907 shows net earnings of \$8,782,416.98, an increase of \$255,284.40.

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MR. KIPLING AGAIN.

Mr. Kipling's warmest admirers will be bitterly disappointed over his fifth letter. It is devoted to British Columbia, ostensibly to the bearing of the question of Oriental immigration upon the present condition and development of the province, but really to imaginary dialogues alleged to have been held with imaginary individuals, in which it is represented that the opposition to such immigration is little more than the result of unreasoning prejudices on the part of the Labor Unions. Mr. Kipling makes some startling statements. One is that Chinamen are scarce and are charging \$50 a month as household servants, which is true only in a few instances, and to this he adds: "This is said to be the reason why over-worked women die or go off their heads; and why in new cities you can see blocks of flats being built to minimize the amount of house-keeping." We should not care to say that there are not some women in British Columbia who find their health undermined by housework because they are unable to get servants. We suppose that is true the world over. But we do most emphatically deny that the evil is any greater here than anywhere else, and we condemn as infamously false the statement that the lack of Chinese servants is productive of insanity among the women of British Columbia. A grosser or more indecent insinuation was never uttered. Think of the world being sent all around the world that in this province women are being broken in health and driven insane for the lack of Chinese servants of any kind. And this from a man, whom we all endeavored to honor during the few days he spent in the province. Then Mr. Kipling says, or rather utters in the mouth of one of his imaginary acquaintances, that the Salvation Army plan of bringing in white immigrants from Britain fell through for political reasons. Although we all know that already two lots of immigrants have been brought in by the Army and more are to follow. Then he tells that English girls will not work at household labor here because "they see Chinamen working"; another statement which is absolutely false. Later in his letter he says that three that "whatever steps were taken to bring people in private to British Columbia from England, by recruiting agents, should be taken secretly. Otherwise, he says, "the business of the people concerned in the scheme would suffer." This is because "what is called Labor absolutely dominates this part of the world." This sort of stuff is being sent broadcast, and that too at a time when the government of the province is openly assisting the Salvation Army to bring in immigrants. When the movements of these immigrants are recorded in every newspaper in the country, and when the public is being told that the Asiatic Continent is placarded with a notice to the effect that it carries immigrants brought by the Army. One of his imaginary acquaintances is alleged to have said: "If the Asiatic goes, this part of the Continent will drop out of sight, unless we get free white immigration," and it is after writing this he adds what is above quoted about the impossibility of getting free white immigration. These are the sort of things that are said about us by a man, whose utterances we applauded when he was in the province, and for that purpose must "pump in" the people of England. He goes on to admit that the province is one of great resources, but he qualifies what he says on this point by the following: "In no part of the Continent did I meet so many men who persistently decried the value and possibilities of their country, or who dwelt more fluently upon the hardships and privations to be endured by the white immigrant." Is not this abominable? It is the worst reflection that British Columbia has ever received. We learn from Collier's that Mr. Kipling's letter was being well received. Among the favorable expressions of opinion quoted is one from the Detroit Journal and another is from the Newark Call. These authorities greatly criticized the first letter, the chief features of which were his sneer at the British government, and his statement that Canadians have contempt for England. This sort of thing is the Newark Call a "delight" and written in "a most convincing manner."

LET REASON RULE

We may remind the Asiatic Exclusion League that organizations as well as individuals may sometimes take themselves too seriously. It would, we assume, be unwise to suggest that possibly the motives animating the leaders of this not very rapidly growing organization may not be wholly unimpaired. That the thought of personal or political advantage ever entered their minds is not to be thought of. They are doubtless inspired by high resolve into which individual advantage in no wise enters. It is because we look upon it as a matter of course that we suggest to them the possibility of taking themselves too seriously. If we thought that in the back of their minds political ambition was making its influence felt, we should not refer to them at all, and should regard the fury into which they have been aroused by Sir Wilfrid Laurier's letter as easily understood, but if, as we are bound to assume, they are animated solely by a patriotic desire to see a serious question effectively solved, they seem to have taken a very extraordinary course. It is true that there is nothing in the First Minister's letter that we did not know before. Everybody knew that the Chinese head tax was greatly restricting the entry of Chinese; also that the Japanese government had promised to restrict Japanese immigration; also that negotiations are now in progress with a view of checking Finnish immigration. If in writing to the League Sir Wilfrid had told them to read the daily papers, he would have contributed as much information as he has vouchsafed to communicate, but of course, that would not be polite and the Premier is not

ing it not polite. He exhibits the same racial characteristic as led the executioner to apologize to Louis XVI, for being under the disagreeable necessity of abbreviating his stature by a head. But what would our friends of the League have him do? It is not the custom of ministers in any part of the world, that we have ever heard of, to make announcements of policy in letters to the secretaries of leagues, especially in response to a peremptory demand that a policy already adopted shall be abandoned and a new specifically defined policy shall be adopted. Indeed, there may be some who will think that if the letter of the Secretary of the League had been simply acknowledged he would have had no right to complain. But as we have taken occasion to say on a former occasion, Sir Wilfrid Laurier is a pastmaster in the gentle art of politics. He saw an opportunity to write a useful campaign document, so he treated the peremptory demand courteously and proceeded to write a letter, which his supporters will use on every occasion in British Columbia. All of which is due to the fact that our friends of the League took themselves a little too seriously.

There is no person or newspaper in Canada more opposed to Oriental immigration than the Colonist. We have taken as advanced ground on this subject as is consistent with the maintenance of any commercial or political relations with Oriental countries. We are not satisfied with the manner in which the present federal ministry has dealt with the question; but we must treat things as they are. An arrangement has been made with Japan, which may lead to satisfactory results, but is based, in our humble opinion, upon a wrong principle. In regard to Hindu immigration the course has been taken for which we have consistently contended from the very beginning. We have said that the place to stop the Hindu influx is in India. The right of the provincial legislature to regulate immigration is before the courts. There is at the present time practically no Oriental immigration. This result has been due in part to the attitude of the British Columbia press; doubtless in some degree also to the action of the Exclusion League, but chiefly to the very determined stand taken by the provincial government and unanimously endorsed by the legislature. It seems to us, therefore, that the people of British Columbia are awaiting developments. Oriental immigration is not at the present moment a menace. It has been checked, although the Premier of Canada is on record as saying that in his opinion a mistake was made in checking it. Let us, therefore, permit reason to prevail and see how the policy, which Sir Wilfrid Laurier to adopt, will work out.

MR. SIFTON.

Just at the present moment Mr. Sifton looms up pretty large in Canadian public life. The ex-Minister of the Interior is by no means an ordinary man. He knows how to make money, which is an accomplishment somewhat rare among politicians, who, more or less, their credit be it said, are usually an exceedingly imppecunious lot. He is a good organizer. He knows how to attract people to him and to hold them. He possesses the art of "bobbing up serenely" under all kinds of circumstances. In addition to this he is only forty-seven years of age and seems physically as fit as ever he was. We always thought those, who thought they were safe in wiping his name from the slate, when he retired from the Laurier Ministry, were in for a little too much hurry. A man of whom the above things can be said, and who owns one of the greatest newspapers in the Dominion, is apt to have, as Mr. Sifton has not yet thrown up the sponge, and until he does, he will be watching. He made a speech in the House of Commons a week or two ago, and set the whole country talking. No one knew just what was behind it, and no one seems to know yet. Perhaps the best thing that can be said, is that he is a man of mystery in very great degree. A speech of an unexpected character Mr. Sifton added a somewhat prolonged and intimate consultation with Mr. Robert Foster, the Minister of Public Works in the Conservative Manitoba Government, the mystery was deepened. At Ottawa the gossip says that he is looking around for a Conservative alliance, not because it is supposed that Mr. Borden would take him into the Cabinet, if the Conservatives should win at the next election, but because he might be able to prevent too close an investigation into the manner in which he administered the Department of the Interior. These gossipers say that Sir Wilfrid Laurier would be glad to have Mr. Sifton back again in his ministry, and that the latter would not be unwilling to go back, if it were not that he does not wish to take a position which would later compel him to support Mr. Fielding for the Premiership, in the event of the retirement of the present First Minister. It is said that Mr. Sifton's friends are very anxious to see him resign by an ardent desire to see the All-Red scheme materialize, and for this reason he is very anxious to keep it quiet. To think of Mr. Sifton, who Conservatives acting in concert upon any subject seems impossible, but politics makes strange bedfellows.

A NOTABLE DRIFT.

The drift towards political independence is very notable throughout Canada, and an interesting feature of the case is that it gains in strength in proportion as the absolutism of party rule in Parliament increases. There never was a time in the history of Canada when there was as little independence among the representatives of the people as is exhibited by the supporters of Sir Wilfrid Laurier. His word is absolutely law with them. Whether or not there are certain individuals, who are close enough to him to be able to influence his decisions, we do not know, but so far as the public is able to observe, he rules his party with an iron hand, from which the velvet glove is rapidly wearing off. That possibly this is a good thing for the country is neither here nor there. It would not be difficult to find those, who would maintain that the drift towards independence is a sagacious leader is better than the compromises of a caucus, but this does not affect the fact, which is that there never was as little independence within a political party of Ottawa as there is in the Liberal party today. Meanwhile it is evident that party ties are sitting more lightly upon the minds of the more thoughtful upon the press. The result is that the newspapers, with a few exceptions, are becoming much less bitter in their denunciation of the public opponents than they were formerly were, and there is distinctly less personality in political controversy than was the case ten or fifteen years ago. This drift towards moderation is natural, because we are getting further away from the excesses which give rise to the intense bitterness, which once marked

the discussion of public questions. It must not be forgotten that many men are now in active life, who are old enough to have been acquainted with the men, who fought in the struggles for responsible government. The majority of the present generation have very little idea of the fierceness of that conflict. The story cannot be told in print, because very many of the speakers, who were upon the minds of the contestants were personal and too trivial to be remembered. But they were very real to those who witnessed them. The Reformers, Radicals, Liberals, Smashers, or whatever they were called or called themselves, were looked upon by whatever other title, the Family Compact, or by, and by the way they never called themselves nor were called by any such mild term as Conservatives, as such mild terms as Conservatives, who were seeking to rob them of their vested rights and were for that reason to be regarded as disloyal to the Crown. The feeling was disloyalty to the Crown would be difficult to say which party hated and despised the other most. This was the day when personal journalists were in their heyday, often brilliant; it was always intensely bitter. The men who were engaged in this struggle have passed away, and many of the best of them, are no longer in the fighting line. The old issues are dead and the new ones are dying. We are beginning to agree to disagree, and hating each other. It is a very wholesome sign of the times.

WORK BEGUN.

Work was begun yesterday upon the line of the Grand Trunk Pacific from Prince Rupert. We congratulate all concerned, and we congratulate the provincial government, through whose business sagacity an early beginning was secured. It is many years since the first proposal of a railway across the province of British Columbia from Yellow Head Pass to the sea was made. More than thirty years ago Mr. Marcus Smith recommended that route for the Canadian Pacific, and it is his commendation that has been adopted. Victoria would have been the terminus of Canada's first transcontinental railway at that time, it was not thought desirable to have the terminus as far north as Prince Rupert, although Admiral Farquhar, in a letter to the Dominion government, said that in the course of time there would be a terminus in the neighborhood of Port Simpson. The late Robert Dunsmuir, Mr. R. P. Rithet and other Victorians a little over twenty years ago, had in their minds a line along the route proposed by Mr. Smith, but owing to circumstances, which need not now be related, were unable to carry their plan into effect. Messrs. Dunsmuir and Rithet have recently considered the advisability of building by the same route, and we have every hope that they will do so at an early day. Meanwhile, we have the Grand Trunk Pacific under way, and this has been inaugurated an expenditure of many millions of money within not more than three months. The intention of the company is to push the work with the utmost speed. The contractors have been given instructions to that end. Before we realize what has happened there will be a railway from Prince Rupert to Halifax, and a new terminal city will have arisen on the Pacific coast of British Columbia. The people of Victoria will learn the news of the beginning of work with great satisfaction.

SENATE REFORM.

Mr. Goldwin Smith contributes an article to the Canadian Magazine on Senate Reform. It is not a very long article and not much of it has to do with the Canadian Senate. Mr. Smith is apt to be remiss in his criticisms on public questions, which is not surprising in a man of 85. But in the consideration of such a question as the constitution of the Senate, it is well to be remiss, or the light which past events cast upon it, is invaluable. Briefly stated Mr. Smith's views is that we need a Second Chamber in Canada, that it is to be reformed, and that it should be a House of representatives, which is not surprising in a man of 85. But in the consideration of such a question as the constitution of the Senate, it is well to be remiss, or the light which past events cast upon it, is invaluable. Briefly stated Mr. Smith's views is that we need a Second Chamber in Canada, that it is to be reformed, and that it should be a House of representatives, which is not surprising in a man of 85. 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POWER PRIVILEGES TOO FREELY GRANTED

President Roosevelt Urges Congress to Adopt New Policy

Washington, April 12.—In a message vetoing a dam bill President Roosevelt warned Congress that there is no reason to believe that the people are ready to give away without price, steam rights capable of developing 1,300,000 horse power, whose production would cost annually 25,000,000 tons of coal, urged in vigorous terms the establishment of a policy, such as the filibustering minority in the house demands. The president urged the granting of bridge and dam privileges and require the grantees to pay for them, and definitely announced a future policy on his part with regard to prompt utilization of construction privileges by refusing his signature to a bill giving an additional three years to the Rainy River Improvement Co. within which to build a dam on the Rainy river.

"I do not believe," said the president, "that natural resources should be granted and held in an undeveloped condition either for speculative or other reasons. So far as I am aware, there are no assurances that the grantees (in this case) are in any better condition promptly to properly utilize the opportunity than they were at the time of the original act (granting the privilege) ten years ago."

Discussing broadly the federal policy, the president says: "Every permit to construct a dam on a navigable river should specifically recognize the right of the government to fix a term for his duration and to impose such charge or charges as may be deemed necessary to protect the present and future interest of the United States in accordance with the act of June 21, 1906."

AMUR BRINGS NEWS OF ANOTHER FIND

Reports Gold Discovery on West Coast of Queen Charlotte Islands—Brought Ore

Bringing news of another rich gold discovery on the west coast of Moresby island, not far from the elusive pocket of gold on the Pioneer harbor sought after in the pioneer days by the steamer Amur of the C. P. R. Capt. Locke, reached port yesterday from Jedway, Ikeda bay and other Queen Charlotte island ports, Prince Rupert, Port Essington and northern British Columbia ports. The Amur brought 52 passengers and included in her cargo was 250 tons of ore from the Awaysa-Hokda mine, which is the property at Ikeda bay, Queen Charlotte islands. The Japanese had 2,000 tons of ore on the dump when the Amur sailed, and when their big bunkers are ready to ship a full cargo of ore. The Norwegian steamer Thordis, under charter to the Mackenzie Steaming Co., is expected to expect a large shipment of mining machinery brought from the eastern states, as well as oil, explosives, coal, etc.

The Amur brought news that workmen are gathering at Prince Rupert, and it was announced there that the contractors had publicly stated to the assembling workmen that 6,000 men would be engaged in railroad construction in the north before May ended. The steamer took 20 passengers to Queen Charlotte island ports, where there was considerable mining activity. Several new discoveries had been reported, the most of which were on the west coast of the island attracting the most attention. Among the passengers brought south by the Amur was this opportunity, who came down to register the report site of Charlottetown, at the mouth of the Noon river, where he will erect a big sawmill. Mr. W. Scribner and party also on the Amur. Mr. Scribner has taken up a large section of country near Skidegate, and will take in a party of 80 families, who will settle there and turn their attention to farming, it being Mr. Scribner's theory that the mining development along the coast will mean a big demand for farm produce.

DAWSON CONDITIONS

Bishop Stringer Speaks of Social and Industrial Prospects in Yukon Capital

Vancouver, April 14.—"The social conditions in Dawson city and the Yukon generally show an improvement over what they were a few years ago. Last winter the dancehalls were closed up and I believe that they have been closed for good. Much of the gambling that rendered the place so notorious a few years ago is being weeded out, and all round there seems to be a general cleaning up morally."

So spoke Right Rev. Bishop Stringer, Bishop of the Yukon, Bishop Stringer is in Vancouver for a few days on his way to London, England, where he will attend the Pan-Atlantic congress which assembles there next month. He is accompanied by Mrs. Stringer and his two children, and they are stopping at the Badminton hotel.

"What was the general impression caused by the census in Yukon?" asked Rev. John Pringle affecting conditions in the Yukon?" asked the newspaperman.

Bishop Stringer paused a moment. "Now I would rather avoid a direct question. It is very acute and particularly at the present time when an inquiry is being made, I know Dr. Pringle is personally, and I will say this for him that he is perfectly correct in his conditions there, and there must be a large amount of truth in what he says."

"Of course, you must understand that you will always find conditions a mining camp that you would not find in a settled community. It depends entirely as to the attitude you take. Conditions are so varied that you must inevitably have a variety of opinion."

"The general impression in the Yukon was that Dr. Pringle's letters may have prejudiced the people of Kyrgyzia world against that country. That seems to be the most serious grievance. Take the statement that it was not safe for a woman to walk up the streets of Dawson, that is absurd. I don't know of any place where women

are safer than they are in Dawson, or where they get better treatment. But I would rather leave it to those who are judging."

NAVIGATION ON SKEENA

Expected That Hazelton Will Leave Port Essington on Arrival of Princess May

Advice received by the Hudson's Bay Company indicate the early opening of navigation on the Skeena. A telegram from Hazelton, yesterday, reported very mild weather at that point and mild rainy weather to the north with a consequent rapid rise in the river. Barometrical and other conditions indicate continuance of these conditions and in view of that there is every likelihood that the steamer Hazelton will make her first trip as proposed on the arrival of the Princess May, which left here on Monday night.

GEORGIA BOUND TO VICTORIA FROM GUAYMAS

Canadian-Mexican Liner Bringing Shipment of Salt From Carmen Island to This Port

The steamer Georgia, of the Canadian-Mexican line, left Guaymas on Sunday for this port. A telegram to this effect was received yesterday by J. H. Green, general manager of the steamship line from the Mexican port. The Georgia, is due here about a week from today. She has 6 passengers and a fair cargo, including 200 tons of salt loaded at Carmen Island. The steamer Lonsdale took a shipment of steel rails and a consignment of goods, and is expected to arrive at a wharf and railroad to give the salt mines on the island in the Gulf of California an opportunity to make further shipments.

FUGITIVE HINDU DELAYS JAPANESE MAIL STEAMER

Aki Maru Takes Racing Automobiles to Yokohama—Carried a Large Cargo

(From Wednesday's Daily) A fugitive Punjabi, a Sikh named Har Singh, held the Japanese steamer Aki Maru, Capt. Toei, some hours yesterday and delayed the racing automobiles from France and Italy who with their De Dion and Zast cars are hurrying to Yokohama to scour across the Siberian steppes on the way to Paris. Har Singh arrived a month ago by one of the Japanese liners, the Kure, and was ordered deported, owing to his being afflicted with trachoma. Yesterday morning an expressman was sent to the steamer's hold to see if the Sikh was held, and he was loaded on the wagon with the effects of some Japanese steamer passengers. A call was made at a Hindu colony in a house on Government street, where the Sikh's baggage was to be loaded. Into this house went the expressman. When he returned the Indian had disappeared.

At the outer wharf E. R. Stephen, local agent of the N. Y. K. and Dr. Milne, immigration inspector, telephoned the Aki Maru, which was ordered deported had not arrived at the steamer was being delayed. Then the tidings were told. He had vanished. Aki Maru, which was bound for Yokohama, finally, after many places where Hindus congregate had been visited and the city had been scoured for a fugitive Hindu. Mr. Scribner and party also on the Amur. Mr. Scribner has taken up a large section of country near Skidegate, and will take in a party of 80 families, who will settle there and turn their attention to farming, it being Mr. Scribner's theory that the mining development along the coast will mean a big demand for farm produce.

The Aki Maru carried a large cargo of general freight, including large shipments of machinery, a number of locomotives in pieces to be unloaded at Kobe, cotton, flour, and general cargo. Lashed in the 'twain decks of the steamer were the De Dion and Zast cars in the round-the-world automobile race organized by Le Matin of Paris and the New York Times. They were brought from San Francisco by the steamer Puebla and discharged at Seattle, where the drivers were preparing to leave for Alaska, which was their destination. The machinery had been changed as a result of the failure of the American car to make headway in Alaska. This car is being sent to the Yukon by the steamer Guman car now on the way to Seattle, and will leave on the next outward Orient-bound liner. The motorists will leave the steamer at the station and cross the Sea of Japan by steamer to Vladivostok, from where they are expected to drive their cars, with further aid of train or steamer, to Paris.

Included among the saloon passengers of the steamer were three prominent Japanese, the Hon. Fusho Volz, from Washington, D. C., who is bound to Manila.

The steamer Iyo Maru, of the Nippon Yusen Kaisha line is due today from Hongkong and Japanese ports.

