



PREPARING FOR COMING SESSION

Mr. R. B. Bennett, of Calgary, will Move Address in Reply to the Speech from the Throne

OTTAWA, Oct. 24.—The address in reply to the speech from the throne at the opening of the new parliament will be moved by Mr. R. B. Bennett, the member for Calgary, and seconded by Mr. Arthur Sevigny, of Dorchester.

The cabinet, minus the minister, met this afternoon for the despatch of many matters of routine and departmental business. Hon. George Foster presided. In the absence of Mr. Borden, of course, no appointments were made. So far as the postmaster's office, Montreal is concerned, no definite selection has been made.

The Graham boom for leader of the opposition after Sir Wilfrid Laurier puts aside his role after a session or so is flattening out. It has been suggested in Liberal circles that the minister of railways should be provided with a seat gratis by the Conservatives in order that he might relieve Sir Wilfrid of the burden of the leadership when the former premier so desired. The hint was received with positive coldness, and it is now assured that if any Ontario Liberal members—and there are only thirteen—wishes to make way for Mr. Graham, the latter will have a contest on his hands. As no Ontario constituency can be regarded as safe for the Liberals in view of the landslide on September 21, Mr. Graham's attempt to enter the house by the back door is not likely to be crowned with success. With the elimination of Mr. Graham, Mr. Fielding emerges as the minister of railways of a thousand odd, with his majority Law, of Yarmouth, is willing to step aside for the ex-minister of finance, and Mr. Fielding may find his way back to parliament to be the chief lieutenant of his leader. In any event, Mr. Fielding is likely to spend one session out of the house. The resignation of a member cannot be submitted to anyone but the speaker, and some time usually elapses before the writ for a bye-election is issued.

Duration of Session There was a report today that there would be a short session of a month for the passage of supply with prorogation at Christmas and another session for the general legislation commencing about the first of March.

While the government under consideration at the present time, it can be stated that the plan which will be followed in all likelihood is a session extending from November 16th to the end of February or the beginning of March, with prorogation until autumn. The government will require time to frame details of its general policy, and important legislation could thus be made ready for the next autumn's meeting of parliament.

Mr. T. S. Sproule, speaker of the house, will be here tomorrow to make arrangements for the coming session.

Arrangements for Hon. Mr. W. T. White's constituency are well under way, and a formal announcement will be made tomorrow. Mr. White's seat has been abandoned, and tonight it looks like Halton, Mr. White's native county, or Leeds, probably the latter. Mr. George Taylor, honorary chief whip of the party, has been attending for considerable time, and only ran at the recent election as a concession to local party exigencies. His elevation to the senate is expected shortly.

TAX COMMISSION MEMBERS HOME

(Continued from Page 1.) made the dumping ground for surplus stock from mills in the United States, whose owners are being forced to the banks to realize on the sawn stuff, even at a price lower than the cost of the logs. Hope is expressed that the Dominion government will take steps to prevent this unjust competition with our own producers, and it is realized that under any circumstances the United States mills cannot long continue to sell at less than the cost of production. The lumbermen, with whom I talked, hope that the dumping clause can be used to protect their interests.

"While there is nothing like a mining boom on and there has been none in evidence for a long time, the men who know most about the mineral resources of Ontario and sale are as confident as ever that a great future awaits the mining industry. There does not seem to me any doubt that if business in the United States would get some more upon a secure basis so that there would be something like the old-time development in progress, the price of copper would go up and many new British Columbia mines would be opened.

"Having met representatives of every industry in the province by the store and conversed with them; having heard them explain the few things which they thought required relief, I can say, and I know my colleagues will bear me out in saying it, that the people are contented and enthusiastic everywhere. They want to see the province developed, and they are willing to pay for its development. I may add that the present provincial administration seems to be regarded with universal confidence, and that there is a general expectation of a broad and generous policy of provincial development."

CONFIDENT OF GLORIOUS FUTURE

(Continued from Page 1.) Canadian elections should be used for inducing any change in the tariffs of the United Kingdom. It cannot be too clearly understood, the speaker con-

HIGH SCHOOL CONTRACT LET

Vancouver Island Construction Company's Bid of \$285,000 Accepted Subject to Passing of New Bylaw

Subject to the passing of a bylaw which will submit to the ratepayers of this city in January for the appropriation of \$285,000 for the building of the new high school building in Spring Ridge, the Vancouver Island Construction Company of this city, being the lowest tenderer with a bid of \$285,000, was last night awarded the general contract for the erection of the building at a special meeting held by the school board. The architect, Mr. A. E. Watkins, was instructed to close up the contract, providing the price submitted be held as given until the passing of the bylaw or by a date named as February 15.

The complete contracts awarded last night follow the electrical work being the only one not awarded. The committee for the building and grounds committee for further consideration and investigation.

General contract, Vancouver Island Construction Co., entire building, \$285,000. Assessment, \$114,000. Heating and Ventilating, Barr & Anderson, Vancouver, \$41,568. Plumbing, W. R. Mendes & Co., \$11,154.

In the two latter named, the different systems have yet to be decided, but the general bid makes any system mentioned acceptable to the tenderer.

After delaying several minutes over what should be first agreed upon, the suggestion was made that the financial standing of the board to undertake the work was most vital. Upon this question the amount to be asked in the bylaw received considerable discussion, but on the fact that in the past the board has been too modest in asking for funds it was this time decided that the sum be ample sufficient.

On this subject, Trustee McNeil stated that Victoria could not afford to take second place in school construction.

"Hardly a year goes by in Vancouver," said Mr. McNeil, "that the board does not submit a bylaw asking for a million dollars for school building purposes. At the present time the city of Vancouver is being asked for a million dollars. North Vancouver is asking for \$900,000.

The trustee believed that Victoria could afford to spend \$350,000 for school purposes, and as a property owner would be willing to support the bylaw. He felt assured that it would pass, and he knew that it would receive hearty support by the people.

On the motion of Trustee Riddell, seconded by Trustee Christie, the motion to ask the city council for \$350,000 extraordinary expenditure carried. Trustee McIntosh being the only one of a full meeting of the board to vote against the motion.

One hundred and thirty thousand dollars is on hand from the last school bylaw which was submitted and passed by the ratepayers, making a total of \$480,000 for expenditure on the high school.

The contracts were awarded with little discussion. Provided the terms of the contract are not satisfactory to the Island Construction Company, the motion is made to the lowest next tenderer. The cheques enclosed by Norton Griffiths Co., Dinsdale and Malcolm; Lunnys Bros., Sound Construction Co., Westhorne Limited, C. Thomas, Catedral and Armstrong Morrison Co., with their tenders, will be returned today. Messrs. Thomas and Hodgson did not enclose a cheque.

United Empire Loyalists

An eloquent reference to the sacrifices of the United Empire Loyalists followed, then Earl Grey continued: "But let it be clearly understood that the Canadian people are not in sympathy with any form of imperialism which involves the idea of the future of a self-governing people being subject to any authority involving the idea of jingo aggressiveness or arrogant rights of others, but now that it is recognized in Canada that true imperialism is the best of all nationalisms, Canadians are all imperialists and all nationalists. It may be objected by some people that Quebec, and perhaps other provinces, are opposed to participation in the defence of the Empire. I think the only reason for this is that they do not believe that the reluctance of the French descended citizens of Quebec is not due to any lack of appreciation of what the British Empire means to them, but solely to the lack of appreciation of what are the requirements of the Empire and to an exaggerated idea of its omnipotence. To tell them that the Empire requires the assistance of the inhabitants of Quebec who do not gain from the naval supremacy of the Empire, for there is no part of the world where the Roman church enjoys equal great privileges as guaranteed to Quebec by the British North America Act. I am satisfied that, just as in the case of Canadians visiting the United Kingdom, so in the case of Englishmen visiting the Dominion, all will go back prouder than ever of their British citizenship and more confident than ever in its bright and glorious future."

Earl Grey concluded by an earnest appeal to his distinguished audience to make it a point of honor to visit Canada. "Believe me," he said, "it is absolutely impossible, however vivid your imagination, to understand Canada by remaining on this side of the Atlantic. I am satisfied that, just as in the case of Canadians visiting the United Kingdom, so in the case of Englishmen visiting the Dominion, all will go back prouder than ever of their British citizenship and more confident than ever in its bright and glorious future."

Lady Disarms Burglar

SAN FRANCISCO, Oct. 25.—Mrs. Julian Liebes, wife of a wealthy furrier of this city, disarmed a burglar at her home last night after she threatened her with a revolver. The burglar escaped, carrying away jewels valued at \$8000. Mrs. Liebes had just finished dinner when she stepped into her boudoir to be confronted by the masked burglar with a revolver. She grappled with him and gained possession of the weapon. Attracted by the noise of the scuffle, Liebes hurried to the room and was knocked down by the robber.

Flying Across Continent

SPOFFORD, Tex., Oct. 25.—C. D. Rodgers, whose biplane was wrecked here at 8:37 o'clock this morning when it crashed into a cotton field, is expected to resume his trip tomorrow with Del Rio as the next stopping point.

PITTSBURGH, Oct. 25.—The experiment coal mine of the United States bureau of mines at Bruceton, Pa., near here, blew up last night. No person was injured, but the mine was wrecked. Coal dust caused the explosion.

ACCUSED OF WIFE MURDER

NEWARK, N. J., Oct. 25.—Allison McFarland, advertising manager for an electrical firm, was indicted by the Essex county grand jury today on a charge of having murdered his wife by the use of cyanide of potassium. The accused man was not in court, but when he heard that the indictment had been returned, he said his defence would be that his wife's death was accidental or suicidal, and gave out an explanation of the case. "I had plenty of motives for divorce, but none for murder," he said. Continuing, he declared that both a solution of bromide and the cyanide solution were introduced at the trial. The latter was plainly labeled "Poison—Cyanide solution."

REBELS CAPTURE WAR CHEST

LONDON Dispatch Says Revolutionists Outflank Imperialists and Seize £1,000,000—Further Government Defections

MONTREAL, Oct. 25.—The latest Canadian merger is the jewellers' amalgamation, which aims at the consolidation of the Canadian jewelry trade, both manufacturing and retail. The new merger is to be called the Canadian Jewellers' Limited and has already secured a charter from the federal authorities. The authorized capitalization is \$5,000,000, one-half of which is to be preferred stock at seven per cent. and the other half common stock. The amalgamation will have manufacturing establishments in Montreal, Toronto, and in the eastern townships and a string of some sixty retail stores stretching across the Dominion. Nine establishments are already in operation, included among them being the William Brattley, Heming Manufacturing company, and the Hemley Manufacturing company, all of Montreal; J. E. Brown and Co. of Toronto and three other Toronto firms, one Montreal firm and one firm in the eastern townships.

REBELS CAPTURE WAR CHEST

LONDON, Oct. 25.—A special despatch from Peking reports that the revolutionaries have outflanked the imperialists 180 miles north of Hankow. The rebels, according to the despatch, captured the government's war chest containing 1,500,000 taels (\$1,000,000).

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PEKING, Oct. 25.—Further defections to the rebels, including Nanchang, capital of the province of Kiangsi, and Kweilin, capital of Kwangsi, have been reported by way of Malta that the affair at Beihai was much more serious than the Italian censorship had permitted to be made known.

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AREAS

Invest a 100 in Van-Mines—In-Power

Oct. 24.—That Andre Lazard to invest \$3,000,000 in coal properties...

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AREAS CLOSE

Remains in Opera- P. Fisheries spots

of the Canadian company have down for the...

Experiments N. C., Oct. 25.—By decided today...

ORDEAL

to Elements for dreds join in

24.—Nearly dead Miss Maud Leslie Bruce...

