

The Colonist.

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THE SEMI-WEEKLY COLONIST

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VICTORIA ASSAILED.

We had about decided to pay no further attention to the attacks made upon Victoria by anonymous correspondents of the Yorkshire Post, but when the editor gives his sanction to the villainous falsehoods sent to him for publication, by appending footnotes to them calculated to convey the impression that they are true, we feel it our duty to give the matter further consideration.

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concealed influences, which might bring Canada within the verge of an annexation to the United States. He was very outspoken in his admiration of Canada and her resources. Lord Milner, as we think, reached a very accurate diagnosis of Canadian opinion on the points to which reference is made; but we are not very clear as to what he meant by the causes which may bring us towards annexation. This, we assume, is to be understood only as an expression of individual opinion. Lord Milner probably sees in the immigration movement from the United States, the strong commercial tides which set from one country to the other and the substantial unanimity of the people of the two countries on the Oriental question, causes which may tend to draw the two nations together politically.

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the duty of the people of this province who are as much citizens of the Empire as the people of the Dominion Premier, to express their views. We know of no other way in which public opinion can be expressed in the British Empire, except at an election of party by petition. The latter is a cumbersome and unsatisfactory way, and the former is always to be preferred, because it secures the presence in Parliament of men who represent public opinion, and whose views are not only expressed, but are also in human nature, and in proportion as the latter is improved so the former will be; but we venture to think that in the mean-while organized political parties, which are little more than rallying points for the electors, as they are in Canada, serve an exceedingly useful purpose.

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add very different to that which obtains in the United States, for in that country, as an almost invariable rule, states go the same in local and federal elections. It seems very clear that the majority of Canadians are not divided by lines of political demarcation with any great degree of precision. Issues count more with them than the claims of party, which it seems to us is a very excellent thing. We hear a good deal from philosophical observers, who are careful to keep on the outside of events, in regard to the objectionable features of party government. No doubt it is open to many serious objections, but so also is human nature, and in proportion as the latter is improved so the former will be; but we venture to think that in the mean-while organized political parties, which are little more than rallying points for the electors, as they are in Canada, serve an exceedingly useful purpose.

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Rugs and Squares Many New Beds Special Value



You Should See These Popular Floor Coverings

There are many reasons why rugs and squares are to be preferred as a floor covering, and it is hardly necessary to enumerate them here, for most every homekeeper knows of many. For those who live in rented houses we strongly advise the Rugs and Squares as being the most economical and satisfactory mode of floor covering. There is such a great range of sizes, you'll find no difficulty in finding one suitable to the size of any room. You can turn them around, and the wear is spread more evenly over the surface. Some are reversible, giving two wearing surfaces. There is no cutting and re-arranging should you move to another house.

ATTRACTIVE OFFICE DESKS Some Splendid Styles Now Shown

Every business man must admit that a well-furnished office is a good investment. The impression such an office makes on the mind of the prospective customer often means the "closing of the deal," whereas a makeshift desk and shabby chairs would have driven him away. With modern office furniture priced so fairly there isn't any reason why your office shouldn't be a "business bringer." We stock a range of desk styles such as isn't attempted by any other Western house, and the price range shows one especially well adapted for your own particular needs. See the desks and you'll appreciate the values.

Roll Top Desks in Golden Oak Many Styles

In Roll Top Desks, finished in golden oak, we show a wonderfully complete range of styles, and offer you some excellent values. Many sizes and many prices. Descriptions here would be of little value. The better plan is to see the desks. Shown on fourth floor.