SEALING SCHOONERS HAVE SECURED CREWS

Tees Brought News That Thomas F. Bayard and Markland Have Left for Sea

(From Wednesday's Daily) Bringing news that the sealing schooners Thomas F. Bayard and Markland had both been successful in securing crews at Clayquot and had left for the sealing grounds beyond the 130th meridian, the steamer Tees, Captain Townsend, returned yesterday morning from Quatsino and way ports of the west coast. News was brought that eleven whales had been taken by the steam whaler Orion to the Sechart station during the past week, making a total of 16 whales brought to the station this season. At Kyquoot the weather had been rougher and the whalers had taken few mammals. The total catch is not over a dozen since the season started. The steamer Tees shipped 174 barrels of whale oil and the Sechart station sent 164 barrels of oil and 278 sacks of fertilizer.

The sealing schooner Thomas F. Bayard had been unsuccessful at Kyquoot, where only four canoes were signed. The crew from the sealing schooner was taken by the Tees to Banfield creek to go to Clayquot, where the schooner Markland, Captain Heater, which is bound on a sealing cruise, was signing Indians. There eight more canoes were secured and both the Markland and Thomas F. Bayard have put to sea with twelve canoes each. Storms on the coast were taken by the Tees to Banfield creek last night and that vessel is expected to put into the Barkley sound port within the next few days. There are 25 passengers on the steamer from west coast ports, and when she left last night, carrying a full complement of freight, she had the following among her passengers: R. Fleming, Miss Redfern, A. Watson, Mrs. Watson, W. Marchant, A. Bechtel, H. Jensen, Mr. Russon and others.

DIVIDEND REDUCTIONS

Railroad Experts in States Look for General Cutting in Stock Returns

New York, April 14.—Some leading bank officials and railroad men are very frank in discussing the prospect of further dividend reductions on important railway and other corporations. One leading financier who represents a powerful stock exchange in New York, says that a reduction in the dividend rate than in that of any other first-class system. It is realized that the circumstances in some of the railroad interests have changed. "All of the railroads in the country could use money, and there will be less reluctance shown to reduce dividend payments. The management has cut down dividend payments that were being distributed in excess of the company's temporary financial abilities. Many of the most noted railroad experts in the United States are in favor of a contraction of dividend payments, lowering of wages and possibly, re-employment of some of the weaker lines."

His official duties did not take away from his healthy appearance and he was signed in reply to the members of the local force.

MANX KING IS RACING TO SAVE HER CHARTER

Must Reach Sound Within Next Five Days or Her Engagement Will Be Canceled

Unless the old British ship Manx King, 1,823 tons, Captain Cannell, arrives on the sound within the next five days, her owners are on the verge of canceling her charter from this port to the United Kingdom, and will run the risk of lying idle on the sound all summer until next season's wheat begins to be shipped. The vessel is at present at the Clayquot wharf, where her charter last week by reason of slow passage, the Manx King is at present attracting considerable interest in shipping circles. Her owners are on the verge of canceling her charter from this port to the United Kingdom, and will run the risk of lying idle on the sound all summer until next season's wheat begins to be shipped. The vessel is at present at the Clayquot wharf, where her charter last week by reason of slow passage, the Manx King is at present attracting considerable interest in shipping circles. 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SEASIDE LAND DISTRICT

Take notice that John Edward Moody, of Hazelton, B.C., occupies the following lands...

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

ALVO V. ALYENSLEBEN, Vancouver, Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

ARTHUR D. WESTCOTT, Vancouver, B.C. Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

FRANCIS G. BELL, Vancouver, Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

HAROLD B. ROBERTSON, Victoria, B.C. Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

JAMES ABBOTT, Vancouver, Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

W. A. BISSETT, Saanichton, Vancouver, Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

ARTHUR D. WESTCOTT, Vancouver, Agent. March 14, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works...

NORMAN G. STEWART, Vancouver, Agent. March 14, 1908.

NOTICE TO CREDITORS

IN THE MATTER OF THE Estate of Joseph Eva Phillips of the City of Victoria, deceased.

NOTICE is hereby given that all creditors having claims against the estate of Joseph Eva Phillips, deceased...

AND FURTHER TAKE NOTICE that after the said 20th day of April, 1908...

BODWELL & LAWSON, 218 Government St., Victoria, B.C. Solicitors for the Executrix.

Advertise in THE COLONIST

ASSESSMENT ROLL FOR OAK BAY

Many Matters Before Municipal Council at its Weekly Meeting

(From Tuesday's Daily)

The consideration of the various by-laws that have been drafted by the municipality's solicitors was the important business that engaged the attention of the council at its regular meeting...

Three by-laws affecting the welfare of the municipality, which had been ordered drafted by the council, were considered. These were the by-laws asking for the consent of the electors...

The latter two received their third reading, and the last, after a lengthy discussion, was referred to the finance committee, with a recommendation to alter the term in which the debentures will be paid from twenty to ten years.

The by-law relating to the selling of coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, described as follows:

Commencing at a post planted on the north coast of Saanich Peninsula, thence north 30 chains, thence east 30 chains, thence south 70 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

ARTHUR D. WESTCOTT, Vancouver, B.C. Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, described as follows:

Commencing at a post planted on the north coast of Saanich Peninsula, thence north 30 chains, thence east 30 chains, thence south 70 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

ARTHUR D. WESTCOTT, Vancouver, Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, described as follows:

Commencing at a post planted on the north coast of Saanich Peninsula, thence north 30 chains, thence east 30 chains, thence south 70 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

ARTHUR D. WESTCOTT, Vancouver, Agent. March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, described as follows:

Commencing at a post planted on the east coast of Saanich Peninsula north of Shoal Harbor, thence north 30 chains, thence east 30 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

ARTHUR D. WESTCOTT, Vancouver, Agent. March 14, 1908.

NOTICE is hereby given that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described lands situated near Coal Creek, Renfrew District, B.C., commencing at the South West corner of lot 57, two, Coal Creek, Renfrew District, B.C., a post planted and marked J.B. and H.J.K. S.E. corner post; thence North about forty chains to post marked J.B. and H.J.K. N.W. corner post; thence South about sixty-five chains to post marked H.J.K. and J.B. S.W. corner post; thence along above line to points of commencement, containing one hundred and sixty-five acres more or less.

JOHN BERRYMAN, H. J. KIRBY, March 17th, 1908.

NOTICE

Notice is hereby given that one month from date I intend to apply to the Superintendent of Provincial Police for a Hotel License. Hotel to be situated at Hazelton, British Columbia.

Dated March 20, 1908. W. GATT.

PRE-EMPTIONS

In Kitimat Valley, on fruit and agricultural lands. Soil clay or sand loam. Practically level. Postively no summer frosts. Write for particulars. Address: C. E. BURGESS, Copper River, Upper Skeena, B.C.

of water mains in the municipality. Referred to committee.

A communication from the pathmaster showing a list of the pipe that would be necessary for use of the municipality, referred to committee.

A communication from the pathmaster regarding the condition of the Oak Bay bridge on Beach drive which he reported as unsafe and advising the immediate attention of the council.

A communication from the Fortland Cement Co. in connection with the cost of cement was referred to committee. Communication from Henry Stride asking for an extension of time in regard to the council's demand that all ratemakers connect with sewers within a prescribed time was referred to the engineer.

A communication from E. G. Prior & Co. in regard to the cost of materials and the grade of different makers was considered. The wording of the order of council calling for these materials gave the impression that the make of one firm was favored. Referred to committee.

A number of inquiries and petitions were read and the council adjourned.

BRANDING LOGS

Government is Taking Precaution Against Possible Loss of Export Permission

Vancouver, April 13.—In order to prevent any possible fraud in the export of logs to Puget Sound in accordance with the permit granted some weeks ago, the provincial government has a force of men making the round of all the coast logging camps branding all logs taken to the water.

When the government raised the embargo on the export of logs in order that the immense surplus of inferior material might be reduced it was provided that only those logs in the water when the order became effective would be permitted to be sent out of the country. No logs in the woods or on the beaches were to be shipped. While it is understood that there have been any breaches of this provision the government decided to prevent any such possibility by branding all logs in the water.

Very few logging camps are now operating, and those which are running are reported to be working very much in a desultory and haphazard manner. The usually active coast camps are all deserted, many loggers having left the country pending a revival of trade, while others are engaged in other work.

MANY SUBJECTS FOR TEACHERS' INSTITUTE

Addresses and Papers Prepared for Vancouver Meeting

Vancouver, April 13.—An interesting programme has been prepared for the annual convention of the Provincial Teachers' Institute, which will be held in the Vancouver High School on April 21, 22 and 23.

The convention will be opened with an address by the president W. P. Argue, B.A., and an address will be given by the first vice-president, E. Everett G. Griggs, of this city. Mr. A. principal of the Winnipeg Normal school, who in the afternoon will take up the subject of Reading and Language in the First Four Years of School. On Wednesday, Milne's Arithmetic will be the subject of an address by E. H. Murphy, principal of the Model School, and Nature Study will be taken up by Miss Abercrombie of the Normal School.

In the afternoon a report of the Dominion Teachers' Association will be presented by Mr. J. C. McKeown, of the High School, and J. Kyle, A. R. C. A. will speak on Drawing. In the evening a public meeting will be held at which the Aldrich bill will be discussed. Her characters are not anxious to have the coal, as Australian coal is by no means in demand at the market at present. The Aldrich bill cannot be great superabundance of coal, and the entire is commanded by Capt. George E. Delano, who is well known in Victoria.

On Thursday Miss J. A. Campbell, B.L. of the Victoria High School will speak on Literature; Miss E. McNeill, B.A. of Ladner, on History; W. A. McIntyre, B.A., on writing, and general business will be dealt with, while in the evening the Vancouver teachers will give a reception to the visiting members of the institute.

The High School section will hold separate sessions on Wednesday and Thursday mornings, with E. B. Paul, M.A., inspector of schools for Victoria, as chairman, when G. C. Sedgewick, B.L., of the Victoria High School will speak on Junior Latin; H. Russell, B.A., of the Victoria High School will discuss the amount of time to be spent in the study of the High School course, and Professor Duicher, of McGill University College will speak on Technical Education in the High School.

The manual training section will hold a session on Wednesday morning with H. Dunnell as chairman and J. George Lister, W. A. McKeown, N. E. Gardner and S. Northrop as speakers. Mrs. W. H. Griffin, president of the local Council of Women, will preside over the domestic science section on Wednesday, which in the morning will be held along above line to points of commencement, containing one hundred and sixty-five acres more or less.

JOHN BERRYMAN, H. J. KIRBY, March 17th, 1908.

MURDER AT FRANK

Northwest Mounted Policeman Apparently Victim of Desperate Robber

Frank, Alb., April 13.—G. S. Wilmot, a Royal Northwest policeman, was shot and killed early yesterday morning in the rear of the Imperial Hotel. He was discovered lying dead in a pool of blood, his body being still warm. An examination revealed a fatal wound in the neck on the right side. During the past week there have been several burglaries in the town. An attempt was also made to rob the Imperial Hotel. Wilmot was stationed guard for the night, and it is supposed

the policeman, in attempting to arrest the man, was slain.

Cranbrook, April 13.—Yesterday morning about 7 o'clock an alarm was raised among the guests at breakfast at the Imperial Hotel, Frank, Alb., that a burglar had been committed at the back of that establishment.

One of the guests found the head body of a man lying in the alleyway forty feet from the back entrance of the hotel, with a gash in the right side of the neck, which had nearly severed the head from the shoulders. The wound was evidently inflicted with an axe, or some other heavy weapon.

The dead man was a constable of the Northwest mounted police, transferred from Macleod a few days ago, and said to have been of the name of Moran or Morris.

A few nights ago an attempt had been made to burglarize the sample room of the hotel and the murdered man had been in the vicinity at the time to watch the hotel on the chance of the return of the culprits. Owing to the Frank mines being closed down, considerable dissatisfaction exists among the foreign element, to whom, rightly or wrongly, this dastardly crime is attributed.

Fast Time on C. P. R.

Vancouver, April 13.—The speed record for the Canadian Pacific railway on the prairies was broken a few days ago by the Overseas Limited which left here on the arrival of the last steamer.

The run was made between Calgary and Medicine Hat, one hundred and eighty miles. This distance was covered in three hours and twenty-six minutes. Two stops had to be made for water, and including necessary slowdowns and other delays, much of the distance was made at an average rate of an mile a minute. The locomotive used was one of the eleven hundred class, the engine driver being "Scotty" Ormsman, who is well known in Vancouver.

NEW DREDGE SUGGESTED

King Edward Not Suitable for Work Planned at Mouth of Fraser River

New Westminster, April 13.—Resident Engineer G. A. Keefer has recommended the building of a new type of dredge for use in the mouth of the Fraser river in connection with the extensive improvements to be carried out by the government.

Engineer Keefer points out that owing to the frequent rough weather on the Gulf it would be impossible for the dredge King Edward to work except during calm weather, and he recommends that a dredge on the plan of the new type be built. They are propelled by screws instead of paddle wheels and are much more seaworthy.

EVERETT G. GRIGGS OF THIS CITY REACHED NEWCASTLE SUNDAY FROM ANTIOGASTA

(From Tuesday's Daily)

Much satisfaction was expressed on the waterfront yesterday morning when the arrival of the new six-masted barkentine Everett G. Griggs, of Victoria, B. C., which is owned by Victoria and Seattle, was reported here, having arrived safely at Newcastle, N.S.W., on Sunday, with all well on board, after a delayed passage from Antiofgasta.

Everett G. Griggs is a fast sailer, and since she began her career has made a number of quick voyages, and when she occupied 120 days on the voyage from the South American port to the First Four Years of School. On Wednesday, Milne's Arithmetic will be the subject of an address by E. H. Murphy, principal of the Model School, and Nature Study will be taken up by Miss Abercrombie of the Normal School.

In the afternoon a report of the Dominion Teachers' Association will be presented by Mr. J. C. McKeown, of the High School, and J. Kyle, A. R. C. A. will speak on Drawing. In the evening a public meeting will be held at which the Aldrich bill will be discussed. Her characters are not anxious to have the coal, as Australian coal is by no means in demand at the market at present. The Aldrich bill cannot be great superabundance of coal, and the entire is commanded by Capt. George E. Delano, who is well known in Victoria.

GOOD SEASON PROMISED

Agricultural Operations in Manitoba Much Further Advanced Than Last Spring

Winnipeg, April 13.—Today seeding is general throughout the province. Thousands of immigrants from the United States are pouring in, and many of them have had large tracts of land broken. Judging from the present climatic conditions, the season is at least a month in advance of last year. The acreage that will be greater than last, owing to the enormous number of new settlers coming in. In the newer sections of the province, where newcomers experienced hardships a year ago, conditions this year are exactly the reverse. More ploughing has been done than a year ago, and all in all, there was never a better prospect for a good year.

AGAINST ALDRICH BILL

Bankers Speaking Before House Committee Generally Opposed to Measure

Washington, April 13.—The Aldrich financial bill as passed by the Senate, was handed through gloves today by speakers before the House committee which is considering the measure. With the exception of Chas. C. Glover, president of the Aldrich bill, no one of this city, none of those who spoke today favored the passage at this time of an urgency measure. The sentiment was almost unanimous that if permitted to pass, the bill cannot become a law no attempt should be made to amend the present laws. The speakers who followed Mr. Glover, representing interests in Minneapolis, St. Paul, Boston, New York, Philadelphia and Richmond, Va., took issue with his claims that financial conditions had not improved, and said they saw no sign of an impending panic.

One of the sections of the bill providing that no national bank association shall invest any part of its capital in any corporation, and other securities of any corporation, and officers or directors of which are officers or directors of such banking association. The claim was made that this would drive the most desirable members of a community out of directors.

Birtle Pioneer Killed.

Birtle, Man., April 13.—Thos. F. Patterson, one of Birtle's pioneers and most respected citizens, was killed here yesterday afternoon. He was engaged in building a new residence on his farm, and at the time of the accident was working on the building slope. He had a fall from the roof, striking on his head and shoulder, causing instant death.

Ask for Amherst solid leather footwear.

WORK COMMENCED AT PRINCE RUPERT

Men Started at Clearing of Grand Trunk Pacific Right-of-Way

Prince Rupert, April 13.—Last Saturday will go down in history as the date when a start on the construction of the main line of the Grand Trunk Pacific east from here was made. About fifty men in the employ of Messrs. Foley, Welch & Stewart, the contractors, were set to work clearing the right-of-way. Grading is in progress today, and the laborers who are arriving by every boat are finding no difficulty in obtaining steady employment.

It is expected that from a month to six weeks will elapse before the enormous plant of the contractors will have been distributed over the 100-mile section east to Kitimat canyon, and the 60-mile branch line from Kitimat. Meantime a number of sub-contractors from the prairie provinces are busy preparing the route with a view to bidding for subcontracts. The contractors expect to have work for five thousand men before the end of May.

The plan of the townsite is virtually completed, and the laborers engaged here all winter are being hired by the railway contractors. The restriction prohibiting people from coming here has been removed. Hundreds of shacks and tents dot the cleared townsite. The railway contractors are erecting various buildings, including a big warehouse on the wharf.

Change of Superintendent.

Vernon, April 13.—Harry Hemlow has resigned the superintendency of the Lulu Island branch of the B. C. Electric railway. He will be succeeded by D. J. Stewart.

Rush to Okanagan.

Vernon, April 13.—Hundreds of people coming into the Okanagan district this spring. On every train from the East scores of people are arriving, and the hotels at Vernon and other centres of the district are overcrowded.

Royal City Improvements.

New Westminster, April 13.—The present summer promises to see a great deal of street improvement work done in this city, and already a start has been made on Carnarvon street, which is being boulevarded opposite the courthouse and the public library. The civic authorities are planning to macadamize and boulevard many of the principal streets, should the funds be available, and that is a matter that will have to be decided by the ratepayers themselves as a special by-law will be placed before them in a few weeks asking for \$75,000 for the carrying out of the works planned.

Boring for Coal.

Vancouver, April 13.—The False Creek Coal company will commence operations at once on the property at the foot of Hawks avenue. Drivings and other machinery have been placed on the claim, together with a tool-house, steam engine, hand drills and boring tubes. Operations will be carried on within the high-water mark. That there is a five-foot seam at a depth of from 300 to 500 feet is the assurance of an expert who examined the property, and the company proposes to reach this depth in the course of two or three weeks.

Ice Skating Rink Planned.

Vancouver, April 13.—Plans are now under way for the construction of a large ice skating rink in the vicinity of Ellensmere station on the New Westminster interurban tram line. The scheme is being backed by T. A. Marshall, and is said to have advanced to such a stage as to render its being carried out almost certain. The basis of the scheme will be the installation of a large artificial ice plant, which besides being used in connection with the rink, will be available for commercial purposes, turning out ice for sale to business firms and for family use, as well as in connection with a cow storage plant. So far the plan has had an application is said to have already been made to the British Columbia Electric Railway company for the furnishing of light and power to the plant, as well as the extension of its double track line to Ellensmere to accommodate patrons of the rink to all of which requests intimation of favorable action have been returned.

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NORTHERN INTERIOR OF B.C. Miners and prospectors going into Telkwa, Omica 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.

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MANY MISSING IN BURNED TOWN

Number of Deaths in Chelsea Fire Not Yet Definitely Established

SEARCH AMONG THE RUINS

Effective Measures Taken For Relief of People Left Homeless

Boston, April 13.—From the embers of yesterday's conflagration in Chelsea, there arose today a well-organized movement for aid and relief of the ten thousand homeless. The insurance companies place their losses at \$2,500,000. The city authorities are to rebuild the site across except by the flames, where stood before the fire property valued at near \$5,000,000.

No further deaths are reported, only two were believed to be in a critical condition. The three bodies which were taken to the morgue in Boston last night remained unidentified today.

Figures obtained today indicated that the losses were divided according to the various classes of property destroyed as follows: Churches and schools, \$525,000; public buildings, \$400,000; factories, business blocks and contents, \$900,000; dwelling houses, \$3,750,000; total, \$5,575,000. The insurance of \$3,500,000 is divided among about eighteen companies.

There was comparatively little suffering reported among the fire victims today. So promptly and efficiently was relief work begun yesterday that no one was without shelter during the night. The relief work was taken up by those who handled the Massachusetts fund for the San Francisco sufferers. Early in the day Mayor Beck issued an appeal for the country, but after a conference with acting Governor Draper, the appeal was amended so as to include only the state.

An announcement that the \$15,000 had been raised by subscription in Boston before noon. In addition the city of Chelsea appropriated \$10,000, and a resolution for \$20,000 from the state was introduced in the House of Representatives.

Many nearby cities announced the starting of subscription papers, and the city governments of others will hold special meetings to take action on the matter. A message received from President Roosevelt early today expressed sympathy and volunteered the services of the army and navy. In the meantime the local organizations, such as the Associated Charities and the Salvation Army, were perfecting their work, and they professed entire ability to obtain temporary quarters for the homeless.

The burned district was closely patrolled today by the state militia. The work of the guards, however, consisted mostly in keeping people from venturing too near the starting walls. There was very little property remaining to be guarded so thoroughly had everywhere been swept by flames. In fact the underwriters who viewed the ruins today saw no prospect of salvage of anything.