STRIKES

Cal., Oct. 24.—Herman of the com- Order of Railway today that his or-

to Men Deliberating With Them Indulging in Smoking

EMPERESS SAILS FOR THE ORIENT

Large Number of Passengers on the C. P. R. Liner Which Left the Outer Wharf Yesterday Afternoon

The R. M. S. Empress of India, Capt. Robinson, of the C.P.R., left the outer wharf yesterday afternoon on her 10th voyage...

Among the passengers of the Empress of Japan were Mr. J. B. Jackson, Canadian trade commissioner to China...

While playing with a number of companions on the V. & S. railway wharf on Saturday afternoon Albert Avarad Sears...

DROWNED IN SIGHT OF HIS COMPANIONS

Son of Mr. A. A. Sears Falls from Sidney Wharf—After Long Search the Body is Found

While playing with a number of companions on the V. & S. railway wharf on Saturday afternoon Albert Avarad Sears...

MASSET LAUNCH LOST

Crew of Five Men Had Narrow Escape When Mary Struck Rock off Metlakatla

News was brought by the Vado of the wreck of the gasoline launch Queen Mary off Massett of Metlakatla...

MINERS' WAGE SCHEDULE

Workers in Nova Scotia Alleged Not to Have Received Increases Given Elsewhere

HALIFAX, N.S., Oct. 23.—Some days ago the P. W. A. at a meeting of the grand council appointed a committee...

WHERE FAIR SEX IS DEBARRED

Women Not Entitled to Practice Law in B. C., According to Decision of Mr. Justice Morrison

VANCOUVER, Oct. 23.—That women are not entitled to take examinations or practice law in British Columbia is the decision of Mr. Justice Morrison...

TOWNSITE AT AUCTION

Unique Sale Recently Held at Mirror, Alberta, a New "City" of the Grand Trunk Pacific

Something unique in the way of auctions is reported from Mirror, a new town founded by the Grand Trunk Pa-

CONTRACT GOES TO LOCAL FIRM

British Columbia Marine Railway Company Will Convert G. T. P. Liners into Oil Burners

NEW BUILDINGS FOR FORT STREET

Structure Owned by Dr. O. M. Jones Will Give Way to Fine Block—Corner Occupied by Mr. Terry Will be Rebuilt

The work of widening Fort street, between Douglas and Cook streets, is now completed...

TUG SUNK BY THE IROQUOIS

Seattle Steamer Collided with the Noname on Sunday Afternoon—Crew Save Themselves Over the Bow

On arrival yesterday afternoon the steamer Iroquois, Captain Carter, of the Puget Sound Navigation company...

OTTER HIT BOATHOUSE

Had Too Much Whisky When Making Landing Yesterday, and Damage Resulted

The steamer Otter, coming to Evans, Coleman & Evans' wharf yesterday with too much whisky, parted a line made fast to the dock and before she could be brought up, collided with Lee's boat...

GUILTY ON TWO COUNTS

Prince Rupert Man Convicted of Attempted Murder and Attempted Suicide

NEW WESTMINSTER, B.C., Oct. 24.—Homer Woods, a Prince Rupert, who attempted to shoot Alexander Matheson, a friend of his wife's, was found guilty...

REPAIRS BEGUN ON THE PRINCESS BEATRICE

Injuries to Vessel Which Stranded on Noble Island not as Extensive as Was Anticipated

The steamer Princess Beatrice, which reached Esquimalt on Sunday together with the steamer Saviour of the B. C. Salvage company...

ANOTHER PIONEER PASSES AWAY HERE

Mrs. Mary Ann Richardson, Who Came to Victoria in 1828 Joins Great Majority—Very Well Known

Surrounded by the members of her family, Mrs. Mary Ann Richardson, wife of Mr. George Richardson, passed peacefully away at the family residence...

SECURES A DIVORCE

SPOKANE, Oct. 23.—Mrs. Ida K. Johnson, niece of R. A. Ballinger, former secretary of the Interior, today received a decree of divorce in the upper court here...

SNOW AT COBALT

COBALT, Ont., Oct. 24.—Two inches of snow fell here today.

CONTRACT GOES TO LOCAL FIRM

British Columbia Marine Railway Company Will Convert G. T. P. Liners into Oil Burners

NEW BUILDINGS FOR FORT STREET

Structure Owned by Dr. O. M. Jones Will Give Way to Fine Block—Corner Occupied by Mr. Terry Will be Rebuilt

The work of widening Fort street, between Douglas and Cook streets, is now completed...

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Thursday at Campbell's

Tremendous Bargains in Heavy Taffeta, Satin and Silk Moriette Underskirts. Regular values as high as \$10.50—reduced to \$2.75

In undergarments, this is the best bargain we've offered for some time. Every one of them is new, and yesterday another lot was added to them...

WAIST SPECIAL

Wool Delaine and Vesting Waists, marked down for Prompt Clearing to Only \$1.50

As to Coats, Suits and Dresses—

Outergarments purchased from "Campbell's" carry with them a prestige that does not go with the usual ready-to-wear apparel. Take for instance, our Evening Gowns and Reception Dresses...

New lot of Theatre Fans just in—very pretty ones, too. Juliette, Theatre Caps with Oriental bands—from \$2.25.

The Fashion Centre—1008-10 Government Street

VANCOUVER CITY JAIL A DISGRACE

Grand Jury Says Conditions Which Obtain are a Reflection on Municipal Government and Police Officials

VANCOUVER, Oct. 24.—The city jail came for its semi-annual slating in the presentation of the grand jury of the fall assize made to Mr. Justice Murphy this afternoon...

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Advertisement for Dr. J. Collis Browne's Chlorodyne, describing it as a remedy for coughs, colds, and other ailments.

LAND ACT. Form No. 9, Form of Notice. Albert Land District—District of Rupert. Take notice that Rev. G. H. Holt, of St. John's, Nfld., occupation, Minister, intends to apply for permission to purchase the following described lands...

LIQUOR ACT, 1910. (Section 42.) NOTICE is hereby given that, on the first day of December next, application will be made to the Superintendent of Provincial Police for renewal of the hotel licence to sell liquor by retail in the hotel known as the Sidney Hotel, situate at Sidney, in the Province of British Columbia...

BIRTHS, MARRIAGES, DEATHS. PEDEN.—To the wife of Alderman Alexander Peden, on Wednesday, the 18th inst., a daughter.

MARRIED. DENHOLM-ASK.—At Victoria, B.C., on the 21st inst., William Denholm of Edinburgh, Scotland, to Emma Ask, of Kalamazoo, Michigan.

NOTICE is hereby given that application will be made to the Parliament of Canada at the next Session thereof for the continuation of the charter of the Vancouver Island and Eastern Railway Company and for an extension of time for the commencement of construction and completion of the said lines of railway authorized to be constructed by the Act of Parliament of Canada passed in the Session 7-8, Edward 7, Chap. 167, intitled "An Act to Incorporate the Vancouver Island and Eastern Railway Company" and by the Act of the Parliament of Canada in the Session 9-10, Edward 7, Chap. 171, intitled "An Act Respecting the Vancouver Island and Eastern Railway Company."

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**The Colonist.**

The Colonist Printing & Publishing Company, Limited Liability.  
1211-1213 Broad Street, Victoria, B. C.

**The Semi-Weekly Colonist**

One Year ..... \$1.00  
To the United States ..... \$2.00  
Payable in advance.  
Sent postpaid to Canada and the United Kingdom.

**MR. BURRELL AND THE CENSUS**

The Dominion government has apparently recognized that the system of census-taking is not all that it should be. It is giving cognizance to the numerous complaints received, and if any grave injustice is caused by any places through the publication of the figures it is possible that a recount may be ordered. The Hon. Martin Burrell, as minister of agriculture, presides over the census department and this, which is among his first official announcements, will be welcome news in Victoria. He believes, as he states in an interview, that if an investigation into the methods of enumeration recently employed should show that these are faulty it may be necessary to adopt the de facto system which prevails in Great Britain whereby the entire census of the country is taken in the same night. There appears to us little doubt that there is something radically wrong with the system of enumeration which was employed last June. Numerous cities have had just cause to complain and Victoria is amongst these. Mr. Burrell is to be congratulated on the energy with which he has entered upon the details of his office and the courage of his pronouncements with regard to the census is very encouraging.

**VICTORIA'S PUBLIC LIBRARY**

It is to be hoped that the apathy of the ratepayers will not again allow the Library bylaw to fall when it comes up for decision on November 2nd. The sum of \$15,000 is not a great deal of money for a city as large as Victoria to spend yearly on such a deserving institution as the Carnegie Library. The monthly returns show that public interest is increasing, and with additional funds to provide a wider selection of reading matter it is probable that the present popularity of the Yates street building would be considerably stimulated. In the matter of civic advancement the need of providing wide and wholesome reading for the people is of an urgent character. In this respect we do not want to lag behind other communities. Visitors to the city have commented on our present inadequate public library, and the sooner we rectify existing conditions the better for our citizens as well as our reputation abroad. There is a very capable staff looking after the needs of the public at the Carnegie building, but unfortunately their hands are tied through lack of facilities. In providing extra money to extend their scope of work we would show our appreciation of the services of Dr. Hands and his assistants as well as giving to the city a library of which she may be justly proud.

**AN INTERESTING EXPERIMENT**

Some of the Okanagan municipalities have attempted and have succeeded in a very interesting experiment. This special reference is to Kelowna, Summerland and Penticton. In these municipalities which are from 7,000 to 11,000 acres in area, the principle of the single tax prevails. The municipalities either own or are preparing to operate their own light and water supply. In Summerland the municipality owns the irrigation system. In Kelowna, the rural roads are lighted by electricity. In neither of them is the tax rate in excess of two per cent. In Summerland it is only one per cent. The levy is made upon land without regard to improvements. Improvements are assessed on a systematic basis, but no rate is levied on them. The law requires real estate and improvements to be assessed separately. The municipalities find the assessment of improvements valuable for the maintenance of their credit. The rate imposed in these municipalities covers schools as well as other public services.

It is proper to mention that conditions were very favorable to the adoption of a simple system of taxation in these municipalities. The site of each of them was only a cattle range a few years ago; now they are largely covered with fruit orchards, and the people who have occupied the land were mostly all of an intelligent and progressive class. Hence they could put in force and carry out the single-tax system under most favorable conditions. There were no prejudices to be overcome; no old order of things to be overturned. The officials and the taxpayers alike express their approval of the manner in which the system has worked out. The principle of the assessment is the valuation of all lands of the same quality at the same value, wholly irrespective of the improvements made upon them. If a man buys a 10-acre orchard tract, he pays just the same taxes upon it, whether he improves it or not. In estimating values the test is the selling

value of the land. The people of the municipalities believe in assessing lands at their full value. This makes it possible to keep down the rate. They object to a low valuation and a high rate. They say that one of the first questions an intending settler asks is the rate of taxation and it is an advantageous thing to be able to tell him it is low, and also that it is upon his land only and not upon his improvements. It is undoubtedly attractive to a person contemplating setting up in fruit-growing to be told that a piece of unimproved land pays just as much taxes as a piece of similar size that is improved. The valuation is increased from time to time. Take the case of a mature orchard, and let us say that the property would sell readily at \$800 an acre. Deduct from \$800 what would be the cost of setting out the orchard and bringing it to maturity, and the remainder is the value of the land for taxation purposes. This remainder is also the value of unimproved land. That is to say, as improved land advances in value over and above the cost of the improvements, so unimproved land is advanced in its assessed value. There may, of course, come a time when the assessed value of the land cannot be increased without exceeding its sale value. When that happens, if the municipality needs more revenue, it will have to increase its rate.