Table with 3 columns of prices: \$25.00, \$45.00, \$110.00; \$28.00, \$50.00, \$125.00; \$35.00, \$55.00, \$140.00; \$40.00, \$60.00, \$150.00

Popular Flat Top Desks. Styles in Golden Oak

The Flat top Desk is a style that is very popular this year, and it has much to commend it. A handsome flat top desk lends tone to any office, and with these stylish desks offered at such little prices there isn't any reason why your office shouldn't have one. Here are a few prices, \$80.00, \$60.00, \$55.00, \$35.00, \$32.00, \$25.00, \$22.50 and ... \$20.00

Mahogany Finished Desks Early English Desks

If the other office fittings are of mahogany finish or similar, here is a desk style that is suitable. These two styles are good values. Each \$60.00 and ... \$56.00. We are showing some splendid new styles in early English finished oak. These are the latest creations. Prices range at, each, \$90.00, \$70.00, \$38.00 and ... \$36.00

THE "FIRST" FURNITURE STORE OF THE "LAST" WEST.—ESTAB. 1862 HOMES HOTELS CLUBS BOATS CHURCHES SCHOOLS STORES OFFICES SHOWROOMS: GOVERNMENT ST., VICTORIA, B.C. FACTORY: HUMBOLDT ST.

By the seems to can be n exist in ducing a case the verted in is much what it guage. is the li matter. This we scientific converters heat incer terial in ate water may rar these pr it may b at our c It may stances but not scientific nothing is. This original very nat say. From tions-w What a ancon tume, a have be air." W air not A singer wonder fingers sweeten with ite the pictu long ag and the weigh. tions ca main of rounded, as anyt rise it singer thousand the pict real as ferent r can be o books of French interest again the sealless its dept inspired by a some of these one su The qu there is itself w by a st stick is was a fanatics determin came of graphically wrong. do we v emotion we know accept namely in his p The native, as the shine a yet the exceedi being touched the ass that b cannot matters the so-ri consoci only w main i and myster Deity." Knowle which possibl

INTERNATIONAL RIFLE MATCH THIS WINTER

Marksman of United States and Great Britain to Compete
An international rifle match of unusual interest will be shot this winter under the auspices of the Society of Miniature Rifle Clubs of Great Britain and the National Rifle Association of America, says a Washington, D. C. exchange.

The Cost of a Panama Hat

Panama hats are made in Colombia, Peru, and Ecuador, but never in Panama. The value of a Panama hat is chiefly the cost of the labor expended in making it, for the value of raw material never exceeds 25 cents, and a well-made hat is worth 1.00 to 1.50.

AFTER RICH CLAIMS

Deal Reported in Which Sandon Mineral Property Will Change Ownership
Information reaches the Kootenai that the Canadian Consolidated Mining and Smelting Company after the big Sanborn property at Sandon, G. B. Ross is on his way there from Detroit to make the deal.

No Pain in Death

Death and sleep are both painless, according to Dr. W. H. Ayery, who has been the American Magazine, and cause neither fear nor anxiety by their approach. It is one of the most merciful facts of nature.

TOYO KISEN KAISHA MAY CHANGE TERMINAL

Report That Line May Be Diverted From Golden Gate to More Southerly Port
There is some talk of the Toyo Kisen Kaisha turning its steamers from their present San Francisco route to the West Coast of America, so as to form with a Mexican company a new line of communication at Tehuantepec, whence a railroad leads to the Gulf of Mexico.

STOCKS IN LONDON TEND TO WEAKNESS

Public Afraid of Political Surprises—Some New Issues Are Favored
London, Nov. 21.—The political controversies on the continent and the setback in American securities operating to check the optimistic feeling prevailing on the stock exchange, and during the past week price movements have been irregular.

HERE AND THERE

The speech of the chairman of the convention of school trustees which opened in Revelstoke on the 18th inst. shows that other cities are alive to the importance of the school grounds.

AN OFFICIAL TANGLE

Improper Registration Made Young French Unfit to Marry
Paris, November 21.—Six months ago a young man proposed to a young girl, and was accepted.

PRINCE AND APACHES

Young Bourbon Noble Put Two Paris Roughs to Flight
Paris, Nov. 21.—Without going to the trouble of hunting savages in the Rocky mountains, a Bourbon prince has found an opportunity of chasing Apaches in Paris.

CHRISTMAS PRESENTS

It is never too early in the year to begin to make Christmas presents, and just now there are many new ideas which may be picked up even during the morning walk.