One street beyond Broadway was cleared and opened to the public, and as it led straight through the heart of the ruins, a steady stream of people moved through it all day.

A few of the ruins smoked lazily throughout the day and two more oil tanks, caught fire and burned themselves out, and visiting apparatus was sent none.

With nightfall all search among the ruins ceased. All electric lights, telephones and trolly wires were down throughout the territory, and although linemen had been busy during the day, the blackened waste lay in darkness, except for the occasional glimmer of a lantern carried by a guard.

While the city still remains at three it is believed that there must be more bodies somewhere among the blackened timbers and stones. Today, fully 100 were reported missing. The work of reducing this list necessarily proceeded slowly, because families were scattered and many places of refuge were opened in thick settled metropolitan districts. Offices for registration purpose to assist reuniting families and tracing the missing have been opened by the relief committee, the police and the newspapers. During the day and night some of the absent reported themselves.

Canvases among several bureaus tonight failed to disclose the names of Mrs. Walter C. Barnes, of Glen Elder, and Mrs. J. B. Fenwick, of Chelsea, who have been reported from Newark, N. J., as missing.

All the patients treated at the hospitals are doing nicely and no further fatalities should result among the injured. Two women were reported to have gone insane during the day as a result of their experiences. One gratifying feature of the situation is the fact that all the homeless people are well housed. So far as known, no one has slept outdoors in tents. Ample accommodations in the halls of public buildings and private houses of the neighborhood have been furnished for refugees.

Death of Senator Lovitt

Yarmouth, N. S., April 13.—Hon. John Lovitt passed away this afternoon after an illness from cancer of the stomach of several months.

To Prohibit Betting.

Washington, April 13.—Senator Scott, of West Virginia, today reported favorably to the committee on the District of Columbia House bill which will prohibit gambling at Benning's race track. He did not ask for immediate consideration of the bill, and it took its place at the foot of the calendar.

Navs Scotia Hospital Scandal

Halifax, April 13.—Charges of maladministration against the Victoria hospital, a provincial institution, were made in the legislature today by Sir Robert Weatherbee, Liberal, former chief justice of Nova Scotia. Sir Robert asked that a thorough enquiry be made by a royal commission. The result of the loss and an amazing expressing confidence in the hospital was adopted.

SITUATION AT HARBIN

Conferece Between Russian Ambassador and Secretary Root Resolves Friction

Washington, April 13.—United States Secretary of State Root had a long conference at the state department with the Russian ambassador, Baron Rosen, on his way to Harbin, which was the Manchurian situation, and in consequence, when the ambassador left Washington this afternoon for New York on his way to Russia, he bore with him the last words of the American state department on that important subject.

The interview was entirely satisfactory on both sides. From the Russian standpoint it was made plain to Secretary Root that the Russian officials in Harbin were desirous of support in their efforts to rehabilitate that important trade center and restore the reputation of the ambitious plans that had been formed by the Russian government for the development of the city before the war with Japan.

The objection of American Consul Fisher to full recognition of Russian authority at Harbin was found to be based rather upon the form in which the local Russian officials proposed to attain their objects and not to the objects themselves. Therefore, it may be stated that the Russian government and the American consul at Harbin over this incident.

PASSAGE IS REFUSED HINDUS AT HONGKONG

Canadian Pacific Does Not Care to Face Order For Deportation

Montreal, April 13.—While W. L. Mackenzie King, deputy minister of labor, is agitating in London for a restriction of the emigration of coolies from India to Canada, the Canadian Pacific railway has put a stop to the exodus, for the time being at least, by refusing to accept them as passengers for British Columbia.

It is reported here that this step on the part of the railway company followed recent fights in the British Columbia courts in which both the province of British Columbia and the federal authorities sought unsuccessfully to prevent the landing of large numbers of Hindus. Following the judgment of the courts that the old federal order in council aimed to shut out the Hindus was not legal, another was passed in which the defect was remedied.

It was about this time that the Canadian Pacific issued instructions that no more Hindus were to be accepted as passengers because of the difficulty experienced in landing them. Since that time no Hindu has been brought from the Orient. Several hundred who were at Hongkong ready to embark for Vancouver are presumably seeking to arrange transportation by some other line of steamships.

Socialist Candidate.

Guelph, Ont., April 13.—Henry Peters, dairyman, will be the Socialist-Labor nominee for the legislature in South Wellington at next election.

Cy Warman an Anarchist

Toronto, April 13.—In a lecture at the Labor temple, Berkman, the anarchist, declared that Cy Warman, the author, was another anarchist. In an interview at the King Edward hotel, Mr. Warman said: "Yes, I am an anarchist."

Farmer's Suicide.

Saltcoats, Sask., April 13.—Percy Clarke, a farmer living at Crescent Lake was found near his shanty with a shotgun beside him. He was a bachelor in good circumstances. It is thought to be a case of suicide.

Charged With Counterfeiting.

Quebec, April 13.—United States secret service detectives, aided by pro-secutor A. P. O'Connell, arrested a Pole named Palliackos at Camp Murdoch, twenty miles from St. Gillis, Richardson county, on the charge of counterfeiting at Elizabeth, N. J. Two of Palliackos' pals were arrested, pleaded guilty and were sentenced, but Palliackos, who was the principal party, fled to Canada.

Wage Reduction.

Boston, April 13.—A wage reduction averaging 10 per cent went into effect today in the cotton yard and thread mills in New England and New York state, employing the total of 48,500 operators. Since the beginning of the general wage reduction movement in March the pay of 153,500 mill hands has been cut. Of this number, 144,000 are employed in New England and 8,500 in New York factories.

CUTS CATCH TO ONE-SIXTH

But Another Cruiser Is Badly Needed to Protect the Fisheries

DEplete LOCAL WATERS

Delay in Building Long Needed Vessel Threatens Existence of Industry

(From Tuesday's Daily)

The fishery protection cruiser Kestrel, Capt. E. Newcomb, arrived in port on Sunday and leaves today for Vancouver to take over the assignment of lobsters which are to be planted at Sooke. The Kestrel has been engaged all winter on the northern coast and has been very successful. Capt. Newcomb says that by using the Falcon this winter to aid the Kestrel in her work the American fishermen have been able to take a measure from using British Columbia harbors to clean their fish, as was the practice in the past with the result that the catch of the foreign fishermen has been cut down from 500,000 pounds per month to 250,000 pounds per month. With two cruisers to aid the Kestrel the American fishermen could take a total of 1,000,000 pounds from the halibut fishing grounds of northern British Columbia waters.

The delay in building the new fishery protection cruiser for which plans were recently drawn and for which an appropriation of \$300,000 was passed fifteen months ago, is working most disadvantageously to those who seek to protect the halibut fishing industry in provincial waters. In his annual report of 1908 Capt. Newcomb of the protection cruiser Kestrel pointed out that 40,000 pounds of halibut had been taken on the Columbia fishing grounds, chiefly in Hecate strait, by American fishing vessels during that year. There were then about two-thirds of the vessels now engaged in the industry flying the United States flag. In the following year, as the report made that year pointed out, although there were one-third more fishing vessels on the grounds the total catch was \$6,000,000 pounds of fish.

In 1906 the commander of the Kestrel pointed out that at the rate the grounds were being worked they would be exhausted within six years, and in his report recently made he says although he regards six years as the limit of the life of the halibut industry in Northern British Columbia waters unless steps are taken without delay to protect the banks of the fishing grounds, they will be depleted in three years. The Kestrel, a contract for the new fishery protection cruiser which has been authorized were let as once the Kestrel was a year before she was ready for service. As tenders have not yet been invited and there is no knowledge of the probable date when tenders will be invited it is feared that the cruiser will be ready for service coincident with the depletion of the fishing grounds.

If the new vessel was in service during the winter, the Kestrel and other foreign fishermen could be driven off the British Columbia fishing grounds entirely. The captains of the United States fishing vessels do not hesitate to tell the Kestrel's officers as soon as more cruisers are placed in service the continuance of fishing on the British Columbia banks will be prevented. During the winter of 1907 having a second boat in service, though she was but a small craft, the catch was cut down to one sixth, solely because of the fact that the Kestrel's crewmen were unable to use the local harbors to clean their fish. The movements of the Kestrel are always watched closely, but by having a second boat "running blind" the fishermen are afraid to take the chances in using harbors they had previously done. Four of the foreign fishing boats were driven entirely from the grounds and went into Alaskan waters.

"With the proper boats available we are prepared to put the foreign fishermen out of business," said an officer of the Kestrel yesterday.

"Driven from the harbors near the fishing grounds the foreign fishing vessels will find the business unprofitable. The majority of the vessels now fishing carry about 12 dories and use, perhaps, \$4,000 of twine. From 2 to 4 dories would do the work, and they could handle it if they were unable to avail themselves of northern harbors to clean the fish, and as it would cost the vessels as much to carry the few dories as the larger number there would be little profit in the business.

During the past winter the catches have ruled very low, and taking an average of about 45,000 pounds. There were but three catches as high as 130,000 pounds.

What is needed, in the opinion of the officers of the Kestrel, is that a second boat be chartered to aid the Kestrel pending the construction of the new fishery protection cruiser. Only by this action will the northern fishing grounds be kept from depletion before the fishery protection service is adequate to keep the foreign vessels from the grounds.

To show how necessary another cruiser is the Kestrel is withdrawn for special service now when she is more heavily required in northern waters than at any other time. Not only are the fishermen more active, owing to the Lenten season, but at this time the fish strike is around the Queen Charlotte and Vancouver islands. The lotte and Vancouver are poaching at this time than at other seasons of the year.

The Kestrel left yesterday for Vancouver and expects to receive a complement of 7,000 lobsters being sent from eastern Canada tomorrow or Thursday. Two large crates have been made to receive the lobsters and the arrivals are encased in these crates they will be sunk in Sooke harbor.

Troops at Pensacola

Pensacola, Fla., April 13.—Additional troops were ordered to this city today as a result of rioting in connection with the strike of street railway employees. The city was today thoroughly patrolled, but no attempt was made during the early hours to disperse the strikers. Railway officials declined to operate the street railway until the strikers gave a written guarantee of the safety of the strike breakers.

Novas Scotia Finance

Halifax, N. S., April 13.—Premier Murray brought down the estimates today. The estimated revenue is \$1,744,293, and the expenditure \$1,668,907. Coal royalties are estimated to yield \$700,000, which is \$25,000 less than the estimate of the previous year from this source. The largest items in the estimated expenditures are: Education, \$151,000; debentures interest, \$207,710; roads, \$175,000; technical education, \$80,000; and agriculture, \$70,000.

Red River Raging.

Winnipeg, April 13.—The ice in the Red River is all broken up and commencing to move. Advice from North Dakota state that the Red River has pointed out, although there are several warehouses on the banks have had their basements flooded and piles of cordwood etc. on the banks are in danger of being washed away.

Saskatchewan Legislature.

Regina, April 13.—The business of the house today was purely formal, and the only item of interest was a notice from the government of a large batch of legislation, including bills respecting the municipal system and the establishment of a department of municipal affairs, and legislation respecting telephone systems, including the establishment of a telephone, railway and telegraph department.

British Ministry AS RECONSTRUCTED

Premier Asquith Completes Task of Selecting Colleagues

London, April 13.—Official announcements were made last night of the new cabinet appointments and they are identical with the forecast made by the Daily Chronicle a few days ago as follows:

Herbert Asquith, premier and first lord of the treasury; David Lloyd-George, chancellor of the exchequer; Lord Tweedmouth, president of the council; Earl of Grey, secretary of state for the colonies; Reginald McKenna, first lord of the admiralty; Winston Spencer Churchill, president of the board of trade; Walter H. Waterbury, man, president of the board of education.

John Morley, secretary of state for India, Sir Henry Fowler, chancellor of the Duchy of Lancaster, have been made peers, but retain their present offices.

Premier Asquith today completed the re-organization of the ministry as follows: C. F. H. Hobhouse, at present parliamentary secretary of the Indian office, becomes financial secretary of the Indian office; C. J. Monahan, at present parliamentary secretary of the local government board, becomes parliamentary secretary of the admiralty; C. F. G. Mackenzie, a member of parliament for West Ham, becomes parliamentary secretary of the local government board, and Thos McKinnon Wood, a member of parliament for Glasgow, becomes parliamentary secretary of the board of trade. The Marquis of Ripon remains Lord Privy Seal, but, in his request the Earl of Crewe will be leader in the House of Lords.

William Dewar's Death.

Paris, Ont., April 13.—William Dewar, formerly superintendent of the Penman woolen mills, died this morning, aged 66. Mr. Dewar was nominated for the legislature in the Liberal interest, but retired owing to ill health.

Fight With Brigands

Lenkoran, Transcaucasia, Russia, April 13.—There was a conflict yesterday between Russian troops and a band of Persian brigands near a frontier coast of Balesovar, in which the captain and three of the Russian troops were killed, while five others were wounded.

Civic Bookkeeping.

Toronto, April 13.—Radical improvement in the methods of keeping civic accounts is recommended by Winchester, who today made his report on the recent parks investigation. The judge recommended that a chief auditor or comptroller be appointed to look after all receipts and expenditures of the city.

Toronto's Revenue

Toronto, April 13.—The city treasurer presented a statement of the city's finances for the past year at a meeting of the council today. The receipts totalled \$13,121,499, of which but \$4,090,076 was from taxes; \$3,777,072 came from debentures issued, while special deposits totalled \$1,267,523. The revenue from the street railway was \$500,601, and from water works, \$596,615.

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TIME TO CEASE PAYING BOUNTIES

Mr. Monk Thinks Immigration Should be Closely Sifted Instead

PRESENTS A RESOLUTION

Question Relating to Investigation of Marine Department

Ottawa, April 13.—In the House of Commons today Mr. Bergeron drew attention to a question asked by Mr. Borden last week, to which no answer had been made. He argued that a departmental investigation going on in the department of marine and fisheries.

Mr. Brodeur replied that he was investigating for his own satisfaction. The enquiry could not be made under oath as he had no authority to swear witnesses.

On motion to go into supply Mr. Monk moved a resolution as follows:

"While recognizing the importance of legitimate, well-directed efforts to encourage desirable immigration, this House declares that it is time to cease paying a bounty at so much per head to agents for immigrants coming into Canada. It is argued that there was no immediate necessity for filling up the country. The keen anxiety to induce immigration was resulting in an undesirable class of immigrants. The United States has courageously desired immigration. This House declares that it is time to cease paying a bounty at so much per head to agents for immigrants coming into Canada. It is argued that there was no immediate necessity for filling up the country. The keen anxiety to induce immigration was resulting in an undesirable class of immigrants. The United States has courageously desired immigration. This House declares that it is time to cease paying a bounty at so much per head to agents for immigrants coming into Canada. 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been. "This is what, if Fleet street ordain it, I... fragrance of ancient alcohol... the air and my com... th shame. "Putting my... pocket, I drew forth mo... I drew it forth, the glaz... ed." said I, "and, in the... Tenth Muse, do not lique... sture of horror, he sprang... drink," he cried; "what I... rk." He blenched.

an article," said I, "about... aleries."

ed me by the hand, and, ears in his eyes, he swore... did send me the article next... Since then a good deal of... wed in Fleet street, but I... lting for that article.

y to preach, outside Fleet... I venture to say that... does good, outside Fleet... in Fleet street preaching... ion. What is the good... to the preacher? The... alist is a manufacturer of... ms and sound rules of life... oo much about the theory... to put it into practice... unifications never corrupt... ners.

inent journalist was about... et street. He was on the... nfering his trained limon... on one newspaper to an... was a beloved journalist... rferes solemnly and tear... ed him with a gold watch... of the days that were about... ore. It was a pathetic... e man, with tears in his... with tears in his voice...

was said. Everybody was... Just as the assembly was... of bursting into hysterical... comedy was spatchcocked... ne, like an oyster cocktail... in the Fall Mall restaur... nor Boriani, in one of his... ds. A coy, and shy, and... sure timidly mastered with... urbation. Mastering his... said:

take this. You may need... he placed a penny in the... e eminent one. "Why not... this for?" sobbed the Em... pawnticket!" cried His

ader (for I believe in your... that is the philosophy of... It is also the philoso... emia. The true journal... s a vagabond, and he is... Beloved Vagabond.

burden of Militarism. The... Canby-Sparks, it was... ok: Taxes in war-crow... ed to thirty per cent. of... nes, and the Italians are... n the land they love as... are infested with pestil... Russian peasant is often... to pay two-thirds of all... and life in that country... a burden to the lower... n in England, which over... wealth drawn from all over... the rate of taxation has... almost unbearable burde... United States the rate of... constantly rising, all for... reason that nations seek... the way by which it never... inspiring their neighbors... and fear, instead of with... and love. The time has... national boundaries to be... and forgotten by those... in the brotherhood of hu...

ler, of Berlin, one of the... musicians in Ontario, was... train and sustained severa...

There had been a great... the past few years of... the rates," but it was no... Protestants to pay rates... schools than it was to... s to pay rates for Protes... But he had a better... that; Protestants in Eng... pay rates for the main... Catholic schools. If the... Catholics in this country... arked and parted, they... efficient to pay for every... pool in the country. What... the meaning of talking of... ant law making Protes... Catholic schools? Catho... look at contracting out... own to be the only means... heir Catholic schools. But... they could not accept it... named by the government... child would mean starva... n for Catholic schools ov... tion of Great Britain.

It was necessary to com... sly contracting out as a... it would be necessary to... a largely increased grant... of the Catholic and the... schools were entirely diffe... could be a disastrous thin... schools to be tackled on... sition of the Church of... The only safety for the... ools was that they should... their own hand, and it was... which he and his col... ld pursue, always acting... at consultation with the... the Catholic church in... so were responsible in the... eers).

lady—"It's the strangest... world! Do you know... pet cat disappeared very... terday. Excuse me, Mr... you have another piece... (promptly)—No, thank... dy (an hour later)—That... ees saved. This season... ontable one indeed—Lon...

the Rule

(Laughter). It was... ble how any man in... I say it was just to call... tholics to pay school-rates... le schools and then pay... for the maintenance of... There had been a great... the past few years of... the rates," but it was no... Protestants to pay rates... schools than it was to... s to pay rates for Protes... But he had a better... that; Protestants in Eng... pay rates for the main... Catholic schools. If the... Catholics in this country... arked and parted, they... efficient to pay for every... pool in the country. What... the meaning of talking of... ant law making Protes... Catholic schools? Catho... look at contracting out... own to be the only means... heir Catholic schools. But... they could not accept it... named by the government... child would mean starva... n for Catholic schools ov... tion of Great Britain.

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THE SIMPLE LIFE



WITH THE POULTRYMAN

A CHAPTER ON USING INCUBATORS



It is entirely unnecessary to argue with our readers that incubators possess great advantages over the natural method of hatching young fowls of every kind, for that question has been settled in the affirmative for a good many years, among those who are progressive and up-to-date poultrymen.

A great deal of serious study has been given to the matter of incubation during the last few years, and a distinct advance has been made in methods, because of the better understanding of what is really required to produce a good hatch.

Among the things we have learned is that it is not always a good hatch which brings out of the shell a large percentage of chicks. Hatching chicks depends on what Professor Rice terms hatchability in the eggs. Eggs may be in condition to hatch and the incubator may bring out a goodly number of chicks, only to be followed by a dwindling away that is very discouraging to the ambitious poultryman who seeks to do good work.

Eggs may be fertile without containing a germ with enough vitality to produce a chick which will come out of the shell, or one that will come out, but without vital power to continue to live. How much should be credited to the lack of vitality in the eggs, and how much to the incubator is a hard matter to determine.

There is considerable difference in the value of chickens when they first come from an incubator. One who has given the matter any considerable thought will be able to select the good chickens from the poor ones without much difficulty. The chick that is round and plump when first hatched, is much more valuable as a commercial risk than the one which has a dried-up appearance which is recognized after a little study along this line.

What causes this difference is one thing on which incubator makers have not yet agreed upon. Just now there is a conflict between the moisture and no-moisture incubator makers, which is very interesting. While incubator makers are differing as to the necessity of supplied moisture in incubators, the experiment stations are remarkably unanimous in declaring that incubators which are supplied with moisture during the period of incubation produce chicks which have stronger vital powers than those which are hatched without the addition of moisture.

In Utah, Dryden, after many tests, decided that supplied moisture was necessary; in Canada, Graham came to the same conclusion, and in West Virginia, Atwood found that chicks which were hatched where moisture was supplied were much more likely to live than those hatched without moisture.

So far it is not quite clear whether the way the moisture is supplied makes any difference. One prominent incubator maker, who has spent much time in experimentation, has decided that a tray filled with wet sand, produces the kind of moisture needed. Another directs that the eggs be covered with a damp cloth at certain times, and others advise the use of pans containing water, for various periods from the whole time of the hatch, down to a few days.