**EDITORIAL CORRESPONDENCE**

Venus was shining brightly in the morning sky when the telephones in our rooms at Kamloops rang to tell us it was time to get up, for we had many miles to make by motor to Vernon to catch the train at noon, and you never can tell just what a motor is going to do, and, time being the essence of the contract, we could not afford any needless chances. Not that I ought to say too much about that, for since we started out we have motored over some six hundred miles of road, some of it very good, some of it very bad and some of it indifferent. The best was the Malahat Drive; the worst the fourteen miles between Princeton and Tulameen, although for "footing" for the machine about six miles of road in course of making between Penticton and Naramata reached what must be pretty near the limit in that regard.

Venus had faded by the time we took our motors in Kamloops. There was a marked tang of frost in the air, but no wind and we had the finest sort of a ride. We were three and a half hours in reaching Vernon. I shall not say how great the distance is lest some one might suspect that we exceeded the speed limit; but there is a piece of road over Grand Prairie as straight as an arrow and as smooth as a table, over which I am persuaded a motor could make without inconvenience 45 or 50 miles an hour in a fine frosty morning in October without the least inconvenience to any one. It is an exceedingly picturesque ride. In places the roadway is flanked by high hills. I recall one place where, although the hour was 9.30, the sun had not yet risen, although we could see where its rays were turning the trees on the summits into delicate lace-like tracings in silver. As a general thing the road is through settled country. Perhaps the prettiest place on it is where it winds along the shore of Summit Lake.

We had heard a good deal about Okanagan on our trip. The Finance Minister did not let us forget it. When we saw anything particularly good, he admired it with the rest of us, but always added, "Wait till you see the Okanagan." That's all he would say, and when our motors round a turn and we get our first glimpse of Okanagan, we knew why he did not say more. It is a country that must be seen to be appreciated. "See Naples and die," says the native of Italy. "See Okanagan and live" is the shibboleth of all the people living in this splendid valley. Our first glimpse of it raised our hopes high, and I am bound to say that experience justified our highest expectations.

We caught the train; I have an impression that we would have caught it if it had been running away from us. Forty petrol horses on a frosty October morning would catch anything except the blues. The train took us to the steamer, the good ship Okanagan of the C. P. R. Lake and River service, and on her spacious deck we sat as she made her way down the lake. Lake Okanagan is about 90 miles long, and at some points it must be at least four miles wide. It looks narrower. It is flanked in some places by bunch-grass hills, in others by clay banks, in others by very steep mountain sides, along which this morning soft fleecy clouds were forming. I have seen its full length from the steamer and a good many miles of it from a motor high upon the hillsides and can say with knowledge that it is an exceptionally beautiful sheet of water. As an avenue of commerce it is and always will be of value. I was told yesterday at Penticton that the day before a flock of sheep had left there on the steamer from Kamloops. They had been driven up from the state of Washington. At Okanagan Landing they would be entrained for their destination. At the principal wharves there were standing cars of the C. P. R. awaiting shipments of apples. These cars are conveyed on barges to and

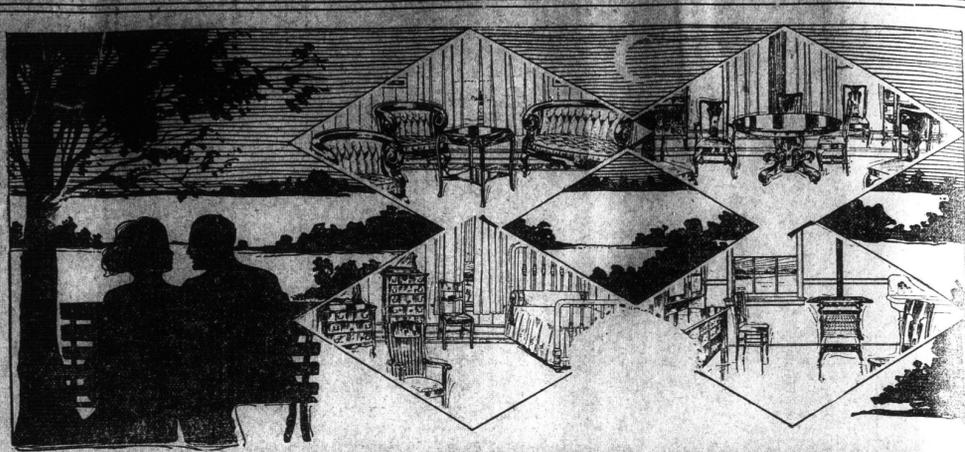
from the end of the railway at Okanagan Landing. Here is being done for the fruit trade what the Colonist has always said would be done for the lumber trade on the West Coast of Vancouver Island. We left the steamer at Summerland, after a sail of 75 miles, and at Summerland we went to the Apple Show. This exhibition was displayed in a high, a building erected for such purposes, a very excellent and commodious structure, situated in what is to be a very fine park. I have seen fine displays of apples in the Eastern Provinces and the Eastern States; I have seen fine displays at Victoria; I have attended the New Westminster Exhibition and was at the Vancouver Apple Show. But nothing I had previously seen prepared me for the display at Summerland. I may as well be frank and say that in common with the rest of our party, I did not suppose such a collection of apples could be got together anywhere in the world. The qualities, which go to make up good apples are size, juiciness, freedom from blemish, uniformity, color and flavor. In all points the apples shown were everything that could be wished. The most striking feature was their color, for this the eye took in at once. That is why color is so important in an apple intended for sale. It appeals to the eye, which is the first of our organs of sense to pronounce judgment upon anything material. Brilliant seems a strange word to use in connection with a display of apples, but it is appropriate to the Summerland show. The colors varied from the deep, dark red of the King David to the bright characteristics of the Greenings. The most striking were perhaps the McIntosh Reds and the Winter Bananas. I have never observed the latter in Victoria, but they must be the most beautiful apples grown. They are a golden yellow, blending into a rich red. In size they vary from what is suitable for dessert to a weight of half a pound. A very notable feature of this apple show was the assembly of what may be called "trophies," where the fruit was most strikingly decorated and awarded. If these there were several and the taste displayed in them was eloquent testimony to the quality of the people who produced the fruit. Further testimony was afforded by the exhibition of women's work, such a collection of articles could only come out of houses of education and refinement.

C. H. L.

**THE PREMIER'S ADVICE**

Premier McBride's advice about the desirability of employing white labor has given rise to considerable comment, and in nearly every instance this has been of a favorable character. There is little doubt that if it were followed this province would, from physical, sociological and material standpoints, form a much more stable community. In addition its adoption would remove any possibilities of racial differences, and make this section of the Dominion an all-white British Columbia. This is part of the Premier's policy, as evidenced by the clauses which he has inserted in provincial contracts with railway corporations engaged on construction work here. It is a movement in which the people of British Columbia are with him heart and soul. With respect to his latest stand on the matter of labor may ask the question if they get rid of Orientals can they be certain of white men being available to take up their work. We think that if this is not possible at the moment that it will be in a very short time. Any step which might be taken in the direction towards which the Premier has pointed must necessarily be slow. A beginning, however, could be made, if those who control the lumbering and fishery interests in the province show that they are sufficiently patriotic to couple national obligations with self-interests. If they decide to adopt the policy advocated by the Premier time will provide them with the opportunities, and all the white labor that they want. Immigration to this province is increasing yearly. Men of all occupations are coming in, and the great bulk of these new arrivals are of the Anglo-Saxon race, and men of such a character as will swell the wealth of the community and help to develop the country both nationally and provincially. With white men, and especially men of our own race employed in all our industries it will be assured that the money they earn will be put into homes of their own and not sent to foreign countries. Thus each of our workers will have a stake in the country, and if unhappily the time should come when Canada is embroiled in war dependence could be placed on every able bodied man of the population lending his aid to preserve his heritage. That is what Premier McBride means by an all-white British Columbia.

The question is undoubtedly a large one to grapple with, but the country is young, and now is the time when steps should be taken looking towards the end in view. By adopting a drifting policy the time may come when it will be impossible to set things right. Already, as the Premier pointed out, our fisheries are almost exclusively in the hands of Asiatics. We have just passed through an election, the result of which proved very conclusively that our policy is "Canada for the Canadians." In the working out of this ideal there are many things to be considered in a country towards which the tide of immigration is setting so strongly. Here in British Columbia we have problems which do not exist in any other part of Canada, and it is our duty as Mr. McBride says, to take hold of them ourselves. Governments can accomplish a good deal in preserving the type of citizen which they desire to have, but they always have to consider international complications. We here in British Columbia have no antipathy against any of the Asiatic races. We have it, however, largely in our own power to say what kind of population will inhabit this country in the future. By keeping the province in so far as we are able for those who are of our own color, and who possess similar ideals we will be not only insuring ourselves against time of trouble, but safeguarding this wonderful heritage for the generations that are to come.

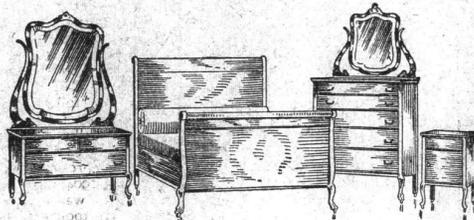


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Will Make a Home You Will Be Proud of--  
The Kind of Home You Want

Just as you have pictured it. For there's good style, honest quality, real comfort and durability in it. So good that we say to you, "If it doesn't prove right in use, we'll make it right." There are no half-way promises at Weiler Bros.

MANY IMPROVEMENTS have been going on at this store of ours, and the alterations which have just been completed give us the best showrooms and offices in the country, and you the largest and best assortments and simplest way to make your selections. See for yourself and learn what high quality at reasonable prices are. Prices marked in plain figures.



**We Have Four Bedrooms Fitted Up on Our Fourth Furniture Floor for Your Inspection**

To help YOU in making your selections, we have furnished four bedrooms on our fourth floor in different designs and finishes, and at prices to suit all. We want you to see these four rooms; they will give you an idea of how we can furnish a bedroom in your own home for YOU. Here they are—

**7-Piece Bedroom Suite, Golden Finish, at \$34.75**

Chiffonier—Golden finish, 37in. high, 30in. wide, 18in. deep, with 5 large drawers.  
Dresser—Golden finish, 72in. high, width 32in., depth 17in., mirror 14 x 24. Base contains 3 drawers.

Washstand—Golden finish, with 1 drawer and two doors to cupboard.  
Bedroom Table—Golden finish. Size 17½ x 26.  
Bed—Golden finish. Full size, 4ft. 6in.  
Bedroom Rocker and Chair—Golden finish.

**Handsome 6-Piece White Enamel Bedroom Suite, \$98**

White Enamel Dresser—Top 22 x 40. British bevel mirror, 22 x 28. Case containing two large drawers and two small bow-shaped drawers.  
White Enamel Chiffonier—Top 20 x 32. British bevel mirror, 16 x 20. Case contains three long and two small drawers, and one hat cupboard.

White Enamel Bed—3ft. 6in. Square posts and fillers.  
White Enamel Washstand—Bow-shaped drawer and two doors to cupboard.  
White Enamel Bedroom Table—One drawer and under shelf.  
White Enamel Bedroom Rocker—With cane seat and straight panel back.

**A Very Handsome Crotch Mahogany Bedroom Suite**

Dresser—Colonial design, 24 x 52 top. British bevel mirror 34 x 50. Swell front, containing two long and two short drawers. Top drawers with mitred fronts. \$175.00  
Chiffonier to Match—Size 35 x 20. Large British bevel mirror 32 x 18, containing four long and two short drawers. Price \$125.00  
Dressing Table—Top 36 x 20. British bevel mirror 33 x 22. Has two short drawers and under shelf. \$70.00  
Somnoe—Top 22½ x 19, containing cupboard and drawer. Price \$35.00  
Full-size Bed—Colonial roll \$110.00  
Cane Seat Chair \$9.00  
Cane Seat Chair \$12.00

**Beautiful Circassian Walnut Bedroom Suite**

Circassian Walnut Chiffonier—Top 20 x 34. British bevel mirror 20 x 20. Case containing four long and two short drawers. \$59.00  
Circassian Walnut Dressing Table—Top 20 x 24. British bevel mirror 20 x 20. Containing two small and two large drawers. \$42.50  
Somnoe to Match—Top 20 x 20. Has one drawer and board. \$29.00  
Full-size Colonial Style Brass Bed—Satin finish. Has 5 ft. fillers at head and foot, 2in. all round posts. \$35.00  
Bedroom Table—Circassian walnut, with drawer and shelf below 19 x 27. \$14.00

See Our Window Display for the Latest in Brass Goods

GET YOUR DOOR MAT TODAY—LARGE VARIETY ON SECOND FLOOR TO SELECT FROM—ALL BEST QUALITY.



SAVE YOUR FLOOR COVERINGS BY PURCHASING A GOOD DOOR MAT—SIZES, PRICES AND STYLES TO SUIT ALL.

THE STORE THAT SAVES YOU MONEY

**WEILER BROS**

Victoria's Popular Home Furnishers

What You Save on Quality Here Is a Great Item

BR

Premier and Hon. Robert L. Cameron, was born at his great-grandfather from Connecticut, Revolution. He was Academy, Horton, professor in Glenwood, Nova Scotia, called to the Bar at the head of the leg. Parker & Chisholm, at various times Thompson, Mr. J. Tupper; was pres. Barristers' Society, and has appeared in Privy Council. He was in 1896 and as a man of unusual Sir Charles Tupper, the Opposition in 1896 to that honorable

Minister Mr. Martin Burrell, Englishman who came into fruit farming. He remained there out to British Columbia occupation, and in 1896 at Grand Fork. Like many other steps by becoming a candidate for the general election, not succeed in the back stronger at the time and was this time born in England in there, and was a country. He is a company at Grand Fork Newspaper.

Minister John Dowsleyville, has been a Commons for two elected at the general turned at all the since then in the is a graduate of Queen's and Toronto University at Prescott.

Minister W. T. White, Oakville, in Halton Irish parentage, on the farm, and public schools and in classics of Toronto university course, work and became Toronto Evening years he was a department of the moved from this to Thomas Caswell of law, and won a gold medal. He was called to the bar he was appointed manager of the Ontario, a position he one of the board of University, and a committee of that institution.

Minister Hon. Wilfrid (Terrebonne), was of Commons at the but had been a candidate for the election of the hands of Dr. S. Terrebonne has the House, including Sir J. A. G. and Hon. L. F. R. Cabinet Ministers, other in the Province, in the new Minister was He has been mayor for several years alderman. He is L.L.D. by Laval

Minister Hon. Robert L. Cameron, Manitoba Governmental career as a candidate for the 1892, and for the year at the general wards devoted to provincial politics. He was elected to the Legislature in 1899, member of the Executive, the following he accepted the position, a position to the present time campaign he took fight against the position forces in the West. He was gentle, Que., in of his early life Charlevoix. He

## BRIEF BIOGRAPHIES OF THE NEW CABINET

**Premier and President of the Council**

Hon. Robert Laird Borden, the new Premier, was born at Grand Pré, June 26, 1854. His great-grandfather came to Nova Scotia from Connecticut, previous to the American Revolution. He was educated at Acadia Villa Academy, Horton, N. S., and was for a time professor in Glenwood Institute, N. J. Returning to Nova Scotia, he studied law and was called to the Bar in 1878. Mr. Borden served as head of the legal firm of Borden, Ritchie, Parker & Chisholm, Halifax; has been a partner at various times with the late Sir John Thompson, Mr. Justice Graham and Sir G. H. Tupper; was president of the Nova Scotia Barristers' Society; was created Q.C. in 1890, and has appeared with distinction before the Privy Council. He entered the House of Commons in 1895 and soon distinguished himself as a man of unusual power. On the retirement of Sir Charles Tupper from the leadership of the Opposition in 1900, Mr. Borden was elected to that honorable position.

**Minister of Agriculture**

Mr. Martin Burrell (Yale-Cariboo), is an Englishman who came to Canada in 1883 to go into fruit farming in the Niagara peninsula. He remained there until 1889, and then went out to British Columbia, and took up the same occupation, and incidentally drifted into politics at Grand Forks, where he made his home. Like many other public men he took the initial step by becoming mayor of the town in 1903. The following year he was chosen as the Conservative candidate to contest Yale-Cariboo in the general election, but, like many others, did not succeed in the first campaign. He came back stronger at the general election of 1908, and was this time sent to Ottawa. He was born in England in 1858, received his education there, and was married before coming to this country. He is connected with an orchard company at Grand Forks, and is also interested in the company which publishes the Gazette Newspaper.

**Minister of Customs**

John Dowsley Reid, M.D., M.P. (Greenville), has been a member of the House of Commons for twenty years, having been first elected at the general election of 1891, and returned at all the subsequent general elections since then in the Conservative interest. He is a graduate of Queen's University, Kingston, and Toronto University, and is a practitioner at Prescott.

**Minister of Finance**

W. T. White, of Toronto, was born near Oakville, in Halton county, in 1866, of Scotch-Irish parentage, and spent his boyhood days on the farm, receiving his education in the public schools and the high schools of Oakville and Brampton. He is an honor graduate in classics of Toronto University. During his university course he engaged in journalistic work and became attached to the staff of the Toronto Evening Telegram. For a number of years he was a trusted clerk in the assessment department of the City Hall, Toronto. He moved from this position and became articled to Thomas Caswell, city solicitor, in the study of law, and won two first-class scholarships and a gold medal at Osgoode Hall. Mr. White was called to the Bar in 1899, and shortly after he was appointed to the office of general manager of the National Trust Company, Toronto, a position he has held ever since. He is one of the board of governors of the Toronto University, and chairman of the finance committee of that institution.

**Minister of Inland Revenue**

Hon. Wilfrid Bruno Nantel, K.C., M.P. (Terremonne), was first elected to the House of Commons at the general election of 1908, but had been a candidate in the preceding general election of 1904, meeting defeat at the hands of Dr. Samuel Despardins, Liberal. Terrebonne has sent several notable men to the House, including Hon. Raymond Prefontaine, Sir J. A. Chapleau, Hon. G. A. Nantel, and Hon. L. F. R. Masson, all of whom were Cabinet Ministers, the present Minister's father in the Provincial Parliament, and the others in the Dominion Government. The new Minister was born at St. Jerome in 1857. He has been mayor of the town of St. Jerome for several years, and previously served as alderman. He was granted the degree of LL.D. by Laval University.

**Minister of the Interior**

Hon. Robert Rogers, a recruit from the Manitoba Government, commenced his political career as an unsuccessful Conservative candidate for the Manitoba House in 1886 and 1892, and for the House of Commons in Lesau at the general election of 1896. He afterwards devoted his attention principally to provincial politics, and was elected to the Manitoba Legislature for Manitou at the general election of 1899. He was appointed a member of the Executive Council, without portfolio, the following year. In December, 1900, he accepted the portfolio of Minister of Public Works, a position he has continued to fill up to the present time. During the late election campaign he took an outstanding part in the fight against Reciprocity, and assisted the Opposition forces in their work of organization in the West. He was born in the County of Armenteuil, Que., in 1864, and spent fifteen years of his early life as a general merchant at Charlevoix. He was also interested in the

grain and mining business. During the illness of Premier Roblin, while the Manitoba House was last in session, he led the Government, and was regarded as the logical successor to the premiership.

**Minister of Justice**

Hon. Charles Joseph Doherty, D.C.L., LL.D., K.C., M.P. (St. Ann's, Montreal), first entered the House of Commons as the representative of St. Ann's Division, in 1908, reclaiming the seat for his party from the Liberal column, and was re-elected by a very largely increased majority at the recent election. In November, 1906, he retired from the Superior Court of the Province of Quebec, to which he was appointed in October, 1891. He was a distinguished law graduate of McGill, being the Elizabeth Torrance gold medalist, and was admitted to the Bar in 1877. He was appointed Professor of Civil Law in McGill University in 1890, and later the chair of international law was added to his duties. After his retirement from the bench he interested himself in financial affairs, and took high office in several corporations which have since become prominent. He was for several years president of the Montreal branch of the Irish National League, and a member of the Royal Commission appointed to investigate the workings of the Catholic and Protestant school boards of Montreal.

**Minister of Labor**

Thomas William Crothers, B.A., K.C., M.P. (Elgin West), has only been a member of the House of Commons since 1908, but in that period he has made a reputation for himself by his successful grasp of public questions. When a comparatively young man he was a candidate for the Ontario Legislature in West Elgin in 1879, but he missed being elected by a scant seven votes. He was born in Prince Edward County, Ontario, in 1860, and was head master of Wardsville High School for a few years, during which he was preparing himself for the law course he had in view. He studied in the offices of some distinguished lawyers, and began practice in 1880 in St. Thomas. He was chairman of the Text Book Commission appointed by the Ontario Government some years ago to inquire into the price of public and high school text books and rather startled many people by declining to accept any remuneration from the Government for his services. He was appointed a Governor of Toronto University in 1908.

**Minister of Marine and Fisheries**

Hon. John Douglas Hazen, B.A., B.C.I., M.L.A., was elected a member of the House of Commons in 1891 for St. John City and Coun-

ty, but was unsuccessful at the succeeding general election in 1896. Previous to that he had been an alderman of Fredericton for three years and mayor for two years, moving to St. John in 1890, where he resumed the practice of his profession. He was called to the Bar in 1883. He was elected to the New Brunswick Legislature for Sunbury at the general election of 1899, following which he was chosen leader of the Opposition. At the general election of 1908, the Opposition party, under his leadership, administered a crushing defeat to the Robinson Government, and upon the resignation of the Government he was called upon to form an administration, which he did, assuming the premiership and the portfolio of Attorney-General. He was born in Sunbury County in 1860, and is a graduate of the University of New Brunswick. He is a member of the Senate of the University of New Brunswick, and served as registrar and treasurer of the university from 1882 to 1890.

**Minister of Militia**

Col. Hon. Samuel Hughes, M.P. (Victoria and Haliburton), has been an enthusiast in matters appertaining to soldiering since he was fourteen years of age, when he entered the militia. He declined the position of Deputy Minister of Militia in 1891 and Adjutant-General for Canada in 1895. He has served as president of the Dominion Rifle Association, president of the Standing Small Arms Committee for Canada, and Railway Intelligence Officer for the headquarters staff. He served during the Fenian Raid, 1870, for which he received a medal, and in the South African war, 1899-1900, in various important capacities, and was mentioned several times in despatches; He has been a member of the House of Commons since 1892, having been defeated the previous year. He was born in 1853.

**Postmaster-General**

Hon. L. P. Pelletier, K.C., M.P. (Quebec County), who won that seat for the Conservatives from the Liberals at the late election, dates his political experience from 1886, when he was defeated in Temiscouata in the general election for the Legislative Assembly, and was again defeated the following year in Three Rivers. He was appointed to the Legislative Council in 1888, but resigned and was elected to the Assembly the same year for Dorchester. He continued to represent that seat up to the general election of 1904, when he declined nomination. In 1908 he was again a candidate, but was defeated. He took a prominent place in the House at Quebec, and was appointed Provincial Secretary by the Hon. M. de Boucherville, and continued to fill that portfolio through the Taillon Administration. In the

Administration of Hon. Mr. Flynn he was Attorney-General. He is one of the leading lawyers of Quebec City, and was for a number of years interested in L'Evenement newspaper. His father, the Hon. T. P. Pelletier, has been a member of the Legislative Council since 1892. Hon. L. P. Pelletier was born in 1858 and was admitted to practice law in 1880.