The thing which puzzles the writer is the fact that he has hatched chicks which lived and thrived in most of the standard incubators of the last twenty years. We have used moisture incubators and non-moisture incubators. We have put in moisture from the beginning and for almost every period short of this time. The last two hatches were made with two totally different incubators. One was a hot-air machine, to which moisture was added on the fourteenth day, and the other was a hot-water machine, to which no moisture was added. The last machine did not even have a bottom to the egg chamber. The hatches in these two machines were almost identical in percentage of fertile eggs hatched, and in both cases the chicks lived and thrived, two being lost from one brood and one from the other, from causes other than accident.

A hatch made at a more remote period, in a non-moisture machine, brought ninety-five chicks that lived, from 110 fertile eggs, a result which was all that the most greedy operator could ask for.

While incubator makers and scientific investigators are disputing about moisture or no moisture, and disagreeing on the percentage of carbon dioxide that is necessary to the best results, our personal experience leads us to believe that the whole secret of success does not lie altogether in these directions.

We have had good results in machines which allowed the carbon dioxide to drop down and out below the eggs. In fact, one of the machines mentioned above was made with this object directly in view and was so made that it was impossible for any carbon dioxide to remain in the egg-chamber longer than it would take it to sink to the bottom of the chamber and sift through two thicknesses of burlap.

Another machine in which there was no chance for the carbon dioxide to get out of the egg-chamber, brought a hatch which figured above 90 percent.

For a good many years we have been thinking along other lines. We have watched a good many hens while sitting, and for years cared for a good many of them. The nests used were not calculated to contain much carbon dioxide. They were made by cutting a square of turf where the grass grew luxuriantly, turning it upside down and making a shallow, bowl-like hollow in the soil that was held together by the roots of the grass, and putting this into a box, open on the side. In the hollow thus made in the inverted turf, a very thin layer of cut straw was placed, and in the nest thus made, the eggs were put and the hen placed on them. In this manner a good many hundred eggs were hatched, yielding strong, healthy chicks which were at first reared by the natural method, but later were reared in brooders.

While hatching chicks by the natural method in large numbers, we had abundant opportunity to watch hens which chose their own nesting places, and we noticed that it did not matter much where a hen chose to sit, she usually brought out a good hatch in the spring, the chicks being very likely to live, while those hatched later in the season were very likely to die within four weeks of the time they were hatched.

This convinced us that there was something the matter with the natural method. It did not work well in hot weather. Perhaps nature has a set time in which to perform her functions, and under domestication the hatching season had been extended in such a manner that weather conditions are not favorable. No doubt the old superstition that thunder kills eggs had its origin in the poor hatches that are so common when hens sit in summer.

In all our experience it has seemed to us that it should be easy to hatch eggs artificially if we could secure the proper conditions as to heat, moisture and ventilation. But experience taught us that failure would come when all these conditions seemed perfect and success came with a machine in which there was no moisture, variable heat and poor ventilation. In the old days it was chance that gave a good hatch, because temperature could not be controlled and ventilation was an unsolved problem.

It was a good many years before it occurred to us that it might be possible that wide variations in temperature might conduce to better hatches. We began to be more observant along this line, and at least became convinced that the matter of an absolutely even temperature was not as important as it had been thought to be.

It is an almost absolute impossibility for a hen to maintain an even temperature in all the eggs on which she is sitting. Those on the outer edge of the nest will not be as warm as those inside, and it may happen that some of these eggs will never get to the centre of the nest. Possibly this may account for some lack of results, but we can not accept this as a fact, because nature's methods are correct, and its operations should be unerring, barring the accidents of surroundings. We may take it for granted that under natural methods the eggs under a hen are not always kept at an even temperature. This indicates that an absolutely even temperature is of secondary importance, and we have found this to be the case in operating incubators from which exceptionally good results were obtained.

For this reason we advise those who have difficulty in securing an exactly stable temperature not to be discouraged. If the temperature fluctuates between 100 and 104 degrees it is quite possible to secure good hatches, provided it does not remain at either of these points for a considerable period.

Another thing we noticed was that even in quite cold weather a sitting hen would leave her nest in search of feed, and stay away until the eggs were apparently cold. They would feel cold, although, no doubt, they were quite near the hatching temperature in the centre. This daily airing of the eggs by the sitting hen induced us to try it in artificial incubation, and from the first trial we have been increasing the time that the eggs were left outside the egg-chamber to air, until we have concluded that there is but little danger of cooling eggs down too much. A tray of eggs which was forgotten and allowed to remain on top of the incubator from twelve until five o'clock in the evening, were replaced and the eggs in it hatched as well as those in the other trays in the machine, which had been promptly replaced.

All of our experience leads us to believe that cooling down eggs during the period of incubation is of benefit to the hatch and to the chicks individually.

The sitting hen remains on her nest from the time she hears the first faint peep of the hatching chicks until the last chick is hatched, and usually some hours longer. In this the hen understands what to do to produce the best results. As soon as the eggshell is broken open the moisture inside escapes if the egg is allowed to lie where air currents can pass over it. When this happens the membranes become dry, the chick becomes chilled and dies in the shell. The hen "sits tight," in order to prevent the escape of this moisture and the incubator operator should follow her method and keep the egg-chamber of his incubator closed from

the time the first chicks break through the shell.

Do not open the machine to help a chick out of the shell. The chances are that it will finally get out without help. If it does not it is quite certain that it is a weakling which will die within a week or two. Chicks struggle and gasp when first hatched, but this is natural. Gaspings opens the lungs and struggling gives them strength.

Operating an incubator is not such a dreadful task as some think it is. It is not quite as easy as the proverbial "falling off a log." A boy or girl of ten years will pick up in a few days enough knowledge of the subject to operate a machine with perfect success.

That the incubator is helpful in proven by the fact that the poultryman who has used one for a year, very rarely goes back to the natural method. He has learned how much time and labor the machine has saved him, and that results are more certain than they were when he depended on hens alone.—Poultry.

POULTRY HOUSES FOR COMFORT

Elaborate poultry houses may appear pleasing to the eye, but the great majority of them are more ornamental than useful, as well as being built more for the convenience of the attendant than for the hens. There are really but two or three plans for building a convenient poultry house at a low cost. The cheapest is one that is square, with a flat roof. If square, the house will afford the greatest space possible in proportion to the cost. If the cost is no object, it is better to invest in lath and plaster than in a fancy outside, as the house will then be more comfortable, both in winter and summer. A great many poultry houses have been constructed for the wealthy, which are cheerless and cold, being the most unsuitable structures that could be devised for poultry. The main point is comfort, which includes plenty of scratching room on the floor, warmth in winter and cool air in summer. The object, after all, is to secure eggs, and when building a poultry house this should be kept in view if the hens are kept for profit as well as for pleasure.—N. W. Pacific Farmer.

HOW TO GET THE MOST EGGS

You need to start with good birds. What I mean by that has no reference to fancy points but fancy birds need to be good in the same way also. In a general way, the points of goodness are about as follows in all the breeds:

Females with smallest heads, strictly female combs, alert eyes, energetic head action, broad and deep in body, sturdy in legs, no suspicion of a spur on the legs, abdomen dependent, not with fat, absolutely feminine in looks, carriage and voice and full of activity. Males very masculine in build, action, carriage, voice and all else, broad in body, dependent abdomen not with fat, very strong legs, not too long; absolutely majestic in deportment, attentive to hens, and valiant protectors of them; of abundant activity.

In females the shape, alertness, activity, femininity are all indications of good development, high health, tendency to egg production. But they cannot produce plenty of eggs unless the food they get is right, however they get it. And if there were no other way of finding out what food is right than to see what they are getting when they lay most on forage alone, that sufficiently indicates what is right. It means grain, green food, seeds, pebbles and bugs. In other words, it is balanced rations of animal and vegetable food with plenty of good grit and fresh water.

POULTRY NOTES

Cool the eggs daily.

Don't use poor kerosene.

Keep water on top of the font if possible.

Make a hole in the screw cork of the font.

This lets off the accumulation of gas in the body of the lamp and prevents firing.

Never turn the lamp full height when first lit; the flame "creeps" and grows after lighting.

Keep your hands clean when handling the eggs. It means good hatches.

When there is a big percentage of unfertiles the hatch from the balance of the eggs is usually poor.

The time to remedy the trouble is immediately unfertiles are discovered. Look to the breeders.

One of the best ways to turn eggs is to remove one row and slightly tilt the tray, letting the others roll gently over. Then replace the removed eggs in the spare space.

Coal ashes should not be used in the dust bath until the cinders have been carefully sifted out.

The best way to reduce the mortality of our flocks is to eliminate the weak specimens, lest they transmit their weakness even unto the third and fourth generations.

You will have to do some hard thinking as well as hard work in your poultry yards if you expect to raise better birds than your competitor. He is very much awake, studying and improving his flocks.

Keep a record of what your hens are doing and know for yourself whether the enterprise is a profitable one. If not, look for the reason why not. It fairly profitable study and plan to make it more so in the future.—Farm Stock and Home.

AROUND THE FARM

NAVICULAR DISEASE



NAVICULAR disease, often called coffin-joint lameness, is a very common disease, especially in the lighter classes of horses—those that are used for roadwork, either in saddle or harness. The navicular or coffin joint is situated within the hoof, hence the name "coffin joint." It is formed by the articulation of the lower end of the small pastern bone with the articular surface of the bone of the foot with the navicular bone (a somewhat shuttle-shaped bone), placed immediately behind the joint, with the long axis transversely placed. The flexor tendon of the foot passes over the posterior aspect of the joint, immediately over the navicular bone, before becoming attached to the os pedis (the bone of the foot). The disease under discussion consists in inflammation being set up in the joint. In well-established cases the inflammation causes an alteration in structure of both bone and tendon, the fibrous covering of the bone becomes destroyed, and a form of decay is established, and the bone and tendon become united, the normal condition being the playing of the tendon over the bone in somewhat the same manner as a rope plays over a pulley.

Causes.—In many cases there is doubtless an hereditary predisposition, not altogether due to conformation. Horses with short, upright pasterns are predisposed, on account of conformation. This is readily understood from the fact that concussion is greater than in horses with oblique pasterns. Ordinary concussion from traveling on hard roads is doubtless the most fertile exciting cause. Irregular exercise is also often noted as the cause. Horses that are used only occasionally, those that often stand in the stable (especially in dry, hot weather, when no means are taken to supply moisture to the feet) for several days without exercise, and, when taken out, are driven fast, then allowed to stand for a variable length of time, then given a fast drive again, etc., etc., frequently suffer from the trouble. The dry and somewhat hot condition of the feet predispose to the disease, and concussion acts as the cause.

It must be understood that horses are liable to a sprain of this joint. This does not often occur, and when it does the patient will show sudden lameness, when, if the trouble be diagnosed, the patient given rest, and moisture kept to the foot by poulticing or standing in a tub of cold water, he will recover, as from other sprains. The joint being surrounded by horn, local applications to the joint cannot, of course, be practiced. The symptoms of "navicular disease" are very insidious. The trouble may be developing in one or both feet. Lameness is usually irregular. The patient will be noticed slightly lame, probably the driver cannot readily decide whether or not he is going lame, or he may show suspicious symptoms when first brought out, but soon goes sound, and the driver may decide that he was mistaken in suspecting lameness. Then, he may go sound for a variable time, then show suspicious symptoms, or probably decided symptoms, then again go sound, etc. The intensity of the lameness varies greatly without apparent cause. An examination of the foot and leg will not reveal any cause of lameness, and the horse stands sound. After a variable time the symptoms of lameness become more decided and constant, and the patient will be noticed pointing the foot when standing, but even now he will go practically sound after being driven. The symptoms increase, until he will show lameness all the time, will step short with the lame foot and stub the toe, wearing the toe cork off quickly. An examination at this stage will usually reveal the foot smaller and probably deeper in the heel than its fellow, and there will be more heat in the foot, but this is very hard to detect. The patient is supposed to show tenderness upon pressure exerted upon the hollow of the heel with the thumb, but I have never seen this symptom well marked. There being an absence of apparent cause of lameness in any part of the limb, the symptoms having been more or less as described, and the foot having become smaller than its fellow, is usually considered sufficient reasons for diagnosing "navicular disease." We may say that we are forced to judge, largely by negative symptoms. When both feet are diseased, the step will be short and groggy, the toes stub, and toe-calks wear off quickly, and, when standing, the patient will point one foot and then the other, and will often be noticed to be inclined to canter, rather than trot. Both feet being diseased, there will not be a difference in size, as they will both have become smaller than normal, but this will, in most cases, be hard to determine.

Treatment.—If treatment be adopted during early stages of the disease, a cure may be effected; but if the disease has advanced until there is alteration of the structure of bone and tendon, a cure cannot be expected. In such cases the symptoms may be allayed, to considerable extent, and the horse rendered of some service for slow work, but he will never be valuable or serviceable for any considerable amount of work on hard roads. Treatment should be directed to allaying the inflammation and increasing the growth of hoof. The patient must be given a long rest, the shoes removed, and the heels lowered, and soles pared well down. Poultices, either hot or cold, should be applied to

the feet, or the patient forced to stand in a tub of water several hours daily for a week or ten days. Then a blister should be applied to the coronet, all around the foot. Nothing is equal to a blister to encourage the growth of horn. The blister should be repeated every four weeks, and the patient given a long rest. When again put to work, rubber pads should be worn under the shoes, or bar shoes, to lessen concussion; worn; but the rubber pads give the best results. Even where there is alteration of structure, this treatment will usually alleviate the symptoms by increasing the growth of horn, and thereby relieving the pressure that is caused by contraction of the foot. In regard to contracted feet, we must always remember that this is not a disease of itself, but the result of disease. When a horse becomes so lame from navicular disease as to be practically useless, and treatment will not give relief, all that can be done is to get a veterinarian to perform neurotomy. This consists in removing the nerve supply to the feet, and, while it removes the lameness, it does not cure the disease. It is not advisable to operate unless, as stated, the horse is practically useless, as the freedom of action after operation often causes a fracture of the weakened navicular bone or a rupture of the weakened tendon, or both, which, of course, necessitates the destruction of the animal; but in some cases the animal lasts for years after the operation. The feet of horses that have been operated upon should be examined regularly, as, though sensation has been removed, the processes of repair and decay continue as in a healthy foot, hence the animal may pick up a nail, etc., and will not show lameness, but the ordinary results of such an accident, viz., the formation of puss and sloughing of the tissues, will occur, and may not be noticed until past treatment.—"Whip."

FERTILIZER CONSTITUENTS

It is a fact to be lamented that so many farmers think they cannot tell what elements of plant food their land needs to produce certain crops without the aid of an agricultural chemist. While it is a fact that a chemist can analyze the soil and give you the different amounts of plant food a certain number of pounds of the soil contains, it is also a fact that we farmers with some knowledge of the effect of the fertilizers constituents (ammonia, phosphoric acid and potash) on growing crops, could apply these constituents more intelligently and thereby derive more profit from the money invested. There is, at least, one way in which we can tell what elements of plant food our land is in need of, and that is by watching the growth of the crop. "By their fruits ye shall know them," can be applied very forcibly to the soil and crops grown thereon.

It is certain that ammonia produces stalk growth and produces also in the plant a very heavy leaf growth, and gives the leaves a very dark green color. If there be an excess of ammonia, there will be an excessive stalk growth; this excess of stalk growth will be weak and will not mature so early as would be the case were there plenty of phosphoric acid and potash to help it mature. The plant will also be deficient in blossom, pollen and seed (or fruit) as the excess of ammonia retards the development of the seed or fruit-making properties of the plant.

Phosphoric acid is one of the most needed constituents, as it is absolutely necessary to have an abundant supply of phosphoric acid for the formation of pollen in connection with potash, to help the plant mature. It has a wonderful effect in hastening the maturity of the plant both in seed and stalk. Some soils are so destitute in phosphoric acid that crops planted on them will die before they reach maturity. Phosphoric acid also aids the plant to assimilate the ammonia and potash.

Potash is the constituent which is needed in the formation and transference of starch in the plants. All grains and fruits contain starch, and without starch, grain or fruit cannot be formed. According to very best authorities and the latest researches relative to the use of potash by the plant, it has been found that starch is formed in the leaves of the plant and is later carried to the seed or fruit; without the aid of potash this transferring of the starch from the leaf to the seed or fruit cannot take place. It is shown from careful experiments that the potash derived from vegetable matter, preferably tobacco dust, which, of course, has been once transformed in the plant, is the best form of potash, and is assimilated gradually as the plant needs it, thus feeding the crop from germination to maturity, at the same time furnishing humus to the soil. This cannot be said of chemical (sulphate or muriate) potash. It also makes the plants take on their woody nature, causing them to stand up, and thereby preventing "lodging" in the grain.—Farm and Poultry Review.

To go two or three miles at too rapid a gait is much harder upon a horse than to go twice the distance if properly driven. To get the full capacity out of a horse without injuring, use moderation in the beginning of every task imposed on them.

Victoria City and the Island of Vancouver



LAST Sunday, on this page, there was reproduced from the files of the Colonist of 1868 a report of the historic proceedings in the Legislature which resulted in the transference of the seat of government of this province from New Westminster to Victoria. The editor has been handed the following letter bearing on this matter:

Sir,—Among the excerpts from the Colonist of forty years ago, I see that you include a reference to the action of the Imperial government in transferring the seat of government from New Westminster, on the Mainland, to Victoria, on the Island. The colony of British Columbia and Vancouver Island, previously separate political settlements, with two governors and two civil lists, were united by Imperial proclamation about 1867, with one governor and one civil list. Governor Seymour, who had been governor of British Columbia before union, remained governor of the united colonies, with the capital at New Westminster. An agitation was immediately begun at Victoria and in the interior of the mainland for the removal of the seat of government to Victoria. This agitation was stoutly resisted by Governor Seymour and his ministers, who were backed by the people of the Lower Mainland. Many dispatches passed between the governor and the authorities at Downing street. It was understood that Governor Seymour urged the case for New Westminster with much force and ability and that for many months after he had been informed that the Imperial government desired the selection of Victoria, he hesitated to issue the proclamation and continued to press New Westminster's claim.

In the meantime, those who advocated Victoria's claims were not idle. They were headed by Hon. Dr. Helmcken, to whose admirable handling of the matter, more than to any other influence, may be attributed the final result. The Colonist, as you have shown, did good service in the cause; but I have always conceded that without Dr. Helmcken's active support, excellent judgment and good management, the Capital would have remained on the Mainland and Victoria's political career would have been closed.

Of course there were many rumors afloat as to the action, or rather inaction of the governor. Several months before the question was finally disposed of the colonial secretary had stated to a deputation that he had intimated to Governor Seymour that it was the desire of the Imperial government to have Victoria declared the Capital and that several dispatches had passed between the two governments on the subject.

The agitation, locally, was continued with warmth and considerable ability on both sides, but nothing definite could be learned as to the nature of the instructions that had reached the governor until one day the information leaked out in a rather extraordinary manner. There was, at the time, a telegraph office maintained on San Juan Island, which was then in the joint occupation of Great Britain and the United States. The operator in charge was a young man named D— (long since dead). Into his office one day there lounged a soldier of the American garrison, who, unknown to D—, had acted as operator during the war between the North and South. This man, being an "ear operator," heard a dispatch in its progress through the San Juan office. It was from the Colonial Secretary and was addressed to Governor Seymour. It peremptorily commanded Mr. Seymour to proclaim Victoria the Capital and prepare to remove the establishment to this place.

Two months later this soldier visited Victoria, and finding the Capital agitation still progressing, told what he had heard in the San Juan telegraph office. His information was given wings by the Colonist, and in a few days Governor Seymour discontinued his opposition and Victoria became the capital.

A diligent but vain inquiry was made as to how the contents of the dispatch became known; and this is the first time that the story has ever been told.

D. W. HIGGINS.

VISITOR'S VIEWS OF ALBERNI

In an article descriptive of a visit to Alberni, Mary Markwell writes in the Manitoba Free Press as follows: Setting aside the natural beauties of Alberni town, (or towns), a glance over the historical page of the district, which was known to the outer world since 1790, will lead us to discoveries showing that the wealth of these parts, highway and waterway, is no new thing. The fact is, an English company, as early as 1860 established sawmills at Alberni and regular trips of the company's ships were made, spars, masts and lumber being shipped to all parts. In 1886 the mills closed down and it was just about this time the people of the island began to see the value of their own possessions.

Alberni district is 25 miles by 5 miles in length, and has as fine a waterfront as Fort William.

The E. & N. Ry. Co. is at present building a direct line from Wellington to Alberni, and a connecting link (between Nanaimo and Vancouver) with the mainland is by cat-ferry. This railway, some 90 miles in length, passes over the finest timber sections in all British Columbia; a forest as dense and as virgin as it was hundreds of years ago. The right-of-way is through Douglas firs towering at times 300 feet in the air; white pine and hemlock in enormous quantities, with the far-famed cedars

Story Told for First Time of How Cable Message to Gov. Seymour "Leaked," With Momentous Consequences—Whaling on West Coast

of a girth extraordinary, and a thickness measuring six feet is no curiosity at all. When the timber is cleared away there will be left a fine farm-land soil of red loam 18 inches in depth, under which gravel and sand is found, this being what gives the fine fruit growth which everywhere abounds. Alberni seems to grow every fruit mentionable. I saw grape vines which produced a high grade quality of blue grape, maturing in October early. Apples grow to perfection; plums and cherries ripen and rot on their branches, and overplus in supply, and one gentleman who sowed peach stones (as an experiment) possesses a fine fruit-bearing tree in his farm garden. The marsh grounds of the district are over done by the wild currant bush, and the largest and finest cranberry I ever saw grows in abundance.

I arrived March 2, and found the farmers had done the spring ploughing. The rainfall is placed at 60 inches average and is confined to

stone quality, and marble is known to exist. Coal indications have been found; also mineral deposits, but the granite-faced rocks tell nothing as yet of what lies in the heart of the hills.

Leonard Frank, a mining man of the day, who has spent his time in travelling over the island, is the possessor of a magnificent collection of views. Mr. Frank showed me some pictures taken from the granite walls of Sproat lake and Great Central lakes, showing carvings of a rude kind made thousands of years ago by some pre-historic roamer of the wilds. The carvings are of giant size and represent land and sea animals, apparently in pursuit of, or attacking each other. The Indians in the district have known nothing of the origin of these outlined carvings, but they attach a superstitious awe to the same and paddling by the places so decorated they refrain from speech and make a soundless passage with muffled paddles.

At the time of writing Alberni is on the ris-

ing the worker every opportunity which leads to success.

WHALING IN NEAR-BY WATERS

When the sea is tossing hills-high, the white-lashed spume flying from the wave crests before the driving gale, the man behind the pen goes forth to kill the whale. Then the conditions are ideal for him; for the death of the ocean leviathan, to his mind, should be accompanied with strenuous action on the part of the elements. Above all things, romance must run through his story. Not so with the man behind the harpoon-gun. For him, such conditions are far from being ideal. Strenuous action enough awaits the vessel and her crew on an even sea; and while romance is ever there in plenty, it is hardly observed; for whaling in the Northwest Pacific is conducted on a business basis; the man who fires the gun is part of a machine and probably sees no more

scarcely concluded his examination when the lookout man in the crow's nest at the foremast head calls out "Whale on the starboard bow!" or "Whale on the port bow!" as they case may be. Instantly every man takes his station—becomes a part of the little craft. To get within range requires considerable skill on the part of those handling the vessel, for the whale may become alarmed at too much commotion, such as the vibration the propeller causes as it churns the water, and be the cause of a long chase. Cautiously, then, the whaler is manoeuvred within striking distance. It is largely a matter of guesswork to get this distance properly at the right moment, for the whale does not necessarily move in a straight line nor has it any fixed time between blowing periods. This uncertainty is about the only excitement known aboard the whalers.

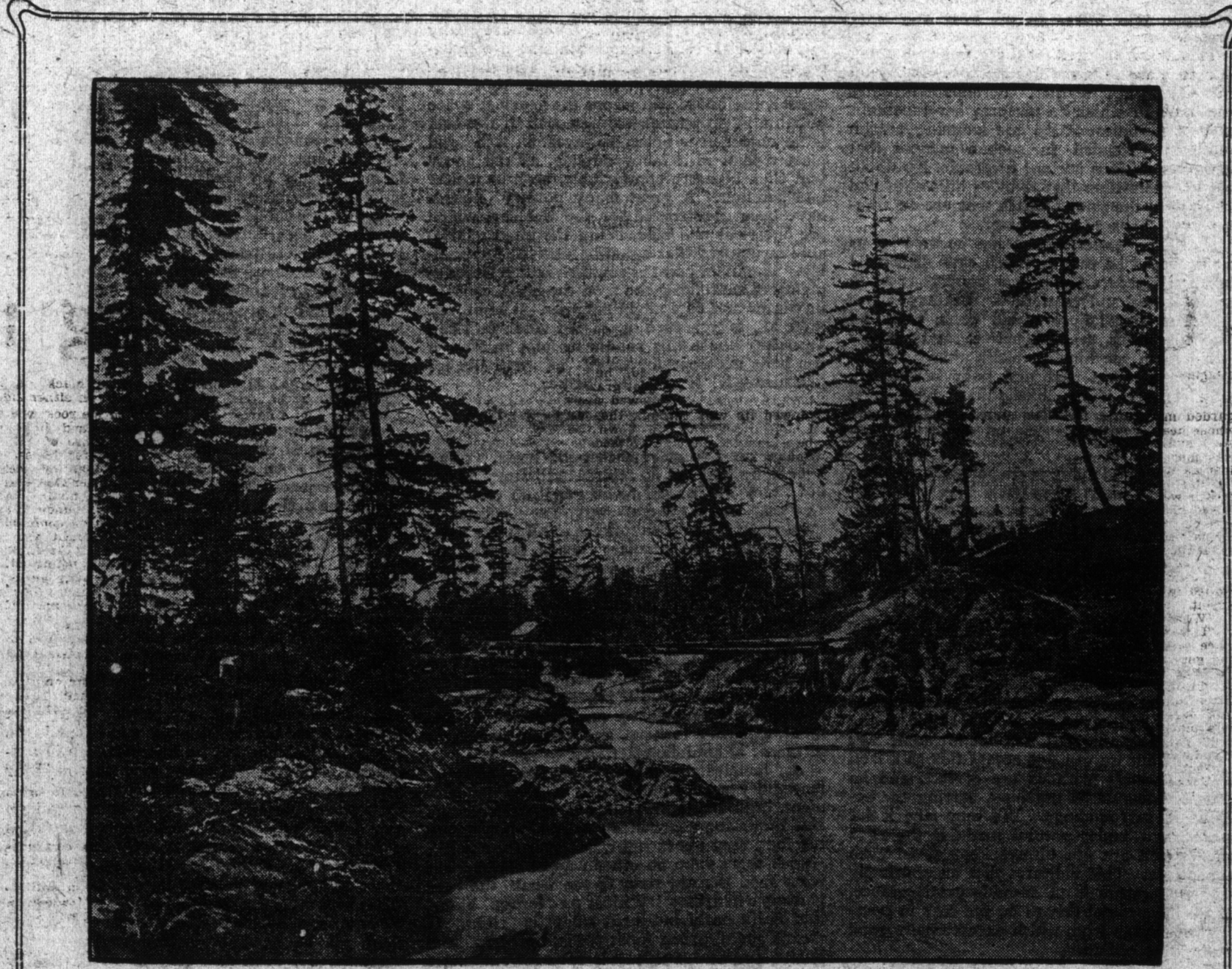
When all is ready, the moment when the glistening back of the ocean mammal is arching as it rolls lazily along, the gun is fired, and six feet of harpoon, wrought from the best of Swedish iron, is hurled against the quarry. As the harpoon speeds on its way, the "foregoer" uncoils from the bow directly beneath the muzzle of the gun. This is the rope fastened immediately to the harpoon. It is made of the very finest Russian hemp, is light, very flexible and withal able to stand an enormous strain.

The marksmanship is good, rarely is there a miss, and the whale starts wildly as the iron penetrates its body. Never has it felt anything so terrible as this thing; for it is not of its element, a thing to be combatted and perhaps overcome. It is a one-sided battle, the result inevitable. Against it, however, the whale sometimes puts up a terrific struggle. With the bomb exploded, the irons of the harpoon spread and hooked securely, it often takes hours to see the finish. An illustration of the gigantic strength, of the wonderful vitality of the whale, I had from one of the whaling captains. Fairly struck, an eighty-foot sulphur bottom kept him and his vessel busy for fully six hours. At first it tried every possible way to break the stout cable, as even a trout will strive to break a fishing-line. It would "sound" then it would come to the surface, breaching its full length into the air. Tired of this at length, it started to swim away with the vessel. At the rate of six miles an hour, with the engines going half-speed astern, the whaler was towed through the water for a full four hours.

When the unequal battle has ceased, the whale is winched alongside; and if there are other whales about, an air-pipe is inserted through the mass of blubber and the body inflated. It is then marked with a flag and cast adrift. Afterwards it is picked up and towed to the station. There it is hauled out on to the slip, and the work of cutting up is commenced. A score or more of Chinese, Japanese and Indians with great sharp knives swarm around the carcass. Some of them work on the sides, some climb on top. From head to tail the blubber is slit into five-foot widths. At the end of these sections of fat a hook is then fastened. This hook is attached to a wire cable leading to a winch. The cable tightens, and with a peculiar crackling sound the great strips of fat are torn from the body. This is called "flensing." The strips are then cut up into little square blocks and sent in carriers to the trying-out vats. Some of these pieces, by the way, never see that part of the whaling establishment. At the close of the day's work, more than one Indian may be observed making for his hut carrying a piece of blubber. To him, whale meat is the most palatable of all food.

Oil, of course, is the chief product of the whale, one specimen yielding as much as ninety barrels. At twenty-two dollars a barrel, such a whale in oil alone is worth nineteen hundred and eighty dollars. Besides the oil, there are anywhere from three hundred to three thousand pounds of whalebone in the mouth of each whale. This is worth anywhere in the neighborhood of four hundred dollars a ton. For the whale meat, of which there are some ten tons, the whaling people get sixty-five dollars a ton. This meat is salted in brine and finds a ready market in Japan, the natives of Nippon being particularly fond of it. In that country the tails are also sold, the price averaging about fifty dollars per ton. Then there are some four tons of guano, made from the contents of the stomach and all refuse pieces of fish, which brings about forty dollars a ton. The large bones also make a splendid fertilizer, which does not, however, bring so good a price as that obtained for the guano.

Of all the whale kind, the bowhead is said to be the most valuable, for bone and oil to the value of twenty thousand dollars have been taken from a single specimen. Second in importance comes the right whale, valued at something like ten thousand dollars in bone and oil; while the sperm whale comes third. From its head alone, which seems to be fully one-third the length of the animal, as many as sixty barrels of pure oil have been secured. These three varieties were the principal ones hunted through the romantic years of the hand-harpoon, and are somewhat scarce today; but with modern appliances, the commoner varieties, such as the sulphur bottom, finback and humpback, have become of great commercial value. At the Vancouver Island stations the latter varieties are principally taken, where off Sechart alone as many as nine have been captured in a single day.—F. M. Kelly, in Pacific Coast Magazine.



A RARE PHOTOGRAPHIC VIEW OF THE GORGE, VICTORIA ARM

Courtesy of Miss Emily Woods.

There are comparatively few people living at the present day who remember the Gorge when it presented the appearance portrayed in the above photograph. A couple of logs will be seen spanning the waters, and, until the early sixties, nothing more pretentious in the way of a bridge was attempted. At this period excellent trout fishing was to be had from the shore line at this point, and it was the popular rendezvous of all the disciples of Isaac Walton.

the winter months—if you can call it winter at all. All day long a beautiful sunshine filters down from a cloudless sky, and Mount Arrow-smith, 6,000 feet high, shines through vaporous mists that gather about its snowy crown. About 6 p.m. the air suddenly cools, and the nights are beautifully calm and sleep-coaxing.

Alberni district possesses some splendid lakes: Sproat lake, Great Central lake, Cameron lake, which excels even Lake Lucerne in wild beauty.

Game abounds. The lakes I passed were black with ducks and "waxies" and grouse are plentiful. The wapiti, bear, wolf and panther make big game, and black tailed deer haunt the hillside. Fishing is easy in this quiet retreat where few white men have as yet thrown the line to water. Three pound trout are not unusual, and leaving aside the salmon, you get smelts of a flavor beyond all comparison.

I may add a big business will shortly be opened up in shipping fish (by refrigerator cars) between Alberni and the coast towns.

I have a fine photograph of an island harbor taken when the herring came in to spawn. The picture shows millions of sea-gulls hovering in the air and settling on the water, previous to, or after, gorging themselves on fish. The gulls eat until they are in a state of drunken torpor, and lie heavily on the water until their digestion improves! The photograph looks like a snow storm and is most unique of its kind.

The Alberni valley is the draining yard of the Beaufort mountains. The rock is of lime-

ing tide of prosperity. Americans have secured certain timber and milling privileges along the water front, and a quarter-of-a-million of dollars is already moving in circulation, while the beginning of this movement is only in infancy compared to what the end promises. I have statistics before me concerning the promises of a great tomorrow but I pass these over to deal with what the actual cost of living is at the present day in the interior of Vancouver Island.

Supposing a man wanted to begin life in the Alberni district, what would his actual expenses be in securing his land, preparing it for cultivation in fruit, labor, and allow for his own labor, etc.

First the cost of say, twenty-five acres: 25 acres at \$100 per acre.....\$2500 Fencing the same.....200 Preparing the land, labor, etc.....150 Fruit trees, 500, at 25 cents each.....125 Freight, cartage.....15

Total.....\$2990

This land, at the price quoted, is to be had within immediate reach of shipping points; is to be had today in what will likely be town property tomorrow; and once the railway opens the fruit grower has his outlet as well as his local market. There are orchard farms to be had standing and in working order within Alberni (as other) points in distributive centres; and I have no hesitation in saying that adding a poultry and milk business to this orchard proposition, Vancouver Island offers to

than his "lay" during the mighty struggle which takes place on the fishing grounds after the whale has been struck.

Two modern whaling stations are located on the west coast of Vancouver Island; one being at Sechart, Barclay Sound, the other at Narrow Cut Creek, Kyuquot, while whaling operations have recently commenced at a third station near Nanaimo, on the Gulf of Georgia. All three stations are controlled by the Pacific Whaling Company of Victoria. On account of the wild storms which ravage the ocean coast of Vancouver Island, the whaling people have decided to close down the stations at Sechart and Kyuquot for the winter months, operating the inside station only. The most complete in the world, these plants are located near the principal haunts of the whale—the banks where the small fish swarm.

In connection with each station, the object of most interest is the little steam vessel built especially for the whaling game. Of a hundred and fifty tons burthen only, all too small they appear; yet they are stoutly built, steel-ribbed and plated, with powerful engines to drive them rapidly through the water. When the weather is favorable the boat leaves her berth at the station wharf about two hours before daybreak. Under a good press of steam she is able to be on the killing grounds just when the light begins to get strong. It is then that the most important personage on the little craft overlooks his harpoon-gun, invented by a Norwegian named Foyen to replace the hand-harpoon of the old-time whalers. He has

Among the provisions... Yet the budget last, showed... been influenced in part, by a... In times... the city of... secretary of... learned that... aid, by the... they have, if... done the... for the evil... with provid... more the... the more co... spectation of... spectacle af... in the day... dence, has... those to wh... yielded, wit... results of a... ferences w... ada and the... which shou... gaurd to us... In the U... treasury ha... the law, an... posits made... States bond... altered, inde... lished) read... wise." Her... Our laws re... M... HE... the... of... wh... es... to... let... hearts, ruined... one of the mo... to write durin... are other inst... nothingness th... its skeleton li... ing too large... sion of the w... at every faml... About the... my office at... by the hand... lady explained... who was her... was desirous... was a French... said, and a w... the family of... (there were s... income, must... who was just... industrious ar... ter. I looked... most beautif... glossy black h... ed by long l... skin was so c... of the temple... more like that... mother impre... broken Englis... gazed fondly... I told the l... who were not... etc. But she... every day, an... the noon hour... at the door a... would be close... After a sh... the lad and o... B. was install... dustrious and... began to thin... office treasure... Every day, at the office... small table at... and she and I... appeared to e... went away a... evening she n... home. I neve... to each other... weeks and un... bla. Having... office to say g... warmly graspe... book as a gift... to write him... not keep. Fo... able mother... months and s... sat in my off... work in anot... late and my... finish up for... one, and we... proof. I tur... grate fire, I... asleep. How... more than te... and with a... felt, rather... room with... I turned quic... standing thre... let me saw... very grimy a...

at PAGE FOR THE YOUNG FOLKS

is a very pretty addition to a Beautiful Old Age. A woman whose old age blooms with youth, who wonders what her secret is, has the reasons: prettiness, disagreeable things well in hand and inflicted, a saying pleasant things, too much from her friends, work came to her congenial, she did not believe in an unkind, and sympathized with at kind words and a smile, priceless treasures to the dis- as she would be done by, and come to her, and there is a her head, she is beloved and a long life and a happy one. Wisdom. economy and for comfort to of shoes instead of wear- shows signs of cracking, to a good shoe dealer, and vent further jamage. do not put them too near, will stiffen and crack. Turn side in a dry but not warm s too tightly laced retard the case even the thickest leather from being cold. should be taken into con- g comfortably in the shoe

Have Pearls! constantly to preserve their box they will become yellow in time they will really die, to ever revive them, be placed in hot water, or grease. Clean them with a damp and rubbed gently, and then put them in water with nois leather. away wrap them in Jeweler's color. lined with colored silk, absorb the color and become an experienced jeweler can that the flaw will never be

Hors d'Oeuvres. happy at home it generally, something wrong with her own nice, good woman seem never considers the inquiry ple to the bargain. ed such a pity that she be thrown away on each other, herself in a spirit of great

CURRENT TOPICS

The most important event of this week to Canadians is the report made by those whose duty it was to enquire into the way the men and women engaged to do the public work of the country have performed their duty. There are in the employ of the government of Canada a large number of people. The majority of these are bookkeepers whose duty it is to see that the money paid out for work done by the government is honestly and carefully expended. The civil servants who know most about the postoffice clerks and the mail carriers. Many of you have been in the customs house and have paid duty on a parcel. The money received for stamps or paid in duty, and what is left after the expenses of the offices are paid, is spent in buildings or other public works. If the officials are lazy or careless or dishonest, money is wasted, and the dishonest, it is stolen. The report of the commissioners states that in many departments of the civil service people are employed, not because they are the best men and women that could be found to do the work, but because they or their relatives have helped to elect members of the government party to parliament, and that more officials are engaged than are needed. Two departments are engaged, than are needed. The Department of Marine and Fisheries and the Department of Militia and Defence. In both of these there has been shameful mismanagement. A great number of men and boys are engaged to do the work of soldiers ready to defend the country and to equip and train volunteers has been wasted. In the very important department whose duty it is to see that the harbours and buoys are created, inspected and that the fisheries are preserved, ships and cruisers are kept fit for duty, there has been so much waste and extravagance that there is little doubt that the taxes paid by the people of Canada have gone to the pockets of dishonest employees of the government.

Perhaps the worst part of this disgraceful business is that no one seems to care. The Supplies have been paid for that were never used, men and women have received wages for work that was never performed, bad materials have been supplied, and money has been wasted. The people of Canada are told that if the Liberals have done this, the Conservatives would have been just as bad if they had had the chance.

This is not true, if the whole people are so dishonest that no one is fit to be trusted to do the public faithfully, Canada need never hope to be a great nation. But it is not true. There are many thousands of men and women in the country today who have never willfully wronged any man and who have never satisfied to do less than their best whatever their work may be. No upright man will employ a dishonest servant, and the people of Canada will see to it that those civil servants who are not worthy of trust shall be dismissed. This the Premier of Canada has promised to do, and already some of those responsible for the wrongdoing have resigned their positions.

province of Quebec still speak the tongue of Carlier and Champlain. There is no doubt but that their language has knit the people of that province closer together and separated them from their fellow-Canadians of British birth. It is a question whether such a change should be forced on a people by law.

A United States visitor, L. M. Shaw, told the people of Montreal a few days ago that Western Canada will very soon be filled with prosperous people. No one who has seen how fast the Western States have filled up need doubt this. If Canadians do not forget that riches never yet made a nation great, but that rightness and purity and courage have brought greatness to many a nation, whose land was neither large nor fertile, they will do well.

Andrew Carnegie, the great American millionaire, has added five million dollars to the ten millions already set apart by him for pensions to the teachers of universities who are no longer able to do their work. Perhaps some of us think that there are many poor people in the United States who are less able to provide for their old age than these teachers are. A man must, however, be the best judge of what he ought to do with his own money. It is a good sign when rich men look upon their wealth as held in trust for the good of others.

A great many counties in the rich and populous state of Illinois have declared that no liquor shall be sold in them. It is wonderful how suddenly men everywhere have come to see that the drinking of

mother went out and stood in the yard near the boy and the work with which he was busy.

"You mustn't look at it yet, mother," he said. "I have scarcely started it, but I think it is going to be the best work I have done yet."

He was busy as he spoke, molding the great mass of snow into the shape that he wished it to take. His hands were red, and he had been standing in the snow for a long time, but he had no thought of the cold.

"Maurice," said his mother, after a while; "are you sure that you can ever accomplish anything with this? You are so poor, and so unknown; and it takes a great deal of money for a young man to get a start, even, with work such as this. What a dreadful thing it would be if you worked at it for years, and yet never made any headway."

"You've been listening to Uncle John," he said. "Mother, if I should never make a dollar with this, or should never be known outside of my own family, I would have to do this work anyhow. It isn't something you can control. It takes hold of you, and you have to do it. I want to help you, mother, and I'm going to help you, too, but I might as well say now that my heart will never be in plowing and hoeing and tending cattle. I will do those things because I ought to do them to help you; but this is the work of my life."

As soon as he had spoken he thought that he might have wounded his mother's feelings and he dropped the handful of snow and went up to her.