**Minister of Public Works**

Mr. Frederick Debartzch Monk, D.C.L., K.C., M.P. (Jacques Cartier), has represented that constituency in the House of Commons since 1896, when he succeeded the late Mr. Justice Girouard in the representation. He is a son of the late Hon. Samuel Cornwallis Monk, a judge of the Court of Queen's Bench for the Province of Quebec, his mother being of French descent. He is a law graduate of McGill University, and was called to the Bar in 1878. He has served as Professor of Constitutional and International Law in the Montreal branch of Laval University. In the House he took a leading part on the Opposition side, and was in 1901 recognized as the chief lieutenant of Mr. Borden in the Province of Quebec, but some time ago relinquished that post and latterly took an independent attitude on the question of a Canadian navy, which he opposed. He took the ground that the policy of both parties endangered Canada's political autonomy, and that the naval question had not been submitted to or discussed by the people.

**Minister of Railways and Canals**

Hon. Francis Cochrane, Minister of Lands, Forests and Mines in the Ontario Government, only entered political life in 1905, and has had a meteoric career. He had never been in Parliament previous to his selection as a provincial Cabinet Minister, and he was elected in Nipissing East by acclamation in May, 1905, and re-elected at the general election of 1908 for the newly-created constituency of Sudbury, where, up to the time of his appointment, he was engaged in the hardware business. Since entering upon his duties he has become known as a hard worker and a careful administrator, paying more than the ordinary amount of personal attention to his department. He was largely responsible for the "water-power policy" of the Government, which did away with the giving away or selling of water powers in the province, instituting instead the policy of leasing, contingent on their development within a given time, and other restrictions. He is a native of the Province of Quebec, having been born at Clarenceville in 1852. He was chief Conservative organizer in Ontario in the late election, and has been given credit for a great deal of the success of the Conservatives in that province.

**Secretary of State**

James William Roche, M.D., M.P. (Marquette), was an unsuccessful candidate for the Manitoba Legislature in 1892, but was successful in his candidature for the House of Commons in the Conservative interest in 1896, and has been re-elected at each succeeding general election since that time. He took a prominent part in the debates in the House and in the party organization, and in 1901 was elected Conservative whip for the West. He is of Irish parentage, and was born in Clarendon, Ont., in 1859. He attended Trinity Medical College, Toronto, for three years, and took his final year in medicine at the Western University, London, Ont., being the first graduate in medicine of that university, and taking first-class honors in his final examination in 1883. Later the same year he moved to Minnedosa, Man., where he commenced the practice of his profession and has continued since. He was territorial representative for the Manitoba Medical Council from 1885 to 1901, and held office as Grand Master of the I. O. O. F., Province of Manitoba, and was grand representative to several meetings of the Sovereign Grand Lodge.

**Minister of Trade and Commerce**

Hon. George Eulas Foster, B.A., D.C.L., M.P. (North Toronto), was first elected to the House of Commons in 1882 for Kings County, N. B., as an Independent Conservative. The election was afterwards declared null on a petition, but he was re-elected by a larger majority. He entered the Government of Sir John A. Macdonald in 1885 as Minister of Marine and Fisheries. He continued to represent Kings until the election of 1896, when he was returned for York County, N. B. In 1900 he contested St. John City unsuccessfully and a by-election in North Ontario in 1903. In 1904 he returned to the House as the member for North Toronto, which seat he has continued to represent since that time. He succeeded Sir Charles Tupper as Minister of Finance in 1888, and continued as such throughout the Abbott, Thompson, Bowell and Tupper administrations until the defeat of the Conservative party in 1896. He was leader of the House during the sessions of 1895 and 1896 until the re-entry of Sir Charles Tupper as Premier. He was born in 1847, and was at one time professor in the University of New Brunswick.

**Minister Without Portfolio**

Mr. George Halsey Perley, B.A., M.P. (Argenteuil), has been a member of the House of Commons since 1904, but had previously been unsuccessful at two elections, first at the general elections of 1900 in Russell, and in 1902 at a by-election in Argenteuil. He is a wealthy lumberman of Ottawa, but has of late taken a keen interest in politics, and was Mr. Borden's right hand man in the recent contest, having been selected as chief Conservative whip about a year ago in succession to Mr. George Taylor, M.P. He has proved himself a great political campaigner. Mr. Perley, like several distinguished Canadians, is an American by birth, but a Canadian by training. He was born in Lebanon, New Hampshire, but educated at the Ottawa Grammar School. Later he went to Harvard University, where he took his degree. He has for many years taken a prominent part in public affairs in Ottawa, his home city, having handled the relief funds for a couple of the big fires he had in that section in 1897 and 1900. He was vice-president and director of the old Canada Atlantic Railway before the Grand Trunk absorbed it, and is at present a director at the Bank of Ottawa.

**Minister Without Portfolio**

Mr. A. E. Kemp, M.P. (Toronto East), was first elected to the House of Commons for the old constituency of Toronto East, redistributed under the Act of 1903, in 1900, and was re-elected in 1904, but in 1908 his defeat by Joseph Russell, a comparatively unknown political quantity, was a great surprise to Mr. Kemp and his friends. Mr. Kemp is classed as one of the millionaire manufacturers of Toronto, and has in his time occupied several prominent positions in connection with the commercial organizations of that city. He has been president of the Toronto Board of Trade, as well as the Canadian Manufacturers' Association, and still takes an interest in their welfare. He was born at Clarenceville, Que., in 1858, and spent several years of his youth in this province attending school at Clarenceville and the not far distant Lacolle Academy.

**Minister Without Portfolio**

Hon. James A. Lougheed, K.C., Senator (Calgary), has been for some years past the leader of the Conservative party in the Senate, succeeding the Hon. Sir Mackenzie Bowell upon his retirement in 1906. He was born at Brampton, Ont., in 1854, and was called to the Bar of Ontario in 1877. He commenced the practice of his profession in Toronto in 1881, but in the following year removed to the Northwest Territories, establishing his law business in Calgary, being the head of a prominent legal firm. He was created a Q.C. by the Earl of Derby in 1889, and was called to the Senate in the same year. In 1890 he seconded the address in reply to the Speech from the Throne. He was elected a member of the advisory council of the Liberal-Conservative party of Canada in 1897.

## Historical Tattershall Castle

Tattershall Castle, in Lincolnshire, England, has been purchased for demolition and re-erection in America. A good deal of mystery surrounds the transaction and the identity of the buyer has not been disclosed. Canon Rawnsley telegraphed to the London Times:

"The National Trust has heard with profound regret that the Capital and Counties Bank have, as mortgagees, in the interests of their clients, sold Tattershall Castle for deportation to America. All that could be done was done in the short time allowed us to rouse public opinion to the need of saving the Castle and mantelpieces.

"It was partly because so little response was made to their appeal that the National Trust did not feel justified in accepting Sir Francis Trippel's generous offer of a loan for the purchase.

The Times Boston (Lincolnshire) correspondent telegraphed:

"The fireplaces were loaded into locomotive wagons for removal by road to London. They are to be shipped to America direct from the wagons at Tibbury Docks. The reason alleged for the transport by road was that the stonework would receive less handling than if sent by rail, but it is difficult to imagine that it could receive more damage than it has already. The chimney-pieces resembled chunks of sandstone hewn from a quarry. The removal was watched by a number of indignant spectators, who freely expressed their disapproval.

Sir Francis Trippel stated that the "American" who has purchased the Castle is known to him, and that the price agreed is £2,250, of which sum a deposit of 10 per cent. has been paid. He finds that the buyer has no sentimental interest whatever in the matter and the Castle is being hawked about. He himself, acting on behalf of a public-spirited man, made a firm offer of £2,500, cash down, but was informed that the price was £10,000. Later he increased his offer to £2,750, and then found that the price had gone down to £7,500 during the night.

**Statement by the Vendor**

Mr. Albert Ball, formerly Mayor of Nottingham, who was the owner of Tattershall Castle until three months ago, and who hitherto has taken no part in the controversy, gave some particulars of the sale, stating that his reason for doing so was that the true facts of the negotiations had been misrepresented to the public.

Mr. Ball said that he bought the property about the middle of last year from Mr. T. F. Hooley, the son of Mr. E. T. Hooley, as an "interesting speculation," and at one time thought

of making the Castle habitable, but several friends interested in archaeology urged him to allow it to become national property. He agreed, and Mr. Nigel Bond, the secretary of the National Trust, was informed that he was willing to sell the property to the Trust for £2,000, and to give a subscription of £1,500 in wards the amount, at the same time allowing a period of six months from the signing of the contract for the raising of subscriptions. Mr. Bond replied that the price was too high. In answer to this, on November 7, Mr. Ball wrote that he could not put the property on offer at less than £2,000, and said in the course of his letter:

"I have had a very considerable sum offered for the mantelpiece and I am sure I should get more for them if I break them up, which is my intention unless I dispose of it (the Castle)."

On November 22 Mr. Ball received a letter from Mr. Bond asking whether he would be prepared to give the executive committee of the Trust an option to purchase at £1,500, in which case the committee would do their best to raise the sum required for the purpose. Mr. Ball declined to entertain any offer under £2,000 (less the £100 which he had himself promised to subscribe). No further correspondence took place, and three months ago Mr. Ball disposed of the property. He says:

"I greatly regret that this interesting building should be lost to the nation, but the fault is entirely that of the National Trust. While the negotiations were going on between the Trust and myself I was offered £2,000 for the fireplaces alone from a London firm of dealers. So anxious was I that the Trust should obtain the Castle that I would have accepted an offer of £500 down, but my complaint is that I could not get them to make me any offer whatever, although the land, with the custodian's house and the bricks of the Castle, was worth £2,000 to any ordinary speculator, quite apart from any question of historic value."

**American Associations**

The Times Boston correspondent writes: The fact seems to have been overlooked that, apart altogether from its English historical associations, Tattershall Castle possesses a peculiar interest for Americans. The Castle, one of the country seats of Theophilus Clinton, fourth Earl of Lincoln, was a centre of meeting for the promoters of the Puritan movement which culminated in the exodus of 1630 and the following years and the founding of the Massachusetts settlements. To Tattershall Castle or to Sempringham Manor House, Lord Lincoln's other seat, came for conference John Winthrop from Groton, in Suffolk, Roger Williams, and John Cotton, the Puritan vicar

of the Lincolnshire Boston, after which the American Boston was named. To Tattershall also Cotton used to retire as Lord Lincoln's guest when broken down in health under the heavy strain of his ministerial line in Boston Church. Though Lord Lincoln himself did not go out to North America, two of his sisters did—Susan, who was married to John Humphrey, and Arabella, the wife of Isaac Johnson, who came into Lincolnshire from the neighboring county of Rutland. Thomas Dudley, Lord Lincoln's steward and confidential adviser, and Simon Bradstreet, who succeeded him in that office—both, like Winthrop, future Governors of Massachusetts—were associated with this movement, as were also Richard Bellingham, the Recorder of Boston (afterwards the Governor Bellingham drawn by Hawthorne in "The Scarlet Letter"), William Codrington, of Alford, and of Rhode Island, James Thomas Leverett, an alderman of Boston, and Atherton Hough, mayor of the town in 1628, who resigned office at the same time as their vicar and emigrated to America.

**Rubbing It In**

Squire Lawson never asked for or accepted any advice. One day he drove fifteen miles to the nearest town, and there left his horse and buggy in a side street in charge of a strange young man. Then he went off in search of an old friend of his, a Quaker.

"Thee didn't leave a valuable horse and carriage to a stranger's care, Thomas?" remonstrated his friend. "Thee's better go get it and drive to the livery-stable. This town is not like the little place thee lives in."