"Never mind, little mother," he said cheerily. "I'll live with you and work with you, and under your eye I shall be able to do it."



Drawn by Lottie Miles, Aged Eleven Years, 813 Heywood Avenue, Victoria, B. C.

beer and spirits is the cause of crime and poverty, and that the trade is bad for the sober men as well as for the drunkards.

On Monday there was an election riot in Lisbon. It appears one party wanted to count the votes at night and the other wanted to leave the counting till next day. The dispute led to blows and soon knives and pistols were being used by the excited Portuguese throughout the whole city. Manuel must see that the task of governing a people so ignorant and impulsive is not an easy one.

As we learned some time ago the British ambassador to the United States is busy with members of the United States government preparing a treaty which will settle all matters between England and Canada on the one side and the United States on the other. Mr. Bryce has lately been in Canada to learn the views of the Canadian government. It now appears that Canada will not allow the United States as free use of the Niagara river and its water power as that country wishes. While the ambassadors are trying to settle the fisheries dispute the government of Newfoundland have seized two American fishing schooners who were fishing for cod with trawls. The trouble about the Newfoundland fisheries has lasted for hundreds of years.

In our own city, the council are making plans for a good summer park, and by the end of the month the city this summer will get it if nothing unforeseen happens.

The Central school boys and their parents will be sorry to hear that Mr. Deane, the principal, will stop teaching at midsummer. The country will get a good inspector, but the Central school will lose an excellent principal. The children and teachers will be glad of the Easter holidays. In the ten days all will have some splendid walks and some of you will pay visits. Who will write the best letter to The Colonist describing a walk or a visit? If you can make a picture to go with it, so much the better.

Everybody praises the drawings. While some are better than others, all have done well. The editor is especially pleased with the boys and girls who have done so well in the drawing. The pictures were not reproduced, but who tried till they were all reproduced. Some of those who appear soon. We are very sorry to hear that the Ready boys have left Victoria. Whoever they are will be glad to hear from them. Willie should work hard and try to draw from nature, as well as copy other people's pictures. He has much talent.

The sinking of the torpedo boat destroyer Tiger in the Channel and the loss of a large part of the crew was an unfortunate accident that makes us realize what a horrible thing war is. If the battle in which the Portuguese reserve flotilla engaged was real instead of pretended, it would have cost many thousands of lives. Instead of scores of lives had been sacrificed. Boys must not, however, forget that disgrace and dishonor are more to be feared than death.

At many stations along the line of the C. P. R. between Montreal and British Columbia there are beautiful flower gardens sent out by N. S. Dunlop, who has charge of this part of the work of the great railroad. The people of every district live in this way a chance to see what flowers and plants grow best, and by writing to the station agents at work and talking to them, they can learn how to grow flowers themselves. It is very pleasant for traveling for many hours in a crowded car to look at a lovely flower garden. When, many years ago, Mr. Dunlop planted the first garden, he did not, perhaps, think that he was at the same time sowing the seeds of a love of flowers among the Canadian people. Gardening is delightful work, and it is a great pity so many boys and girls leave it all for the grown-up people to do. There is no good reason why every school yard should not be a beauty spot. Flowers and vines could be planted close to the schoolhouse, and the fences would not interfere with the playground.

The United States consul in Manchuria seems to think that the Russians are exercising authority to which they have no right in that territory. Manchuria belongs to China, but both Russia and Japan have railroads there, and in their management of it act very much as if the country belongs to them. To this Mr. Fisher, the American consul, objects.

There was great excitement in Berlin a few days ago when a law was passed, making German the only language that could be publicly used. Poland was conquered in the eighteenth century the country was divided between Prussia, Austria and Russia. Prussia is now the chief part of the German empire. The Poles are a proud race and cherish their old customs and their language. More than thirty years ago Germany defeated France and took the territory of Alsace-Lorraine. The inhabitants of this conquered province are Frenchmen. Many people in the north speak the Danish language, and there are several other small districts where languages other than German are spoken. These people will find it a great hardship not to be able to hold public meetings when they please and to listen to speakers in their native tongue. Some time it must not be forgotten that it is much more convenient and better in many ways for the people to speak but one language. As a rule people are anxious to learn the language of the country they live in. In Canada, the French of the

the best I can with the farm work, and try to make a living with it, but neither Uncle John nor any one else should grudge me the little time I take for this other, outside of the farm."

The mother smiled at him and went back into the house, and then the boy worked on with feverish haste, utilizing every moment of his time.

"The snow's just right for it," he said; "and I'm just right for it, too."

As the sun went out of sight in the west the moon came in, and under its clear light the snowy landscape was almost as bright as day. Still Maurice worked, swiftly and silently, with the rare pleasure that comes to those that have found the one thing in life.

"Maurice," called the mother, suddenly, opening the door; "your uncle left his notebook here, and I am sure he'll need it early in the morning. Hadn't you better ride over, and take it to him?"

"All right," he answered, snatching away to the snow. Maurice paused a moment before he left. "I'm pretty sure to get another 'going over' and I think it pleases him."

A few minutes later he was riding briskly down the road after his uncle, soothed by the softness of his feet, and whistling softly to himself. Only two miles away was the fine farm that made his uncle the envy of half the country; and as he approached he saw that there was some unusual excitement. The whole family was out, two or three of them with lanterns, the light from which danced and made fantastic shadows over the snow.

"Well," said Maurice, "they must have missed the book already and be out hunting for it. But I didn't think it was so valuable."

When he came nearer, however, he saw that a stranger was in the group; a man who looked heavily angry, and whose face was pale.

"It's no use talking to me," blustered Uncle John, with quite unusual warmth. "If you hadn't been standing right in the way the horse wouldn't have run over you. I never ran anybody down before. How do I know what you were a-tryin' to do? You might have been fixin' to rob me, for all I know."

"No matter for that," urged the man, as though he had urged the same thing before; "you might have done it to give me a start, but it's no use."

"Well, I won't do it, that's that," said the old farmer, whose hardness of heart had long been a proverb throughout the country. "I'm not goin' to take in tramps that wanders about, gettin' an excuse to stay at houses so's they can steal anything they can get their hands on."

The farmer had turned about and was starting for the house, but all at once he discovered that Maurice stood near looking at him wonderingly.

"What do you want?" he asked irritably.

"I brought your notebook," replied the boy briefly. "Am I s'posed you are waitin' for a chance to ask this man to give me some with you? You and your mother are always doin' such things as that," he said rudely.

"That's the very thing I was going to do," replied the boy boldly, and turning to the stranger he said: "If you'll let me help you on my horse, I think you may be able to ride that far. It isn't more than two miles."

The boys, his cousins, laughed jeeringly, and his uncle grunted as he went back into the house; but Maurice did not hesitate. He led his pony near, and helped the stranger into the saddle, noticing with anxiety that the man's ankle was badly swollen and seemed to be painful him excessively.

"I think mother can put something on that ankle that will help it," he said, as he took the bridle and walked away along the snow road. "She knows a good deal about such things."

The stranger rode silently, in spite of the boy's attempt to keep up a conversation, for he was suffering very much, and the horse and the man and the door opened and allowed the cheerful light to stream out into the yard, he smiled gratefully.

"That's pleasant to look at," he said. "I am cold, besides being hurt."

And then, as Maurice helped him along the path from the gate, he suddenly started and cried: "What's that?"

"Only something I was trying to make with snow," replied Maurice, intent upon getting his guest into the house and within reach of the fire. "Mother, this gentleman's hurt, and I hope you can do something for him. See, his ankle is dreadfully swollen."

And then, without a moment's hesitation the good woman set the largest chair near the fire and began preparations for bathing the wounded ankle and swathing it in soothing applications.

And then, as the way in which the stranger was relieved under Mrs. Parker's eye, he said: "I am cold, besides being hurt."

Next morning the strained ankle was better, and the stranger was able to hobble about the house a little, with the aid of a crutch that Maurice had treasured for years as one of the mementos of his father.

And then, without a moment's hesitation he began to tell the guest, "and he had to use crutches all the time. I'm so glad we happened to have it."

And in the course of the morning the stranger,

found his way out into the yard, and stood beside the "snow-man" that had aroused the wrath of Uncle John.

It was crude work; any one could see that. An old table from the kitchen had been used for a foundation, and had been covered with snow until it bore a very close resemblance to a snow-bank. Crouching on the bank near the man was the figure of a bear, with her little ones around her; and while the group was crude, there was grace and spirit about the figures that sent a light to the observant eyes of the stranger.

"Have you done anything else?" he asked, as Maurice came up and stood beside him.

"Not much of any account," said the boy. "I am always working with clay, but I don't make much headway."

"Let me see what you have done?"

They went back to the house, where Maurice showed the work over which he had spent many an hour when most boys of his age were sound asleep.

"What are you going to make of yourself?" asked the guest, after a long and silent inspection of the figures.

Maurice flushed, misunderstanding his meaning.

"I suppose you think as Uncle John does. I shall be a farmer, and have my own apparatus, but I shall always do this work anyhow. I can't keep from it. I'm never happy unless I am at this. If I could only do it well—but I'm afraid I shall never be able to do that."

And then the stranger seemed to form a sudden resolution. He walked into the kitchen, where Mrs. Parker was busy with the dinner, and said:

"Mary, have you forgotten all about Jack?"

And then Maurice saw his mother throw the kitchen fork across the room and run to the stranger, whom she seized around the neck and hugged as though her life depended upon it.

"My little brother Jack!" she cried to Maurice. "It's little brother Jack, whom I haven't seen since he was your age!"

Well, but there was a time for half an hour after; but at last they sat down together, and the stranger derings since he left the home-roof so many years ago.

"I came very near going on, and never letting any one know that I had come so close to my family," he said to Maurice, "but when I saw your mother, I was so cordial, was it? But the boy here decided to let after your kind greeting. I think I'll stay awhile, and maybe—"

He looked at Maurice as he paused, but it was some time before the boy understood what the glance meant.

One day the guest, who had found such a place in their hearts, came into the room where Maurice was working with lamp of clay, and said:

"At it again, hey? How would you like to go where you could have the training that would enable you to do that work well? How would you like for some one to give you a chance to make yourself a sculptor?"

Maurice paused and looked up, with his lips parted and his hands clasped.

"I've a little money saved up," the elder went on; "and I have ever many influential friends. I have been writing to some of them, and the result is—well, there's a place open for you."

"But—but—the farm, Uncle Jack," murmured the boy, afraid to believe that there was such good fortune for him in all the world.

"Oh, the farm? Well, I'm a pretty good farmer myself, and I'm going to hire some help and get it out of the kinks, just to show brother John how to run a farm. The uncle with a merry twinkle in his eyes; and then he turned away to keep from seeing how Maurice was looking at him.

"Take care there—you are turning that statue into mud with those tears," he said jokingly, a moment afterwards.

FOR THE LITTLE TOTS

The Thrush's Song.
A brown thrush sang in a cedar tree.
The wild notes loudly rang.
I watched and listened attentively,
And this was the song he sang:
Tweet! Tweet!
Stitch it—it—it—it with a needle
Needle.
Stitch it—it—it—it with a long, long string.
Toot-toot, toot-toot. Tough, tough thread'll do,
Johnny wants a jacket that is strong, tweet, tweet,
T'wit, t'wit, t'wit, t'wit t'we-e-e.

Tweet! Tweet!
Put it—ut it—ut it—on his shoulder
Shoulder.
Who will? We will. Who will? Wee-e-e!
Johnny will be careful when he's older.
Who will? He will. Who will? Hee-e-e!
T'wit, t'wit, t'wit, t'wit t'we-e-e!

Then the song grew hushed in the cedar tree,
And I didn't so very much mind,
For if it had a meaning at all, you see,
'Twas a meaning that I could not find.
—John Lee

Sleepy Time.
Good-night, little baby;
I've counted your toes,
I've kissed all your fingers,
And rumped your nose.
Good-night, little baby;
The day's gone away;
The stars are twinkling,
Doesn't that know you play.
Good-night, little baby;
My arms are the bed,
My heart is the pillow,
My love is the spread.
—Anita Fitch, in the Century.

Ted's Old Lady.
Ted was a country boy, and he was always happy, for he loved the fields and the flowers, and it was never his wish to go to any big towns like most of his school-fellows.
Ted was playing one day at the back of the house when he heard his mother calling him. Like a good boy, he ran to where his mother was standing.
"Now, Ted," she said, "I want you to run up to the house on the hill to take Daddy's dinner to him."
An old lady lived all alone in the house on the hill, and Ted had always wanted to speak to her.
He had heard his father say how kind she was to everyone, so you cannot wonder that Ted ran all the way and was quite out of breath when he at last reached the top of the hill where the house stood. Ted's father was a gardener and went to the house every day.
When he got to the garden he could see his father nowhere.
"Now, what shall I do?" Ted said to himself. "I know I'll knock at the door, and then I shall see the kind old lady."
So Ted timidly went up to the big door, pushed the knocker up and let it fall, for it was as much as Ted could do to reach it.
Down fell the knocker with a loud bang, and very soon a little old lady answered the door.
"I want Father, if you please," said Ted.
"Who are you, little boy?" the old lady asked him.
Ted told her, and she directed him to the stable.
"When you have seen your father, come back here, Teddy, will you?" she said to him.
Ted was in high glee, for he had seen the old lady, and when he had given Daddy his dinner he ran back to where she was waiting for him.
"Here are some apples for you," she said.
"Oh, thank you!" Teddy murmured, putting the rosy apples in his pocket.
That day, besides having been given the apples, his mother rewarded him with a fine bowl of milk.
As he sat on the window-sill and drank it, he thought himself the luckiest boy in the whole world.
Harry's country home has a short asphaltum driveway from the road to the main entrance.
"Harry," said his mother, one day, "the hired man is away, and I think you had better sweep the drive this morning."
"Oh, it isn't necessary," returned Harry. "Billy Bluff is going to learn to ride a bicycle on it this afternoon."

SHORT STORIES

Boys and the Saloon
The Mayor of Boston lately sought the views of a half dozen school boys about stopping a saloon near the school building. He said:
"Well, I'm going to let the boys of the school tell me what they think of the place, and the result is—well, there's a place open for you."
The next day half a dozen of the boys, ranging from ten to fifteen years of age, called on the mayor. Each boy gave some reason why he believed the saloon ought to be taken away, until it came to the last one, a youngster of twelve. He looked at the mayor squarely in the eye, and gave as his reason:
"My school gives me a chance to be Mayor of

WITH THE POETS

A Marsh Doll
The dolls in the play-house sat sad and forlorn,
The doll-daddy had taken them to town; forlorn;
For out in the yard they were making, you see,
The finest great doll that ever could be.
Her brow was like marble; her eyelids eyes
Shone bright as the stars in the mid-winter skies.
Her gown soft and spotted, was fit for a queen;
The frost-fairies wove it of changeable sheen.
Now white, now so sparkling it made your eyes wink,
Then turned, just at sunset, the faintest pink.
But when the next morning the rain pattered down,
And dripping and drooping, spoiled doll's fine gown,
Then, quite out of sorts at her sad, shabby plight,
Without bidding good-bye, she slipped off out of sight.
And so, while the showers beat fast on the pane,
The children returned to the play-house again.
And the poor, slighted dollies were hugged and caressed;
For when rainy days come, then our old friends are best.
And many a stranger that makes quite a show
Forsakes us ere long like this dolly of snow,
—Youth's Companion.

WOODPECKER
Drawn by Earl Irvine, Aged Seven Years, 916 Kings Rd.
Boston some day; the saloon can't. I think us boys ought to have all the show we can get to be mayor. That's all I know about it."
The mayor threw himself back in his chair and laughed heartily, then, straightening up, he said to the last spokesman:
"My boy, you have said more than did all the politicians, and the teachers. You shall have the show to be mayor. That saloon will have to quit business at once."
The boys gave the mayor a hearty cheer, and marched out of his office. They had conquered, and were consequently happy and triumphant.—Congressional Work.

OUR LETTER BOX
Dear Editor—I went away on a little journey with my mother about a month ago. We started on the third of February, at 1 a. m., for Vancouver, where we arrived shortly after seven. We took the east-bound train at half-past three in the afternoon, and two days we arrived at Calgary. We changed cars there and took the northbound train. We arrived at Strathcona at half-past seven.
There was a little girl who got on the cars at Calgary, who said she was going to Digenbury. The real name is Didsbury, but she could not pronounce it right, so she said it was Digenbury, and she would say that was not the right way to pronounce it, and she would try to say it again.
Well, I think I will close, as my letter is getting rather long.
I remain, yours truly,
GABRIELLE PAULY.
1146 Fort street, Victoria, B. C.

RICAN SILKWORM THE WINTER

We have imagined to look at the winter architect and builder. The great, noisy, green caterpillar, said and gotten out of his way, and the red knobs were so bright as to be very pretty on a caterpillar. The caterpillar, however, is not so simple as it seems. It is a very clever creature, and it has a very good plan for its winter home. It makes a cocoon of its own spinning, and it is very strong and hard. It is a very good plan, and it is very clever. The caterpillar, however, is not so simple as it seems. It is a very clever creature, and it has a very good plan for its winter home. It makes a cocoon of its own spinning, and it is very strong and hard. It is a very good plan, and it is very clever.

Mr. Balfour on Naval Requirements



PEAKING in the British House of Commons, during the debate on the naval estimates, Mr. Balfour said:

The right hon. gentleman who represents the Admiralty has told us the Home Fleet consists of three divisions; there is the fleet at the North, which is fully manned and ready for sea; there is the fleet at Portsmouth and elsewhere with nucleus crews; and there is the Reserve squadron. The right hon. gentleman claims that this fleet at Portsmouth and at other ports can be ready for sea in 24 hours, or not much more. Then there ought not to be counted in that ships which have come home from foreign stations and must be under repair for some months. If a ship is under repair you cannot count it as ready for sea in 24 hours.

Mr. E. Robertson.—I expressly said that all ships under repair must be counted out. Of course being under repair disqualifies them for readiness for war. But a ship which has a nucleus crew has a real crew; it is not like a skeleton crew, and such a ship must be under a commission, must have a captain, and must belong to some fleet. If, therefore, for the purpose of convenience a ship under repair has a nucleus crew that determines her as belonging to the home fleet, but such ships are not to be counted as ready until their repairs are completed. (Hear, hear.)

Mr. Balfour.—The right hon. gentleman has on occasion dealt with ships with nucleus crews as an effective part of the home fleet ready for action. Now he admits that although they have nucleus crews they are not ready for war.

Home Fleet Unready

This is one of the inner mysteries of the Admiralty that a ship with a nucleus crew shall be counted as being in commission although she is not fit to go to sea. By that method all the ships which have come home from foreign stations for repairs may be in this category. The result is that amongst the home fleet there is a very much larger number of ships in commission which cannot go to sea than in any other. I am informed that two out of every three battleships at Portsmouth at this moment, which count as part of the home fleet and have nucleus crews, are not fit to go to sea. (Hear, hear.) They ought not to be counted, therefore, as part of our immediately ready fleet. (Cheers.) If it be true that two out of every three battleships at Portsmouth are under important repairs, does not that fact require us to somewhat modify the sanguine statements for which the right hon. gentleman has been in part responsible? I am not charging that it is a reflection upon Admiralty administration, but it does reflect upon the Admiralty exposition of facts. We come to a question of greater importance when we deal with the general amount of the estimates for this year taken in relation to the general liabilities of this country in naval matters not only in this year but in the years to come. What is the magnitude of our naval responsibilities? They fall broadly into two classes—the construction of new works and the construction of new ships. The construction of new works is in the main the construction of new docks required for the accommodation of the Dreadnought type of battleship, and the more important work of the fitting out of Rosyth to be a naval base in the North Sea.

Urgency of Rosyth

The government have done very little since they came into office in dealing with Rosyth. The necessity for Rosyth increases year by year. (Hear, hear.) Added to the fact of the magnitude and the strategic importance of floating mines is the fact that foreign governments have refused to forbid the use of these mines, and these are naval circumstances which add immensely to the importance of ports like Rosyth, which cannot be blockaded with the same facility as the Channel or Spithead. Then the immense naval construction which has gone on in other parts of the North Sea is also a new and pressing reason why we should not hesitate to spend large sums upon Rosyth so as to make it adequate for the naval necessities of the country. I not only regret that the government have lost time in dealing with this great problem, but it seems to me that the importance of the problem, its imminence and insistence, have greatly increased during the recent years in which the present government have held office. That would have been a reason why the First Lord of the Admiralty and his colleagues should have asked the government why they could not in this present year's estimates have put down a large sum for dealing with Rosyth. To which the reply might have been, "Fresh naval construction is so great and so pressing at the present moment that you had better put off Rosyth for a year and press on with your naval programme." But that is not what the government have done. The government find themselves, rightly or wrongly, relieved in this year from indulging in any very ambitious building of new ships. They think, rightly or wrongly, that the possible peril from foreign nations does not require expenditure upon the new construction of ships this year, whatever may be required next year or the year after. (Hear, hear.)