"I looked the young man over," said Squire Lawson, testily, "and in my judgment it was perfectly safe to leave him in charge. Let us say no more about it."

"Very well," said his friend, but when, at the end of two hours, Squire Lawson took his leave, the Quaker shut his office and accompanied the squire to the place where he had left his equipage.

It had vanished, and no enquiries brought any information as to where it or the young man had gone.

"Well, Amos," said the Quaker, after an hour's hot, unavailing search, "thee has lost a horse and carriage, to be sure, but thee still has plenty of judgment left, I've no doubt."

**The prodigal had returned.**

"Father," he said, "are you going to kill the fatted calf?"

"No," responded the old man, looking the youth over carefully. "No, I'll let you live. But I'll put you to work and train some of that fat off you."—Toledo Blade.







# New Terror in War

Extraordinary though it may seem, patent rights have been granted in England for an "improved airship" which will be invisible, says the London Daily Telegraph. Though the improved airship is to be much longer than the Leviathan liner Olympic, yet at a height of 15,000 ft. it will be detected with the greatest difficulty, and at 30,000 ft. it will be absolutely invisible, though less than a mile away.

When an aeroplane is a mile away, it must be remembered, the buzz of the engines can be heard, so that were no attention devoted to the motors the whereabouts of the novel airship might be detected even when the vessel itself was invisible. But silencing devices, now common with the best motor cars, will be utilized for the engines, thus assisting the designer in his scheme for the production of an airship capable of complete self-obliteration.

The inventor is Baron Adam Roenne, well known in England as an airship and naval engineer. The main principle upon which the invention is based is the equalization of light and shade. The cover or envelope of the airship is made of chromium, a metal possessing a highly polished surface, which is perpetually retained by a covering of transparent varnish. Therefore, the metal is equivalent to a mirror, and it is by reflection that the invisibility is obtained. The surface and sides of the inflated envelope naturally must reflect the color—bright or murky, according to the weather—as its environment, and thus be invisible. It is with the lower part of the inflated balloon, which reflects the earth in its mirror, that the main difficulty of the invention was encountered. Being darker than the reflected earth must cause this part of the huge envelope to stand out prominently in the lighter atmosphere. This difficulty is overcome by making the sides of the keel, which is to be as long as the balloon, also reflecting mirrors, and by placing on the keel angular longitudinal ribs.

## The Dream of Inventors

With the aid of these ribs the keel reflects the shades of the air on to the lower part of the balloon above, and thus obliterates the reflected darkness of the earth. In other words, it equalizes light and shade. So that there will be no recurring shade shown on the bottom of the keel, this will taper to a point. By this means, the airship will always take the color of its surrounding elements, and be invisible. The device has been submitted by the inventor to the officials at the Greenwich Royal Observatory, who, declare that it is certainly scientific and certainly practicable.

Invisible airships, like invisible battleships, have been the dream of inventors for a long

time, though the idea of successfully designing such vessels has been dismissed by most as impossible. But it has been found less difficult to design an invisible airship than an undiscoverable battleship. Warships are painted a dark ominous grey to make them practically invisible, and yet, without special telescopes or binoculars, stationary vessels, not even emitting smoke, can be discovered at a distance of about six miles. And battleships are much less formidable than the future invisible war-airships, for the latter, it is claimed, will be able to travel over sea and land and create destruction everywhere without being observed.

It could hover over an army encamped, observe the whereabouts of ammunition and stores, the tents of the commander and his generals, and hurl deadly explosives with minute accuracy from a height of one mile. Floating across the encampment from one principal point to another, it could continue its destructive crusade, be responsible for the extermination of many thousands, the destruction of all explosive stores, and then flit away even without having been observed by the overwhelmed enemy below.

## Possibilities of Destruction

Upon a modern war fleet, representing, say, 30 millions of money, to say nothing of the thousands of men on board, it could also operate with equally disastrous effect. From its attack the vessels would be entirely unprotected. To bombard the air at random would be the only means of retaliation, but only by luck could the airship be destroyed, and directly shots were fired the air-vessel would mount up another mile, when it would be practically out of range, yet still able to continue its onslaught upon the defenceless war fleet.

Through the extraordinary strength and lightness of the metal which the inventor proposes to use for the envelope, the airship will be able to ascend to an enormous height. This metal has a breaking strain of 25 tons per square inch, which is more than half the strength of best steel, the strongest metal in use. It possesses greater resistance against oxidation than any other base metal, and the secret of its production is rigidly preserved. Though almost as strong as steel it is only one-fourth its weight. It is an alloy of several metals. Another important circumstance which makes it compare favorably with the present and more popular fabric cover is its absolute imperviousness to hydrogen. No gas whatever can escape, and consequently the danger of fire disappears. The success of the improved airship, so far as its invisibility is concerned, will be mainly due to the discovery of this remarkable composition.

## THE IMPORTANCE OF HYGIENE.

The Berlin correspondent of the London Standard writes: The International Hygiene Exhibition at Dresden, at present being visited by many thousands of people daily, might well have been termed an exhibition of progressive culture, for its scope is so wide that it covers practically every development of science and industry affecting the daily life of mankind. The subjects treated range from model lighting and heating systems and sanitary town planning down to the sterilization of milk and the evils of tight garters and braces, and in every case the extent and manner of the effect on human health is plainly demonstrated.

As a show place pure and simple the Dresden Exhibition takes its stand in the first rank, for the eighty acres of ground which it covers have been laid out with the most careful and artistic sense. In one respect the exhibition is even a marked improvement upon the general rule, for it has escaped the somewhat mixed and heterogeneous architectural appearance which is characteristic of most exhibitions. Over twenty architects worked for many months designing the different buildings and halls in accordance with a predetermined scheme, and the result is a harmonious architectural whole, all the buildings being in the style of the classic temple. The only exceptions are the foreign sections, situated in the Rue des Nations, which naturally present their own national styles of architecture.

The exhibition has been divided into five classified sections, viz., Science Section, History and Ethnography Sections, a Sports Section, and a Popular Section. In all these sections the corresponding and highly developed industries are represented. This distribution, which has been very carefully thought out, has the special advantage that it takes account of varied powers of comprehension. For example, it at once appears appropriate that the Science Section, as well as the section which appears to the general public, should be separately treated, each quite for itself. In the latter the exhibits are adapted to the understanding of the average layman, while in the former are matters chiefly interesting to professional men.

The Popular Section deals with the human body and offers the greatest interest to the ordinary layman. This section is housed in a magnificent temple, over the portal of which is inscribed the words "Der Mensch" (Humanity). At the end of the great central hall a colossal male figure, with its outstretched arms raised to Heaven in the search for knowledge of itself. The figure is done in relief, and is perfect in its symmetry and proportions. In the different departments opening off the central hall the visitor can follow the construction of the human body from the first beginning to the complete and finished whole.

In the first department he gazes through microscopes at the first cell of life. From stage to stage he follows its development, watches it divide and take form, and sees the beginning of bone structure. In one room he can compare the extraordinary strength and toughness of the thinnest bone fibre with that of the strongest wood. He learns the component parts of bone substance, and is made to understand how the failure of one of these parts renders the bone weak and soft. He sees, for instance, a leg-bone, in the composition of which the necessary quantity of chalky substance is missing. He sees how this bone is unable to support the constant weight of the body upon it, gradually assumes a curved shape, and results in the disease commonly known as "bandy-legs."

In another room he finds a gigantic model of the human heart with all its marvelous pumping machinery and valves displayed in working order. A great vessel containing 730 pints of liquid shows him the amount of work done by the heart in half an hour. By pulling over a lever, on the other end of which is a weighted ball, the visitor gets an idea of the effort put forth by the heart every 30 minutes in pumping these 730 pints through the body.

In another room he can examine by means of microscopes and enlarged illustrations the life of the blood corpuscles, follow their growth and development, and watch their battles with the microbes of disease. The model of a giant ear enables him to follow the progress of sound through the outer ear to the drum, its transmission from there over three delicate bone pieces to the inner ear, and thence along the complicated nerve system to the brain. In the model of an eye of tremendous proportions he can examine the marvelous lens with which Nature has equipped him. And in studying these different parts of himself the visitor learns what is harmful to them, and against what they should be protected.

Other sections permit the scientist to study the latest sanitary methods for the preservation of health, and the engineer and electrician to examine the newest mechanical and electrical apparatus and follow their effect upon the life of the people. The chemist may study the composition of foodstuffs and observe what is nutritious, what is waste, and what is poison. In the history section the progress of hygiene is traced from the dietary laws of Moses down to the present day. In the sports sections are specimens of the sporting tackle of all nations, and the athlete may learn to what extent he may indulge in certain exercises to the benefit of his muscles and heart, and at what point the same exercise through excess becomes harmful. One interesting exhibit in this section is a portable swimming bath of respectable dimensions, provided with its own engines for transport. The same engines drive the necessary pumping machinery, and can create an artificial wave three feet in height.

## TALK WITH SARAH BERNHARDT.

Mme. Sarah Bernhardt has temporarily transferred her "salon" from Paris to London. She now holds it in her spacious dressing-room at the Coliseum, says the London Standard. Wherever the great tragedienne goes, to whatever capital of the world, she finds hosts of friends who wish to renew a former acquaintance, however slight, or who desire to begin a new one. Probably no other person in the world has so many friends scattered over the five continents as Sarah Bernhardt. If she played in Peking tomorrow a hundred acquaintances would be waiting to see her, before or after the performance, and she would do her best to receive them all.

It was at the Coliseum that a representative of the Standard had a chat with the famous actress, just after she had returned to her dressing-room after playing the third act of "Theodora." That morning she had already rehearsed the third act of "Fedora," which she is to play next week. Her afternoon performance over, she had another rehearsal of "Fedora" in prospect before her second performance of "Theodora" in the evening.

One would say that these four events in a day were sufficient to fill up the time of the most energetic person, but they seemed to weigh lightly on Mme. Bernhardt, who found time to receive a dozen friends, while talking of her plans for the future and of things in general. Conversation was constantly broken off as one caller after another was ushered into the dressing-room, where the dressers, very much used to this sort of thing, did what they could at odd intervals, but the centre and object of all this attention never forgot in taking up a new conversation where she had left off with the last.

## "Dying to Go Up in an Aeroplane"

Amongst other things she talked of aviation and the great progress it had made in France. "I am dying of desire to go up in an aeroplane," she said, "but I have never been able to get anybody to take me. I have often arranged it, or thought it had been arranged, but at the last moment the aviator or somebody else has always excused himself. Nobody seems willing to take the responsibility. When I was at San Francisco they told me time after time, just to pacify me, I suppose, that I should be taken up tomorrow, but tomorrow never came. I have never been up, and do not suppose now that I shall ever leave the earth in an aeroplane."

"La Grande Sarah" here broke off a moment to discuss a wig with her theatrical costumer, but returned to the subject of the aeroplane. "France has done splendidly," she said, "and the army and the nation have reason to be proud of the progress they have made. But sometimes one feels almost sorry that it has come. One reads of these gallant officers and pilots who are killed, and it seems a heavy price to pay. The new order of things brings many tears in the wake of success and enthusiasm."

From aviation the conversation turned to golf. The report that she was going to take up that exercise was true and untrue at the same time, she said, because she played it a great deal already when she was at her coast retreat of Belle Ile.

## Plans for Paris Season

Mme. Bernhardt then gave an outline of her plans when, a month from now, she will be back in Paris. She would open, she said, with "Lucrezia Borgia," Victor Hugo's play. "It will be the third time," she said, "that I have appeared in this play, which has not been revived for many years. It will begin on November 20, and promises to be a superb production. The models of two of the scenes have been sent to me here in London, and I am delighted with them. They are gorgeous, and just as wanted."

"After that I shall revive Rostand's 'Princesse Lointaine,' and I expect that M. Rostand will be coming over to London soon to see me on the subject."