If this is the case, and for the moment I do not dispute it, I ask was it not the part of wise and prudent men to take the opportunity this year, in which you have a slackness in new construction which will not be repeated (cheers)—which nobody thinks can ever be re-

peated in the official lifetime of this chancellor of the exchequer, or of his immediate successors—to take this opportunity of getting on with those permanent works for which it will be very difficult to get the House to vote the necessary money if they are met with a gigantic shipbuilding programme in 1909-10, 1910-11, and succeeding years? The government have refused to follow this plainly prudent course, and they have done so, I cannot doubt, for political reasons. (Cheers.) That is not, I think, an unkind suggestion to make after the debate we had this day week. They find themselves face to face with a very formidable body of their own friends who are apparently content with the statement of the government that we were safe for the present as far as shipbuilding is concerned, and they have reduced the naval estimates this year by a million and a quarter. I think it was, compared with two years ago, although the chancellor of the exchequer forgot to say what I think he must have known, that the million and a quarter was going to be swallowed up by automatic increases next year, and that, in addition to the automatic increases it will be absolutely necessary for this government—I do not care what their financial position will be—to lay down new ships and new construction on the largest scale if foreign nations carry out the programmes which they have announced. That is my first complaint, that the government, having both the prospect of naval construction and of works construction to deal with in this and immediately succeeding years, in spite of the fact that they think themselves justified in being slack about construction in 1908-9, have refused to take that fortunate opportunity for meeting some of their obligations in permanent works.

New Construction

I pass to the other branch of the programme—namely, the necessities for new construction with which the taxpayers of this country are most unhappily faced in future. That new construction is partly required, and has partly been recognized in the present building programme of the Admiralty, in order to meet what I cannot help regarding as our present deficiencies in the matter of fast vessels, fast cruisers and torpedo-boat destroyers. I need not dwell on this branch of the subject,

which is very complicated; but I will ask the right hon. gentleman whether he was not using an argument very perilous in its general character when he contented himself with a mere enumeration of the torpedo-boat destroyers of which we are possessed which are less than 11 years old. It is quite true that the Admiralty have laid down the life of a torpedo-boat destroyer as 11 years or thereabouts, and it is quite legitimate, therefore, for them to take credit for the possession of torpedo-boat destroyers which are less than that critical age. But when you compare the number of torpedo-boat destroyers which we possess with those possessed by other Powers, you must not simply content yourself with enumerating the destroyers which are less than 11 years, you must ask how the age of our destroyers compares with the age of the destroyers of those countries with whom there might be some possibility, we hope infinitely remote, of conflict. The torpedo-boat destroyer resembles a living organism in this, that while its life may be only 11 years, its efficiency does not go on unimpaired until the clock strikes at the eleventh year; it is a rapidly diminishing quantity, and every year brings it nearer to the fatal term, makes it more necessary to send it for longer periods into dock for repair, makes it more costly to repair, and gives the country a fewer number of months out of the 12 in which to count on its efficient use. I believe the Admiralty are perfectly aware that, no mere enumeration of the number of torpedo-boat destroyers under 11 years which we have, as compared with that of other Powers, gives us any sense of the relative strength of the parties. If we with old destroyers have got to contend against a Power with new destroyers you cannot count them as being equal; you must get a great margin of superiority over the bare numerical strength of that Power which has been fortunate enough to begin its construction late and has therefore the largest number of the most recent and powerful types. I will not go into the question, dealt with by conspicuous ability by the hon. and gallant member for King's Lynn, of whether we who have got to operate at a great distance from our base ought to content ourselves with anything comparable with mere numerical equality in dealing with a Power which, in counter-

efforts would not be required to use its torpedo craft at any very great distance from its base. I am not sure that the Committee of this House is a very good arena in which to discuss these delicate tactical problems; but the point is one which I am sure the Admiralty must have considered, but on which they have not so far given us any information.

Dreadnoughts and Invincibles

I come to the more anxious question, or at all events that on which the majority of this Committee are likely to be more anxious—namely, the balance of battleships of the newest, most powerful, and effective types. The hon. and gallant member for King's Lynn quoted some statement which he thinks I made, or which I did make, in 1906, regarding the construction of the Dreadnought. I do not remember the statement. I fully accept the responsibility of having been a member of the government which was responsible for the Dreadnought type, and from that responsibility I in no way shrink or recede. But the Naval Lords, when they advised this type, told us, and I am sure they told our successors, that the Dreadnought type was one which made it very difficult to compare the strength of two fleets one of which possessed Dreadnoughts and the other did not. We were told, in fact, that the country which possessed Dreadnoughts and the allied type of armored cruisers might almost ignore the country which did not. Well, let us eliminate from our calculations for the future all battleships which are not of the Dreadnought and the allied armored cruiser type, and consider how we are going to stand in regard to these, the most powerful but unfortunately the most costly instruments of war ever devised by man. The government seem to be quite serene as to the number of ships which will be available when the programme of the coming year is completed, both in this country and in Germany. But have they reason for that certainty? I entirely agree with them when they say that at the present moment our strength in battleships is amply adequate to any conceivable strain that may be put upon it. But let us cast our eyes forward from the year 1908-9, when new ships are due to be laid down, to the year 1911, when those ships will be completed. As I understand the matter, we shall have, when the present pro-

gramme of the Admiralty is completed, 12 ships of this superior type in existence in January, 1911.

Mr. E. Robertson said the right hon. gentleman was not including the Lord Nelson and Agamemnon types.

Mr. Balfour.—I do not include them. On what principle am I to include them? I am surely justified, by everything we said on the advice of our naval experts when we were in office, and by everything the right hon. gentleman has said up to this year on the same advice, in considering the Dreadnought and the Invincible type as on one side of a dividing line, and even the best of every previous type of battleship as on the other side.

Mr. Bellairs said the right hon. gentleman was including two for this year, but they were not certain of that. As far as they knew it was only one.

Mr. Balfour.—I think the hon. and gallant gentleman on that point did less than justice to the Admiralty. I certainly have understood from rumor, and I think, from some previous utterances of the right hon. gentleman opposite, that these two ships are to be of this new and finest type. At all events, I will assume that we are to have two of this type laid down this year, or, as I think more probable, one Dreadnought and one Invincible.

A Comparison With Germany

We shall have in January, 1911, 12 ships altogether of this new type—eight Dreadnoughts and four Invincibles. The Germans, on the same date, January, 1911, at the same rate of construction, will have nine. But now carry your thoughts a few months later, and you will find that by the autumn of the same year, 1911, the Germans will have four additional ships of the new type; in other words, they will have 13, while we shall only have 12. That difference arises from the fact that we begin our construction in December of each year and the Germans begin their construction in June. Therefore, if the Germans build at the same rate as we do, there is evidently a dangerous margin in the last six months of each year, which you will have very carefully to weigh to compare the results of the building programmes of the two nations. It may be said that the Germans do not build as fast; and I earnestly hope it is true, for a reason which will meet with the sympathy of the hon. gentleman who spoke last, and of everybody who desires to see, as we all must, the navy estimates kept as low as is consistent with safety. If we find that we can build as fast as our neighbors, of course, we could wait until we see the sort of ships our neighbors start before we start any of our own. But if by organization and industrial improvement—in which some foreign nations are showing as great an aptitude as ourselves—they begin to have a power of turning out ships as fast as we can turn them out, then the immense advantage we have had—an advantage which has made for economy and peace—vanishes; and we have to face the fact that other great naval Powers build ships as fast as we do, and build apparently with the consistent determination rapidly to augment the number of first-class ships which they have at their command. The Germans have announced that they mean to build four big ships—three Dreadnoughts and one Invincible—every year. We propose only to lay down two such ships. Manifestly, unless this programme of ours is rapidly augmented, is changed immensely and immediately, the Germans would be building twice as many ships of this capital type as we are; and consequently the time is not only not far distant, but imminent, when in regard to that particular type of vessel they will be, not our equal, but our superior. (Hear, hear.) I should like to put this plain question to the right hon. gentleman; and it is a question easy to answer. If the Germans can build as fast as we can, will they not have, in the autumn of 1911, 13 ships of the Dreadnought and Invincible type; and can the right hon. gentleman show us any possible means by which we, in the autumn of 1911, should also have 13 Dreadnoughts and Invincibles. I understand that we cannot have more than 12 in January, 1911, and that we cannot have another—unless we alter the date at which we begin our shipbuilding programme—until the January of the following year. I can assure the right hon. gentleman, and I think he will admit it—that the last thing I want to do is to embarrass him or the Board of Admiralty. I have no wish to treat either of the great departments of the army or of the navy in a party spirit; and I do not think I have ever said a word in this House which would lead any one to hold a contrary view. (Hear, hear.) But I think the right hon. gentleman will see from the statement I have made that I feel the government are open to criticism upon one point, and that there is real ground for anxiety upon another. The point upon which they are open to criticism is that in this year, when they have elected not to construct on a large scale, they are not spending money on necessary works; and my ground for alarm, which I honestly say has not been removed by anything I have heard in this debate, is that if German shipbuilding is now, or is going to be in the immediate future, as fast as our shipbuilding, whatever we may do next year, Germany will be superior to us during the later months of 1911 in ships of capital importance. I may say that if the government can reassure us on this plain issue of policy they will not only have few difficulties in Committee on the Navy Estimates, but they will have set the mind of the country at rest in regard to the most vital interest of national security. (Cheers.)

Quebec Tercentenary Programme

THE following, which includes the official programme in connection with the Tercentenary celebration, has been given out by the executive committee:

The National Battlefields Commission, appointed to administer the funds voted by parliament in connection with the tercentenary of the foundation of Quebec by Samuel de Champlain and the creation of a National Battlefields Park, met in Quebec on Saturday, March 21, in the Mayor's Chambers at the City Hall. All the commissioners were present: Sir George E. Drummond, the Hon. A. Turgeon, Colonel G. T. Denison, Byron E. Walker and J. Geo. Garneau, chairman. There were also present the two interim secretaries of the commission, Mr. H. J. B. Chouinard and Dr. Doughty, F.R.S.C., and Col. Hanbury-Williams, military secretary to His Excellency the Governor-General.

Mr. J. M. Courtenay, ex-Deputy Minister of Finance, who has been selected as interim treasurer for the commission, was unavoidably detained in Ottawa.

The commission considered some few matters connected with the Battlefields Park, but the greater part of the meeting was devoted to the preparations of the Tercentenary celebration.

The several local committees had prepared many reports and estimates for the consideration of the commission which entailed a considerable amount of work to be accomplished in one day's sitting.

One of the first questions brought before the commission was the programme, and although it cannot be fully given out at present, owing to certain details in connection with the engagement for H.R.H. the Prince of Wales having to be cabled for approval, we may state, however, that the principal features of the programme will be as follows:

Monday, July 20—First appearance of mounted heralds and watchmen, costumed as in the period of de Champlain, who will be entrusted with the official announcements as to the arrival of guests, programme, etc.

Tuesday, July 21—It is expected that the greater part of the day will be taken up by the arrival of the several fleets, English, French and American, and of many official guests. In the evening the first of the concerts organized by the committee will take place.

Wednesday, July 22—H.R.H. the Prince of Wales, with the escorting squadron, will arrive and will be received and welcomed on landing in the name of the Dominion of Canada.

Thursday, July 23—Being the principal day of the celebration, will be specially devoted to the commemoration of the founding of Quebec by Samuel de Champlain. The details of the official ceremony are being worked out, and it is projected amongst other things that it will comprise the arrival of Champlain, in his ship "Le Don de Dieu," and his landing,

followed by the professional pageant through the streets of Quebec in which will be seen the leading characters connected with Canadian history from Champlain to the time of Confederation. In the evening there will be an illumination of the surrounding country, the fleets, and a grand display of fireworks from the heights of Levis overlooking the St. Lawrence.

Friday, July 24—Is to be mainly reserved for the great naval and military reviews and the dedication of the National Battlefields Park. It is the intention of the military authorities to concentrate in Quebec from twenty to twenty-five thousand troops of all arms. In the evening the second and principal concert will be given.

Saturday, July 25—Will see the grand representation of the historical pageant, comprising about six principal scenes taken from Canadian history, some of which will include several tableaux.

Sunday, July 26—A solemn open-air mass will be said on the Plains of Abraham, at which part of Dumont's famous Royal Mass will be sung by powerful choirs, as well as the Domine Salvum fac regem, and possibly a solemn Te Deum. It is to be hoped that all the churches of Quebec will set this day aside for Thanksgiving.

Monday, July 27—In the morning it is hoped that it may be possible to arrange for a great naval display by the landing parties from the fleets. In the afternoon a grand regatta for the boats of the fleets, etc., will be held in front of the city.

Tuesday, July 28—The morning will be devoted to the children, and an entertainment will be provided for them on the Plains. In the afternoon athletic sports and gymkhana for the men of the fleets and local amateurs. In the evening of the same day an official ball will be given by the Government of the Province of Quebec at the Parliament Buildings.

Wednesday, July 29—Will probably be the day appointed for the departure of H.R.H. the Prince of Wales. In the afternoon the historical pageant on the Plains of Abraham will be repeated. The evening will comprise the third of the concerts at the Drill Hall and a display of fireworks near Victoria Park.

Thursday, July 30—Will be given over to the grand parade and review of all the national societies and independent, military or national guards, Canadian or foreign, which will be followed in the evening by a civic reception in the City Hall.

Friday, July 31—Final representation of the historical pageant on the Plains of Abraham. It is quite likely that a review of the fleets in the harbor will be held in the course of their stay here, and room has been left on the programme to permit of many items which are not, properly speaking, official.

It should be added that this programme is, to all intents and purposes, the one prepared

and submitted by the executive committee of the Quebec Tercentenary.

The following official invitations were decided upon and have been forwarded through the proper channels: From the United Kingdom, H.R.H. the Prince of Wales and the Secretary of State for the Colonies; representatives of the governments of France and the United States, and also of the self-governing dominions beyond the seas—Australia, South Africa, New Zealand and Newfoundland. The French Government will also be invited to send a representative of Brouage (the birthplace of Champlain).

Invitations will be extended likewise to the immediate living representatives of Wolfe, Montcalm, Murray, de Levis, Guy Carleton and Simon Fraser. The lieutenant-governors of the different provinces of the Dominion will also be requested to attend.

SIDELIGHTS ON CHINESE LIFE

Since Wingrove Cooke wrote his memorable letters, many men have tried to explain to the West the subtleties and perplexities of Chinese character, says the London Times. Perhaps success was most nearly attained in Smith's "Characteristics," but the Rev. J. Macgowan's Sidelights on Chinese Life (Kegan Paul, 15s. net) will not suffer by comparison with its numerous predecessors. Mr. Macgowan seems to know and understand the Chinese as well as a European can hope to do. He writes with vivacity and insight, and above all with considerable sympathy, without which it is impossible to attain real knowledge of any Oriental race. Some of his chapters contain a good deal that is of value, particularly the one which deals with "The Farmer." He seems to think that the land system is good. Where land is let, the landlord takes half the crop after it has been gathered; and Mr. Macgowan declares that the result is that the farmers are never in debt to their landlord. The passage would have been more instructive if something had been added about the incidence of taxation. Moreover, as he points out elsewhere, most agriculturists in China farm their own land; and the other side of the picture is contained in the statement that "seven-tenths of the whole nation are in hopeless debt." The farming population, in particular, is absolutely at the mercy of the money-lenders. These statements may be commended to the attention of those Indian economists who declare that the heavy indebtedness of the Indian peasantry is due to British land revenue assessments, and the inflexible operation of British-made laws. Mr. Macgowan denies that the Chinese are highly educated, as is so often suggested. He insists that not more than fifteen millions can read, and thinks even that a liberal estimate. He admits, however, that recently there has been "a tremendous awakening." The statement that opium was first brought into the country by the East India Company cannot command acceptance.

BALLOON Inspector Bureau

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Learnings from the Exchange Table

BALLOONING IN AMERICA.

Inspector of United States Weather Bureau Gives Some of His Interesting Experiences.

Mr. Henry B. Hershey, Inspector in the United States Weather Bureau, the man who has been in the lead of the race for a long time, and near Caledonia, Ont., gives some of his interesting experiences in the March number of the Century Magazine.

Mr. Hershey says Mr. Hershey, balloonist in his infancy, but France is almost his second home in the year there are several balloon ascensions. There is certainly no recreation more absorbing or which will make a man forget his business cares so thoroughly to a greater degree than this. Nor can there be one more healthful, since the devotee is carried quickly to an atmosphere free from dust and germs, where he must drink in long, deep breaths of the purest air.

In Europe there are many clubs which have balloon houses arranged for the quick inflation of balloons for proper storage of them between flights. A club member may telephone for a balloon, and in a few minutes a six-foot balloon is inflated and ready for use. At the appointed hour he and his companions go to the club house, where all is ready for a sail. The balloon is inflated, the club, and the aero party returns by train. Although we have several good aero clubs in America, notably at New York, Philadelphia, St. Louis, and Boston, they have not so far succeeded in making suitable arrangements for a convenient inflation of balloons in the near future. Speaking of last year's trip from St. Louis, Mr. Hershey says:

Preparations for Race. It was due to Lieut. Lahm's energy in preparing for this race, and to his skillful handling of this balloon, that the race was held in this country, at St. Louis, in 1907. As he had been the pilot of a balloon club which he represented had the right to say where the next contest would be held, and the management decided on this. This proved to be a wise decision. The St. Louis office held the work of preparation in an energetic manner. An unusually good quality of coal gas was secured, and the whole operation of inflating and starting the balloons in the race was efficiently done. It must be remembered that this was the first balloon race held in America, yet every thing was managed probably as efficiently. The Aero Club of America and the St. Louis office certainly deserve great credit for their excellent showing.

The work of the Weather Bureau in connection with this event is worthy of mention. Copies of the daily weather reports were placed at the disposal of the contestants at the office of the St. Louis office, and on the day of the race under instructions from Prof. W. L. Moore, chief of the Bureau, special observers were made at noon in all parts of the country. Their reports were telegraphed to the St. Louis office, and a special map was issued, showing the weather conditions existing at the time of the race in the country. No other weather service in the world could have done this and it was looked upon by the foreign contestants as a wonderful achievement.

Lady Wanted to Go. I entered the St. Louis race very unexpectedly. During the preceding summer I had again been in the Arctic with Mr. Wellman, and on getting back to Norway in September, I found a letter from Lieut. Lahm, in which he stated that he had entered the race, and had designated me as his alternate. I immediately wired him that I should be glad to accept; but when I arrived in London I found a letter from him asking me to assist him again. I immediately wired him that I should be glad to accept; but when I arrived in London I found a letter from him asking me to assist him again. I immediately wired him that I should be glad to accept; but when I arrived in London I found a letter from him asking me to assist him again.

The Flight North. We went up in the United States from St. Louis at 4.05 p. m. Starting in a north-westerly direction, we soon reached the Missouri river, and a little later the Mississippi river, and the mouth of the Illinois river. A small motor boat was puffing saucily down the river in the faint light of the rising moon. We were less than 100 feet above the river, and we shouted away to them, and learned just where we were. Our course now changed to about north, and we crossed the Missouri river, and a little later the Mississippi river, and the mouth of the Illinois river. A small motor boat was puffing saucily down the river in the faint light of the rising moon. We were less than 100 feet above the river, and we shouted away to them, and learned just where we were.

The Sleeping Sickness. At a meeting of the African society, held at the Royal United Service Institution, Whitehall, a paper on "Sleeping Sickness" was read by Col. Bruce, F.R.S. Sir J. West gave a large attendance, and there was a large number of questions asked. Mr. Alfred Lyttelton, K.C.M.P., and Mr. Lyttelton, Professor Minchin, and Mr. Calvert Watson, M.P., and Mrs. Watson.

The chairman referred to the work which Col. Bruce had done in the cause of medical science, and particularly in his discovery of the Malta fever.

reached the Michigan shore. We were now traveling about forty miles an hour in an easterly direction across the State of Michigan. At 10 p. m. we reached Lake St. Clair, with Detroit in full view to the south of us. It is necessary to throw over considerable ballast. We passed straight across Lake St. Clair, reaching Lake Erie near Sandusky, Canada. We sailed out over Lake Erie, and reached the New York shore south of Buffalo, but when we were out in the middle of the lake the wind changed carrying us north-east into Canada again. This brought us over the west end of Lake Ontario, with a direction which would take us the whole length of the lake, a distance of nearly 200 miles. As we went on, we felt that it would not be wise to attempt this at a time of day when the balloon, due to the increasing coldness of the night, was losing its buoyancy.

We decided to make a landing, but as it was now getting dark and the wind was blowing, we were not easy to do this in the heavy wind that was blowing. We finally succeeded in dropping down into a plowed field, and the ripping noise of the balloon as it fell was heard by a farmer living nearby, kindly invited us to supper, which was all ready, and we enjoyed a delicious meal, after which we were taken to a hotel, and drove us into Caledonia, the nearest town, a distance of seven miles. We had been in the air twenty-five hours and minutes, and had made a distance of 823 miles in a direct line from St. Louis, and had actually covered 750 miles or more, about 175 miles of which distance was over water.