After producing "Fedora" the great actress intended to conclude her London engagement with a two week's production of "Le Procès de Jeanne d'Arc." But she would not confess that because two weeks were to be devoted to "Jeanne d'Arc" she has any preference for that play. "I have no favorites," she said, "or, rather, the piece that I am playing at the moment is my favorite, to be immediately dethroned as soon as another role comes along. But I like the trial scene in 'Jeanne d'Arc' very much; as much as I like Hamlet. It is so simple and so direct in its appeal to the emotions. Everybody who sees the young girl fighting hopelessly for life with her grim and prejudiced judges must feel the emotion of it."

## At the Stage Door

And here the crowd in the "salon"—"all you young people" as the great Sarah called them—had the signal to retire while she changed the gorgeous Byzantine robes of Theodora for those of every day. But she had not finished with her admirers, and when ten minutes later she emerged from the stage door with a large picture hat covering those tresses from which a short time before she had plucked the jewelled stiletto of Theodora, there was a little crowd waiting to see her step into her motor car. Foremost amongst them was a young lady who attends every performance, afternoon and evening, and who always waits at the stage door afterwards for the great artist to appear, with a world of adoration in her eyes. And how few of us would take such homage so simply and unaffectedly as does the great Sarah, who, to put the interviewer at his ease, takes up the dagger of Theodora and shows him how she turns aside the blade when she stabs Marcellus through the heart; an action which she confesses gives her a little twinge of apprehension to this day.

The reason a man needs a lot of new clothes when he gets married is because they will have to last him a long time.—Galveston News

# Warcraft of the Skies

The melancholy wreck of the naval airship at Barrow has during the last few days been the chief topic of conversation in aeronautical circles, writes a correspondent of the London Standard. Those who do not believe in dirigibles have been anything but displeased with the event. In a few brief moments the unwieldy monster at Barrow seemed to prove beyond discussion all that the disciples of the heavier-than-air machines have been saying since the naval airship has been under construction. And those in this country who still believe in the dirigible, in spite of the long record of disaster with that type of flying machine, say that the wreck of the naval airship merely proves how badly that particular machine was constructed, and no more.

England has experimented comparatively little with dirigibles, but what experience she has had has been of the saddest and most discouraging kind. The big machines have come to instant grief, and the smaller ones do not count against the big scale on which experiments have been conducted in France and Germany. The Lebaudy airship, which made such a fine flight from Paris to Farnborough, collapsed at the moment she was entering her shed immediately after the completion of the voyage. After some months of work on her she was brought out again, and collapsed on a housetop at the first flight. The Clement-Bayard, which had preceded the Lebaudy in a flight from France to England, has done nothing since. It completed its journey to Farnborough on wagons, and the great shed on Wormwood Scrubs, which cost £10,000, remains untenanted, and a monument to what might have been. The history of the naval airship is fairly well known. She has been building for some two years, has cost a great deal of money—nobody quite knows what £50,000 or so—and broke in two as soon as she emerged from her haven of steel. Such is the story of the first "cruiser of the air" built in England.

## France's Verdict

In France the wreck of the British naval dirigible has passed almost unnoticed; people are occupied there with a much greater naval catastrophe. But there is no doubt about what France thinks on the subject of dirigibles generally. Two years ago the Minister for War, at that time the late General Brun, received a "dressing down" by the Senate because he had not got many dirigibles as Germany. This was just after the disaster to La République, in which the crew of four were killed on the spot. But France cares nothing for dirigibles now. The whole-hearted national support which for a year and more has been solid behind the aeroplane has been further strengthened by the great success of the aeroplanes in the army manoeuvres which have just finished. This is how M. Charles Humbert, the well-known senator, who followed the manoeuvres, writes on the subject of the aeroplane versus the dirigible:

"Naturally this experiment on a great scale of every method of aerial locomotion has furnished a decisive opportunity to compare the respective values as engines of war of the 'lighter than air' with the 'heavier than air.'"

"If the dirigible could still count in the army a few sturdy supporters I imagine that it must have lost them during the past week. Even in the most favorable atmospheric conditions the dirigible does nothing that cannot now be done by the aeroplane much more quickly and at less cost. Nobody will contest the splendid services that have been rendered by the aerostatic corps, but it is time to recognize that the 'lighter than air' seems to have accomplished all that it can ever hope to do."

"Costly to a degree, both in construction and upkeep, extremely fragile, and at the same time of such enormous dimensions that it is not possible either to leave it in the open air or to find it any shelter apart from the places specially constructed for it; needing such apparatus for refilling it with gas that the operation becomes almost an impossibility away from the usual base, the dirigible seems, the more one sees of it, to offer an extreme vulnerability to the projectiles of the adversary. In a word, it is out of date. Perhaps the ordinary spherical balloon may in the future be useful as a 'school of altitude' for aviation pupils, but that is all we must expect from the 'lighter than air.'"

## Germany's Policy

M. Humbert's opinion, with but little exception, is that of the French army and of France. In England the great mass of opinion is certainly on the side of the aeroplane and against the dirigible. Aviation has undoubtedly made strides in England, whereas aerostation has not advanced a foot. The comments of those well known in the aviation world on the subject of dirigibles generally and on the way in which the naval airship has been built in particular are not lacking in vigor. But the dirigible, in spite of its many misfortunes in England, France and Germany, still has strong supporters in England, as Baron Roenne has found, whose proposed invisible airship was described in these columns two days ago. Baron Roenne, although he flies an aeroplane, thinks that the lighter than air machine is much superior to the heavier than air. Against the long series of airship disasters in Germany he puts the big list of fatalities with aeroplanes, and, above all, points to the fact that the Schwaben, the latest and biggest Zeppelin, ran during July, August and September a highly profitable passenger service without any kind of mishap. The British naval airship, he points out, broke her back as soon as she emerged from the shed simply and solely because the weight was

badly and unevenly distributed. He has great hopes of England, and, as to Germany, he says that she intends to go on building Zeppelins, whatever France may think or do. So that we have the nations sharply divided on the subject of the conquest of the air. France "plumps" for aeroplanes, Germany still believes in the huge lighter than air cruisers, England is nibbling at both. It is our accustomed spirit of compromise, and we may yet find that the national trait will serve us well in this, as in so many other respects.

## PAMPARED BABIES OF THE RICH

There never was a time when so much money was spent by the very rich on their babies as is the case today.

The best cot blankets, for example, fifteen or twenty years ago, could be purchased for \$10 or \$15—the richest people never thought of paying more. But nowadays the child of great wealth reposes in hand-woven Russian blankets of a peculiarly soft and fine quality that cost from \$50 to \$75 apiece.

The cots themselves in some nurseries cost a small fortune. Antique cots are extremely fashionable today, and a genuine specimen of a sixteenth or seventeenth century carved wooden cot might cost anything from \$5,000 to \$10,000, according to its shape or design.

Every night the baby heir to one of the wealthiest peers in England reposes in a cot for which an American millionaire offered the baby's father \$60,000; the cot is four hundred years old, is made of oak, and is beautifully carved. It has been in the peer's family for the last three hundred years.

The modern cot, with its carved gilt posters and lace curtains, is much cheaper than an antique one, and can be bought for about \$1,000.

To these expenses may be added the cost of real down pillows, at \$25 each; the finest linen lace-edged sheets, at \$70 the pair; and hand-worked coverlets, at \$30 to \$35. Nurseries nowadays in the houses of the very well-to-do are fitted with bathrooms for the special use of the babies.

The baths are lined with the finest marble, and inlaid with quaint designs for the entertainment of the little bathers when getting their morning and evening tubs. There are baths in some nurseries in London which cost from \$500 to \$1,000, according to the quality of the marble and inlaid work.

Then there are, of course, special bath soaps at 75¢ a square, which suffice for one bath only and soft "baby" bath towels, that cost \$10 apiece.

"But, though the children of the very rich nowadays are reared amid greater luxury and splendor than ever were, these little heirs to great wealth are not specially to be envied whilst they are in the nursery, at all events."

One of their trials is the burden of clothes that is heaped upon them. From the day of its birth the child of great wealth is nowadays half smothered in lace and silk. And the fact that the lace may cost \$250 a yard, and the finest spun silk about \$100, does not lessen the burden.

A well-known doctor informed the Press that some time ago the infant son of a wealthy financier was brought to him suffering from convulsions. The baby arrived attended by two nurses. He was wearing a magnificent lace and silk robe that cost at least \$500. The garment buttoned round his neck, and the weight of it hanging from his neck had brought on the attacks of convulsions.

"This luckless child of wealth had a rattle in his hand, made of gold and ivory, that certainly did not cost less than \$500."

"But there is many a child," said the doctor, "whose parents cannot afford to pay more than a penny for a rattle, whom this baby millionaire might have envied."

## QUEEN MARY WILL WEAR THE KOH-I-NOOR AT THE DURBAR

At the coming Durbar ceremonial Queen Mary will appear in the same robes and crown that she wore at the Coronation, but to the gems in the crown has been added the famous Koh-i-noor, out of compliment to the Indian Emperor.

The marvellous gem crowned the head of an Indian Emperor 5,000 years ago. It passed from one Imperial line to another, until it became the treasure of the Punjab, and then fell into the hands of the English, who sent it as a trophy of conquest to Queen Victoria, thus giving point to the Indian saying that "Who holds the Koh-i-noor holds India."

In India the superstition obtains that if the diamond is worn by a man dire disaster will befall him, while if the wearer be a woman fortune will shine upon her for the rest of her days.

So strong is the belief in this legend that when it was announced that the late King Edward intended to have the gem set in his crown many leading Indians petitioned His Majesty to give up the idea.

The result was that the Koh-i-noor instead of appearing in the King's crown was mounted in Queen Alexandra's diadem. It has now been transferred to the crown of Queen Mary.

"How did you happen to lose out?" "Some of my misguided friends got up an automobile procession for me," explained the candidate. "Most of the voters, however, have no automobiles."—Kansas City Journal.

Potatoes that show a violet tint as said to be the highest in nutritive value.

# An Important Sale of 200 Women's Coats in Tweeds and Plain Cloths---The Best Values We Have Offered so far This Season

## Women's Gloves--Big Reduction Today

**75c VALUES FOR 50c**  
500 Pairs Glace Kid Gloves, in colors navy, slate, green, red, beaver, brown and tan. Two-clasp length, and regularly sold at per pair, 75c. On sale today at ..... **50c**  
**\$1.25 VALUES AT 75c**  
500 Pairs of Glace Kid Gloves, pique sewn and two-clasp length. Colors beaver, tan, brown, slate, navy, green, white and black. Regularly sold at \$1.25 a pair. On sale today at, per pair ..... **75c**

## New Shirt Waists at Prices Hard to Beat

**Delaine Shirt Waists**, in cream and brown, are plain tailored, have box pleat down centre, with covered buttons showing through, and three wide tucks on either side. Link cuffs and detachable soft collars. All sizes. Price each ..... **\$1.50**  
**Lustre Shirt Waists**, in colors black, navy, cardinal and reseda green. Have box pleat down the front and clusters of pleats on either side. Per garment ..... **\$1.50**  
**Flannelette Waists**, in very fine shepherd's checks, fastening down the left front and trimmed with black pipings. They have long sleeves, link cuffs and high detachable collars. Per garment ..... **\$1.00**

Value \$35.00 for - **\$23.75**  
Value \$25.00 for - **\$14.75**  
Value \$17.50 for - **\$9.75**

**TODAY**

Today we will demonstrate our three-store buying powers by offering a special purchase of 200 Women's Long Coats in heavy tweeds and plain cloths at prices much below their real value.

There is such a diversity of styles and colors to choose from that it is impossible to describe them all with any degree of satisfaction; but you can depend on finding a garment that will please you.