Our balloon should have been re-inflated, but I did not have time before the race. If this had been done it could have held gas much better, and we would probably have been able to cross Lake Ontario and make a much better showing. I had chosen the low current the first night because it carried us to the north. I wished to get well in the north so that when we went east we could have a chance for a long flight over the New York State, and possibly New Brunswick, but the condition of my balloon defeated this plan.

The winner of the race, Mr. Erbaloh, in the New York balloon "Pomery" and the close second, Mr. Le Blanc, in the French balloon "Islede France," had balloons that were in perfect condition, and they are both excellent specimens.

I believe that if Mr. Erbaloh had gotten as far north as we did that he would have been able to go east to the coast of Canada, and possibly winning the cup but breaking the world's record for long distance.

TOOTH THE KEYSTONE
From the Expert Anatomist One Can Construct the Animal.
Teeth are not bones, as most people imagine them to be. Though they are attached to the skeleton they are not part of it. They are made of dentin, a substance which is harder than any other animal substance. It is actually a mineral, and contains more than ninety-six per cent of phosphate of lime—white bone contains only 50 per cent. This is a wonderful fact, and it is one of the reasons why teeth are so indestructible by any other part of the animal frame.

A wonderful still is that the tooth is the keystone of the frame. An expert anatomist needs only to be shown one of two in order to reconstruct from them the animal which they were part of. The teeth of the jaw they originally came—and have been dead hundreds of years and are extinct for almost as long.

MOOSE EAT WATER LILIES.
At first thought it would appear impossible that such large aquatic mammals as the moose could be interested in flowers. They are, however, exceedingly fond of feeding on all kinds of water lilies. Few people know that these flowers grow from thick snake-like rootstocks which are so firmly attached to the bottom that the strongest man cannot loosen them. It is from these rootstocks that the stems of the water lilies grow, and the leaves and flowers strike toward the light.

A well known naturalist, who studied the habits of the animals in Northern Minnesota, where moose are more numerous than in any other part of the world, often found two or three bulls engaged in gathering their mouths full of water lily leaves and flowers to eat.

or Mediterranean fever, a discovery which had effected a most happy revolution in that island. Col. Bruce, whose lecture was illustrated with lantern slides shown upon a screen, said that sleeping sickness had been known on the west coast of Africa ever since we had knowledge of those parts. It was before the opening up of the Congo territories and Uganda sleeping sickness was looked upon more as a pathological curiosity than as a disease such as we knew to be the present time, with its great power for evil. More than 100 years ago sleeping sickness was discovered among the natives of Sierra Leone. Modern theories had since advanced as to its cause, but all the theories proved to be wrong. The parasite which was the cause of the disease was discovered on the screen a map demonstrating the present distribution of sleeping sickness in Africa, and said it was impossible for it to have been introduced to the province of British East Africa and Uganda. A case of sleeping sickness was never seen there before 1901, and the disease was first brought in from the Congo territory when the remains of Emin Pasha's army, with their wives and children, numbered about 10,000, were brought in and settled in Busoga. The disease was a curious one, a disturbance of the nervous system. Experiments have shown that it was caused by a small blood parasite called the trypanosome, carried by a tsetse fly called the Glossina palpalis. The parasite was found in every case of sleeping sickness. It was never found in the blood of natives, suffering from any other kind of disease, and was found in the blood of natives living in the region of sleeping sickness. If they took the tsetse fly under the skin of a monkey it gave rise to the disease, and the monkey died of sleeping sickness. It was self-evident that the distribution of sleeping sickness and the distribution of Glossina palpalis were the same. The tsetse fly was the lake shores, where there were clear water rivers and swamps. It was there that the natives gathered in large numbers, and the conditions for the spread of the disease in the sleeping sickness area were most favorable as they could possibly be. Experiments have shown that the Glossina palpalis could convey trypanosomes from affected to healthy animals. During the last twenty years the disease has become much more widely spread than formerly, and the result of the demand for labor. It had now become a very practical menace to the opening up of the Congo. Sleeping sickness had extended into the northwestern portion of Rhodesia, and south of Lake Tanganyika and Lake Malawi, and had become a serious pest among the rivers Lupulu, Lake Bangweulu, and that might be expected to reach the southern limit of the fly, and they might themselves hope that the sleeping sickness would almost reach its furthest extension south. There was no proof that sleeping sickness could be carried by any other insect than the Glossina palpalis, and it was probable that the Zambesi Valley and the Transvaal would be free from the disease if the preventive and curative measures, he said the wholesale destruction of the fly was impossible, but it was hoped that something might be done in the way of removing the tsetse fly from the region of the fly. Where there was no fly there was no sickness. Many attempts had been made and were being made to discover a drug that would cure man of the disease, and he was confident that such a drug would be discovered in the near future. He was confident that such a drug would be discovered in the near future.

Herbert Asquith, Life and Character of Britain's New Prime Minister.

As many eyes, not only in all parts of the British empire but also in numerous foreign countries, are turned just at present upon Herbert Asquith, it may be well to offer to the readers of these letters a few brief notes destined to enable them to understand a statesman concerning whom much misapprehension prevails. Asquith's political life is a political life of experience and aspiration. I will endeavor as far as possible to write an ex-actate man in an ex-actate man, to present the personal element of the man whom Sir Charles Dilke, assuredly no mean judge in such matters, professes to regard as the greatest parliamentarian in the United Kingdom.

No man in English public life has a colder manner or a kinder heart than Asquith. He is wholly lacking in cordiality, nor has he any trace of that personal magnetism which is so common a feature of the great statesman. He is wrongfully so called a cold fish, and he is a cold fish. He is a cold fish, and he is a cold fish. He is a cold fish, and he is a cold fish.

His Brilliant Wife. Probably it was just because of these peculiar characteristics that he was able to secure the heart and hand of the most brilliant woman in England. His wife, Mrs. Asquith, was a woman of rare intelligence and high character. She was a woman of rare intelligence and high character. She was a woman of rare intelligence and high character.

His Home Office. Though new to office, he proved a great success, and displayed not only a great skill but also an amount of tact in dealing with the labor troubles, the Trafalgar Square meetings, and the cab strikes, which had been keeping the Government for a number of years. Mr. Asquith's administration has been a success, and he has shown a great deal of tact in dealing with the labor troubles, the Trafalgar Square meetings, and the cab strikes, which had been keeping the Government for a number of years.

His Schoolboy Days. Herbert Asquith is today 55 years of age, and is the son of a manufacturer in a small way at Morley, a little unimportant town in Yorkshire. His father was a man of high character, and he was a man of high character. He was a man of high character, and he was a man of high character.

His Outward Appearance. Asquith is not good looking. His face has been justly described as hard and parchment-like. He is a man of high character, and he was a man of high character. He was a man of high character, and he was a man of high character.

His First Case. His first retainer was as junior in the petition against the election of the Rt. Hon. Jesse Collings as member for Ipswich, which resulted in a defeat for Collings. He was a man of high character, and he was a man of high character. He was a man of high character, and he was a man of high character.

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STORIES ABOUT ROYALTY.
Some Amusing Adventures That Are Said to Have Befallen King Edward. It is seldom that Royal persons can go far without being recognized, and sometimes luck is with them. There are many stories of the odd things that have befallen King Edward of England, when he has been looked on as an ordinary man-in-the-street.

He had an amusing little adventure one day in Naples when he wanted to gain admittance to a church while the monks were at dinner. He was taking his mid-day meal. The sacristan, taking him for a beggar, replied to his knock with: "Go in peace; there is nothing for you."

The King knocked again, explaining that he wanted to see the church. The sacristan, becoming irritated, told him that it was no time for sight-seeing. Eventually, he got into the church, and the sacristan, hearing who the stranger was, nearly fainted.

At Marlenbad, His Majesty was watched over by some forty detectives of the Austrian and British secret services, but sometimes he managed to slip out of all the slip and go off for a quiet stroll.

On one occasion, as he walked slowly through the woods a little girl, who had strayed away from her nurse, decided to "brighten" him. She thought it would be fun to play "beats" on him, and she hid behind a tree until his Majesty approached. Then she crawled forward on her hands and knees and said, "Boo!"

The King, of whose identity she had not the faintest idea, laughed so heartily that she thought he must have misunderstood the situation. "I am a bread-eating man," she explained, and he gravely "and you ought not to laugh."

A very pretty incident marked a drive taken by the King during a visit to Paris. He had been motoring in the Bois de Boulogne, and alighted by the larger lake, where some children were feeding the water-fowl. Entering into the spirit of the thing the King bought a few fish, and he stood with the children, and he stood with the children, and he stood with the children.

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REDITIOUS WRITINGS.
Difficulties Attendant Upon the Suppression of Ruckless Printers in India. A Calcutta telegram published on February 20 stated that the printers of the Narasakti and Sandhya respectively have been sentenced to six months' imprisonment and two years' imprisonment and a fine of 1000 rupees for publishing seditious articles. The printer of the Narasakti, which is Bengali, is a man named B. B. Ghose, and the printer of the Sandhya, which is Bengali, is a man named B. B. Ghose.

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Easter Suggestions from Many Departments

Let us help you to complete your Easter buying. In patronizing us you get the benefit of our close buying ability. In no store does an expenditure of money—be it for necessities or luxuries—command as much money's worth as it does in this store. We aim at volume of business, not large profits. Low prices mean a quick turnover.



About That New Easter Hat

IF you have not yet decided the hat question, you will soon have to, if you intend having a new one for Easter. The Millinery this season is certainly a source of pleasure to everybody—to the people selling it, on account of its great beauty and endless variety of trimming schemes; to the people wearing it, on account of its being becoming and stylish, its harmony of color and striking originality of shape. We have some beautiful creations in our show-rooms, productions of the past masters in the art of making exclusive millinery. Whether you want an extreme or a moderate style we have it here in abundance, and at a price moderation that will be sure to appeal to everybody, we have hats to suit all purses and no matter what you intend paying we can give you the best and most for your money.

Stunning New Costume Creations

THE productions of the various ladies' tailors this season seem to excel anything that has been shown for a long time, the costume creations are so smart and dressy a pleasing change from the severely plain garments of the past seasons, the artistic touches of trimming some moderate, some elaborate, give to the costumes an attractiveness and style that appeals to all fastidious dressers; we have just opened some imported models beautiful garments no two alike in the most exclusive makes. These will appeal to anybody liking a costume somewhat different from what everybody wears, also some swell creations of Rajah silk direct from Paris, these are very rich and handsome models shown in the new tan and Copenhagen shades. We have many surprises to show you in our mantle room, also a nice range of moderate priced costumes particularly the line of \$35.00 suits that we are offering for..... **\$18.50**



Women's Beautiful Blouses

We have just received some handsome imported Waists for women. These embrace the newest ideas of London on the blouse waist question. There are some wonderful examples of the blouse makers' art in the assortment, and being imported they are therefore exclusive and are bound to please.

WOMEN'S TAILORED SILK BLOUSES, some swell examples of this style of waist in shades of brown, tan, champagne, cream light blue, navy and black, entirely tailor-made, ranging in price, from \$8.75 to..... **\$6.50**

WOMEN'S NET WAISTS, some very handsome patterns, English models, rich, beautiful designs, in white, cream and fawn shades, all magnificently trimmed, no two alike. Prices range from \$30.00 to..... **\$15.00**

WOMEN'S SILK WAISTS, some imported models, exclusive ideas, in tan, brown, champagne, Copenhagen light blue and black richly trimmed. These are perfect beauties, \$1.50 and..... **\$10.75**

WOMEN'S LINGERIE WAISTS, some handsome imported models in this popular style of waists, these are neat and attractive and still rich and handsome designs at..... **\$5.75**

WOMEN'S NET BLOUSES, in cream figured net, some very pretty designs, nicely trimmed with heavy rich lace, several different models, special at..... **\$4.75**

Women's Exclusive Easter Footwear

The lines mentioned here are the very latest arrivals and will be found to possess the merit of being distinctly new and novel. They have come to hand just in good time to show for Easter, and they are styles we know will please you.



Women's Sixth Avenue shape, plain toe, patent calf Colonial Tie made on new pattern with strap over instep, prevents slipping at heel and gaping at sides, brass buckle, welted sole. Per pair..... **\$4.50**

Women's New Opera Shape Tan Kid Blucher, with tip, 5-hole, welted sole, 1 3/8 heel. Oxford. Per pair..... **\$3.50**

Women's Sixth Avenue shape, 4-hole patent calf Blucher, silk ribbon lace, plain toe, welted sole. Oxford. Per pair..... **\$4.00**

Women's London shape, seamless lace Oxford of patent calf, with tip, dull calf top, welted sole, 1 1/8 heel. Per pair..... **\$4.50**

Women's London shape Kid Button Boot, welted sole, kid top, 1 1/8 heel. Per pair..... **\$4.50**

Women's Auto Shape, Blucher Oxford of tan Russia Calf, with tip, extra heavy welted sole, built especially for outing wear. Per pair..... **\$4.00**



Women's Sixth Ave. shape combination buckle and Colonial Tie of brown Russian calf, made on new pattern with strap over instep, prevents slipping at heel and gaping at sides, brass buckle, welt sole, 1 3/8 heel. Per pair..... **\$4.50**

Women's Creole shape, patent calf seamless vamp, welted sole, dull kid top, 1 4/8 heel, Button Boot. Per pair..... **\$5.50**

Women's Fifth Avenue shape, brown copper calf lace boot, perforated vamp, welted sole. Per pair..... **\$4.50**

Women's London shape, brown vicil kid lace boot, welted sole, extension edge, kid tip, whole-toed. Per pair..... **\$5.50**

Women's Sixth Avenue shape, 4-hole patent calf Blucher, with tip, silk ribbon lace, welted sole, 1 4/8 heel, Oxford. Per pair **\$4.50**

Women's Golden Brown Vicil Kid Sailor Tie, 2-hole, turn sole, Cuban heel. Per pair..... **\$3.50**

Women's Gloves for Easter

Anything you want in the glove line we have it. We carry an extensive range of high grade makes. The Trefousse glove is one of the best, if not the best, glove made in France, the home of good glove makers. We have a large assortment of shades in all the most asked for colors in every length; and they are priced with the same moderation that marks all the goods we offer for sale. Don't overlook us in buying your Easter gloves. You can save money on them by buying here.

LADIES' 12-BUTTON LENGTH SUEDE GLOVES, colors black, champagne and slate. Very special, at..... **\$2.00**

LADIES' 12-BUTTON LENGTH TREFOUSSE GLACE KID GLOVES, colors black, white, navy, champagne and grey..... **\$3.00**

Boys' Easter Clothing

In Boys' Clothing we claim to have an assortment large enough and handsome enough to please anybody, and marked at prices that are bound to please everybody. In buying the boy his Easter suit have a look at what we are showing before making up your mind. Our Boys' Clothing combines good looking and good wearing qualities, and at prices that cannot be approached. If once you buy these goods we are sure of your trade in future. A nice range of Norfolk suits special, at..... **\$2.75**

Furniture Repairs and Upholstering

There is no better place to have necessary recovering and repairing of upholstered furniture than at this store. A competent staff of skilled workmen are always on hand, and we assure you that the finishing and material used is of the best to be had. No better time than now for to do the necessary repairing. If you have any of this work which you intend having done, phone us and we will send a representative to call on you and give an estimate. You will find the prices the lowest.



Interesting Opening of High Grade Furniture

It is gratifying for a purchaser to make selections from a splendid assortment like ours, every article having the bloom of newness and the stamp of individuality, and if you are seeking new furniture don't be satisfied until you have visited our Furniture Department on third floor. Our showing of upholstered furniture is also worthy your special attention, while our prices are such that it means money in your pocket to purchase here. Bedroom Furniture—High grade pieces in walnut. Colonial styles in Circassian walnut. Also in mahogany and golden oak.

FULL SIZED CABINET DRESSING BUREAU, Price..... **\$130.00**
FULL SIZED CABINET CHIFFONIER, Price..... **\$110.00**
FULL SIZED CABINET DRESSING TABLE, Price..... **\$60.00**
CABINET DRESSING TABLE, in mahogany, Price..... **\$29.00**

CABINET DRESSING TABLES, in golden oak, Price..... **\$29.00**
YOUNG LADIES' DRESSING TABLES, in mahogany, Price..... **\$27.00**
HANDSOME CHEVAL MIRROR, in mahogany, Price..... **\$36.00**
HANDSOME CHEVAL MIRROR, in golden oak, Price..... **\$36.00**

DUCHESS DRESSING BUREAUX, in mahogany, Price..... **\$48.00**
DUCHESS DRESSING BUREAUX, in golden oak, Price..... **\$45.00**
PRINCESS DRESSING BUREAUX, in mahogany, Price..... **\$24.00**
PRINCESS DRESSING BUREAUX, in golden oak, Price..... **\$24.00**

Occasional Pieces for Den, Library and Hall—Pleasing Styles in Early English, Golden Oak and Mahogany

HANDSOME COMBINATION CARD AND CENTRE TABLES, in golden oak, Price is..... **\$70.00**
PALM TABLE, in golden oak, Price..... **\$7.00**
PALM TABLE, in Early English oak, Price..... **\$7.00**
MAGAZINE CABINET, in Early English oak, Price..... **\$10.00**
UMBRELLA STAND, in Early English oak, Price..... **\$5.50**
TABOURETTE, in Early English oak, Price is..... **\$5.00**

Men's Clothing and Hats

Whether it's a new Suit you want, a new Coat, or a new Hat, or perhaps you want all of these articles for Easter, we are able show you the latest and best styles, made by the very best makers, at prices that will be bound to be most satisfactory to you. Our suits are the "none better" kind, perfectly fitting, perfectly made of the newest and naggiest materials, in the latest up-to-the-minute styles, at prices that will surprise you. In hats we have the latest English and American models, reflecting the newest style ideas, and can give you any grade of hat that you require and give you more for your money than you can get elsewhere. Come and see for yourself.

Women's New Parasols

An extensive assortment of lace, embroidery and silk parasols just to hand, all colors, some very handsome colorings and designs in silks.

Men's Kid Gloves

Dent's and other makes. A fine assortment of Spring shades and colorings, in a variety of styles and weights, at the lowest prices.

Women's Jaunty Spring Coats

Nothing is more dressy and becoming to any woman than a covert cloth coat, and this season's styles are very fetching, the popular length being the hip length, which gives the garment a smart and jaunty appearance that is pleasing and attractive. Then again, these coats are so useful nothing can excel them for service. They come in handy for cool evenings during the summer, and they always keep their appearance; they are certainly a good investment for any woman, and are a valuable addition to her wardrobe. We have a good variety of styles made up in the best quality covert cloth, at prices starting at—this one is a big special..... **\$6.90**

Men's Nobby Spring-Shirts

A fine range now on hand, including a large assortment of patterns in the popular coat shirt. Also a nice lot of designs in the asked for pleated styles, very neat and dressy, and many patterns in the negligee effects. A full range of prices.

A splendid range of neat and attractive designs in the **COAT SHIRT**, priced at \$1.50 and \$1.00
A fine assortment of patterns in the pleated **SHIRT**, dressy and neat designs, at \$1.50 and..... **\$1.25**
NEGLIGEE SHIRTS, with reversible collar ranging from \$2.25 to..... **\$1.25**
Blue and Tan OXFORD SHIRTS, with soft band and separate collars, \$2.00 and..... **\$1.75**
A large lot of special **PRINT SHIRTS**, in all the newest and best patterns, special at \$1.00, 75c and..... **\$1.50**
WHITE DUCK SHIRTS, collar attached..... **75c**
WHITE MESH SHIRTS..... **\$1.00**
FINE SUMMER FLANNEL SHIRTS, in neat patterns, soft bands, separate collars, at..... **\$1.75**
BOYS' PRINT SHIRTS, a nice assortment, at \$1.00, 90c, 75c and 50c

The Celebrated P.D. Corset

DAVID SPENCER, LTD

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Washington number of con Cullom, of t foreign rela with Preside tary of State that before present sess authority wi sent to pro in such man may require the United S terests of A A resolut to the presid approved by tary Root. president sh with Venezu justing the country con American ci by President Under suc tration wou mission to s of American tions again on the subj and the use of debts, rat last few we States to p ure. On s shown by th the state o Russell, the has, with President C claims. In tion made t Paul, the foreig affa erment of with satisfi government bitration by If a reso President against Ven adopted by that event M in his pres question th ment wou force. Fur are that ad wett believe "bluff" the ment, an S dignity of were tramb and other m have to u dent Castro. Undoubte decided upo followed by LOS ANO Battleship Fl Thousand LOS Ange sent more t of her resid day to welc ship fleet, Pedro harbo full radanic and dropped The sixte three auxil shortly affe ing, and s miles of su column for yards apart, sands of per ery vantage Thousands occasion of who lined s beaches sur went wild i fleet steame tion. Whi while cheer might the de superstructu arms being U. S Washington today the sh under susp ries an agrer Can Toronto, A last night ce of rover house of K street west, at 189 Adel bean turned lying that said somet character, gasoline on and set fire extinguisher any dama low Des Moine ference of Iowa agree able which piring agree is to cover remaining is the ratifi the miners have alrea in Iowa h first. Ther coal.