**AT \$9.75** there is a large selection of Heavy Tweed Coats, chiefly in browns, greys and green mixtures, also a few in plain cloths. They are semi-fitting, have notched revers, storm collars, patch pockets, and are trimmed in a variety of styles, and include values to \$17.50.

**AT \$14.75** there is a large assortment to choose from, including values up to \$25. These are amongst the most popular coats of the season. They come in brown, green and grey tweed mixtures, some reversible with plain roll and military collars, also with collars inlaid with velvets or satins, while a few are in plain navy blue or green venetian cloth in smart tailored styles.

**AT \$23.75** you can have your choice from some of the smartest models of the season in tweeds, venetian cloths, and diagonal coatings, valued at \$35 a garment. We consider that this line includes some of the best values that we have offered so far this season.

## Flannelette Garments for Women

**Flannelette Skirts for Women**, made of soft white flannelette, and finished with a tucked flounce. Price ..... **65c**  
**Women's Gowns**, made of soft white, pink and blue flannelette, generously cut. Special ..... **65c**  
**Women's Gowns**, made of heavy flannelette, in colors pink, blue and white. The yoke is neatly tucked and set with insertions. All sizes. Price ..... **\$1.00**  
**Women's Gowns**, made of extra good quality flannelette, in O. S. Special ..... **\$1.25**  
**Women's Gowns**, made of heavy white flannelette, with handsomely embroidered yoke. Price ..... **\$1.75**  
**Underskirts**, made of good quality flannelette, with a soft finish. Colors pink, blue and white. All made with deep flounce. In sizes 30, 32 and 34. Price, per garment 50c  
**Night Gowns**, made of extra good quality flannelette. Large sizes. Price ..... **\$1.75**  
**Women's Drawers**, in white and pink flannelette of fine quality, and finished with frill of same. Price ..... **50c**  
**Women's Drawers**, of soft white flannelette and finished with frill of embroidery. Price ..... **65c**  
**Women's Drawers**, made of heavy flannelette, extra O. S. .... **75c**

## Men's Dressing Gowns, House Coats and Knitted Vests

**EXCELLENT QUALITIES AT REASONABLE PRICES**  
Our display of Men's Dressing Gowns and House Coats has never been so complete or included such remarkable values as at present.  
The materials include brocaded silks, merino wools, fancy elderdowns, meltons and chevions, in a great variety of colors and designs. Made up in the newest styles and trimmed with fancy cords and braids.  
We invite you to inspect them. They are warm, durable, comfortable, and make excellent gifts for men. A price and a style to please all. From \$25 down to **\$4.75**.  
**Men's Knitted Vests**, made up in all the newest patterns and shades. They button close to the neck and are an ideal garment for winter wear. They are made of good worsted, are knitted back and front, and may be had in all sizes from 35 to 44. Prices range from \$3.50 down to ..... **\$1.75**

## Saturday in the Boot and Shoe Departments--Special Attractions

**Men's Bluchers**, made of good box calf. Have medium or heavy weight soles, and are regularly sold at \$3.00. Special for Saturday ..... **\$1.95**  
**Boys' Boots**, Blucher style. Made of strong box calf and neatly finished. These shoes are remarkable values; are strong, durable and comfortable. Sizes 1 to 5 per pair \$1.50, sizes 11 to 13 per pair \$1.25, and sizes 8 to 10 1/2 per pair ..... **\$1.00**  
**MEN'S BOOTS AT \$3.50 AND \$4.00**  
At these prices we are carrying one of the largest and most inclusive stocks that we have had for a very long time. There is such a variety of shapes to choose from that it is hard to tell you what they are like in this advertisement, but we invite you to inspect the goods, and if they don't appeal to you as the best values that you have seen, you will not be pressed to make a purchase. You can choose from a wide range of styles in tan and black, many in the new waterproof leathers.  
All sizes at these prices, \$4.00 and **\$3.50**.

## Wrappers and House Dresses in Prints and Gingham

We have just received a shipment of house dresses and wrappers made of good gingham and prints. There are several styles to choose from, some with Dutch necks and short sleeves and others with long sleeves and high necks. The colors include blues, black, brown, red and pink in stripes, checks and a variety of neat small designs, some trimmed with bands of plain chambray and others of a plainer order. Every garment represents splendid value, and all sizes may be had up to 44 at the bust. Prices \$2.50 down to **\$1.35**.

## 35c Veilings for 10c Saturday

On Saturday we will offer for sale 500 yards of Fancy Veilings, in all the leading shades and worth 35c a yard, at ..... **10c**

## Hosiery Department--Specials for Saturday

**Women's Cashmere Hose**, in all sizes, plain black, fast color, per pair ..... **35c**  
**Fancy Lisle Hose**, for women, a variety of colors to choose from. Per pair ..... **12 1/2c**  
**Boys' Hose**--1-1 rib, plain cashmere, fast colors and good value at, per pair ..... **25c**

## Coatings and French Delaines--The Newest at Popular Prices

**French Delaines**, in dark and light ground shades, fancy border designs. A good range to choose from, at 65c a yard and **50c**  
**Blanket Coating**, in colors cardinal, navy and brown. An excellent quality. 54in. wide. Per yard ..... **\$1.00**  
**Blanket Coating**, in fancy mixtures of grey, fawn and green, 54in. wide. Per yard **\$1.50**  
**Coating Serge**, in colors scarlet, navy, moss, green and cream. All 54in. wide, and a superior quality. At, per yard ..... **\$1.75**  
**Reversible Coatings**, in tweed mixtures and plaid designs. A fine range of colors to choose from in this lot, 54in. wide. Per yard, \$3.50, \$2.50 and ..... **\$2.00**

## Women's Underwear Superior Qualities at Moderate Prices

**Women's Underwear**, in white and natural. Vests with long sleeves and high neck, drawers to match. Per garment, \$1.25 and ..... **\$1.00**  
**Women's Vests**, in white only. Have high necks, long sleeves, and are made of a beautiful smooth finished mixture of wool and cotton, just sufficient cotton being used to give the garments a far better wearing quality and to prevent shrinkage. Per garment ..... **75c**  
**Women's Vests**, with high necks and long sleeves. A heavy grade of ribbed underwear that comes in white and natural colors. Per garment ..... **50c**

## An Important Sale of Trimmed Hats at \$2.50, \$3.75 and \$5.75 Saturday

These are mostly Gage Outing Hats, and come in such a diversity of styles that it is impossible to accurately describe them in this advertisement, so we refer you to our window display on View Street. They are all the very latest modes of the season and are, beyond all doubt, the best values that we have offered this season.  
Prices--**\$2.50, \$3.75 and \$5.75**.

## Men's Underclothing at from 1-3 to 1-2 Usual Price Today--The Stock of Messrs. Pauline & Co., Yates Street, Purchased at a Great Saving

We have been fortunate in securing the whole of the stock of Men's Underwear carried by Messrs. Pauline & Co., who are retiring from business, at a much lower rate than we expected. This enables us to place on sale today, some of the best values that we have had for a long time, many of the garments being offered at less than half-price, while not a single garment will be sold for more than two-thirds of its regular value.

**Undershirts**, in plain or stripe sanitary wool, fleece lined. Sizes 36, 38 and 40. Worth 50c and 75c a garment. Special today ..... **25c**  
**Penman Brand Shirts and Drawers for Men**, medium weight, light and dark natural wool mixture, soft finish. All sizes, and worth 75c a garment. Special Price today ..... **50c**  
**Penman's Shirts and Drawers**, heavy, elastic rib, natural color, all sizes and worth \$1.25 a garment. Special ..... **50c**  
**Lamb's Wool Shirts and Drawers**, heavy weight, natural color, pure wool. Sizes 36, 38 and 40. Worth \$1.50 a garment. Special today ..... **75c**  
**Lamb's Wool Drawers for Men**, medium weight. Sizes 36 and 38 only. Good value at \$1.25 per garment. Special today **75c**  
**Lamb's Wool Shirts**, heavy quality, dark tan. Sizes 36 and 38 only. Regular \$1.25 a garment. Special today ..... **75c**

**Men's Shirts and Drawers**, in heavy lamb's wool. Shirt size 36 and drawers size 34 only. Shirts are double-breasted and double-back. Drawers are double, and worth **\$1.50** a garment. A bargain if you require these sizes at, per garment ..... **\$1.00**  
**Men's Shirts and Drawers**, heavy natural wool, elastic rib. The shirts are double-breasted and come in sizes 36, 38, 40 and 42. Regular values \$1.50 a garment. Special Sale Price ..... **\$1.00**  
**Shirts and Drawers**, in medium and large sizes only, made of very heavy lamb's wool in natural color. Regular value \$1.50. Special today ..... **\$1.00**  
**Light Weight Shirts and Drawers**, made of fine natural wool, are three-quarter length, shirts have long sleeves and come in sizes 36, 38 and 40 only. Regular \$1.50 values. Special today ..... **\$1.00**

## Rubbered Silk Raincoats, for Men \$17.50 Values Today \$10

Here is an opportunity to purchase a good Rubbered Silk Raincoat that will prove to be particularly useful this Winter.  
They are absolutely waterproof and extremely light--the whole garment not weighing more than 1 1/2 lbs.--and can be rolled up small enough to carry in your pocket without risk of cracking or splitting the garment.  
They are all made of heavy, pure silk twill, all the seams are double sewn with silk, and after the garment is finished it is rubberized by a process that makes it absolutely waterproof and reliable.  
Our buyer claims that it is impossible to speak too highly of the excellent qualities of these garments or of their advantages over the old-fashioned heavy oilskins. The fact is that we have too large a stock and propose to advertise the garments by disposing of a quantity at less than cost price today.  
Regular \$17.50 values for **\$10.00**.

## Oriental Rugs and Art Curtainings at Tempting Prices Today

**Oriental Rugs**, in a variety of rich designs and very attractive colors and a variety of sizes up to 7 x 4ft. These rugs will last a lifetime and retain a good appearance. Prices ranging from \$60 down to ..... **\$9.75**  
**Printed Curtaining**, in a variety of handsome designs and rich colorings. Many have neat border effects and are 40in. wide. Good values at, per yard ..... **25c**  
**Cretonnes**, in a variety of rich designs and colors. Are 30in. wide. Per yard ..... **35c**  
**Spot and Figured Curtaining**, 36in. wide. Have neat little designs and good values at, per yard ..... **20c**

## Useful Baskets--Priced Low Today

**Laundry Baskets**, made of heavy willow sticks, closely woven, are oval shape and have two strong handles. Various sizes, at the following prices: \$2.25, \$2, \$1.75, \$1.50, \$1.25, \$1, 90c and ..... **75c**  
**Market Baskets**, in various sizes, made of closely woven willow sticks, and have strong handles. Prices, according to size, 50c, 40c, 35c and ..... **25c**  
**Butchers' Baskets**, very substantial and various sizes. Price each, \$1.50, \$1.25, \$1 and ..... **75c**  
**Soiled Linen Baskets**, square shape, are a good heavy make, have cover and solid wood bottom, natural color, and come in a variety of sizes. Prices each, \$4.50, \$3.50 and ..... **\$2.50**

## HARDWARE DEPARTMENT

## Another Shipment of Fish Nets Just Arrived

These come in colors black, white, grey, pale blue and champagne, 42 in. wide. Make fine overdress. Per yard, **\$1.25**.

## Torchon Laces and Insertions

REGULAR \$1.00 AND \$1.50 PER DOZEN--TODAY, PER YARD, 5c

You can choose from a variety of designs either lace or insertion, made of pure linen and regularly sold at \$1 and \$1.50 per dozen yards. Today, per yard, 5c.

**David Spencer, Limited**

VOL. L. 500  
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