FATAL AUTO ACCIDENT

Savannah, Ga., Nov. 21.—Turning sharply to the left to avoid a motor car, a horse-drawn carriage was crossing the street, when it was struck by the motor car.

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CANADIAN RECORDS ACCORDING TO C.A.A.U.

Toronto Body's Compilation of Records to Which Some Exception is Taken
A number of Victorians have asked for the official list of Canadian records in all standard and field events. The list officially compiled by Secretary Crow of the Canadian Amateur Athletic Union is as follows:

- 50 yards run—5 3-5 sec. Robert Kerr. (One M. H. A. record shows 5 2-5 sec.)
100 yards run—1 1-4 sec. Robert Kerr.
200 yards run—31 3-5 sec. P. J. Walsh, Robert Kerr.
300 yards run—1 min. 51 5-5 sec. G. H. Kilpatrick.
400 yards run—2 min. 26 3-5 sec. Irving S. Parkes.
500 yards run—4 min. 41 4-5 sec. George W. Orton.
1000 yards run—10 min. 49 2-5 sec. George W. Orton.
1500 yards run—17 min. 3-5 sec. George W. Orton.
2000 yards run—24 min. 59 sec. George Adams.
3000 yards run—37 min. 25 min. 42 2-5 sec. Tom Longboat.
4000 yards run—50 min. 23 hours 23 min. 11 sec. Harry Lawson.
5000 yards run—1 min. 45 sec. C. J. Skene.
6000 yards run—2 min. 13 min. 51 sec. George Adams.
7000 yards run—3 min. 25 sec. George Adams.
8000 yards run—4 min. 39 sec. George Adams.
9000 yards run—5 min. 45 sec. George Adams.
10000 yards run—7 min. 3-5 sec. George Adams.
11000 yards run—8 min. 21 1-5 sec. George Adams.
12000 yards run—9 min. 51 1-5 sec. George Adams.
13000 yards run—11 min. 51 1-5 sec. George Adams.
14000 yards run—13 min. 51 1-5 sec. George Adams.
15000 yards run—16 min. 51 1-5 sec. George Adams.
16000 yards run—19 min. 51 1-5 sec. George Adams.
17000 yards run—23 min. 51 1-5 sec. George Adams.
18000 yards run—27 min. 51 1-5 sec. George Adams.
19000 yards run—31 min. 51 1-5 sec. George Adams.
20000 yards run—35 min. 51 1-5 sec. George Adams.
21000 yards run—39 min. 51 1-5 sec. George Adams.
22000 yards run—43 min. 51 1-5 sec. George Adams.
23000 yards run—47 min. 51 1-5 sec. George Adams.
24000 yards run—51 min. 51 1-5 sec. George Adams.
25000 yards run—55 min. 51 1-5 sec. George Adams.
26000 yards run—59 min. 51 1-5 sec. George Adams.
27000 yards run—1 hour 3 min. 51 1-5 sec. George Adams.
28000 yards run—1 hour 7 min. 51 1-5 sec. George Adams.
29000 yards run—1 hour 11 min. 51 1-5 sec. George Adams.
30000 yards run—1 hour 15 min. 51 1-5 sec. George Adams.
31000 yards run—1 hour 19 min. 51 1-5 sec. George Adams.
32000 yards run—1 hour 23 min. 51 1-5 sec. George Adams.
33000 yards run—1 hour 27 min. 51 1-5 sec. George Adams.
34000 yards run—1 hour 31 min. 51 1-5 sec. George Adams.
35000 yards run—1 hour 35 min. 51 1-5 sec. George Adams.
36000 yards run—1 hour 39 min. 51 1-5 sec. George Adams.
37000 yards run—1 hour 43 min. 51 1-5 sec. George Adams.
38000 yards run—1 hour 47 min. 51 1-5 sec. George Adams.
39000 yards run—1 hour 51 min. 51 1-5 sec. George Adams.
40000 yards run—1 hour 55 min. 51 1-5 sec. George Adams.
41000 yards run—1 hour 59 min. 51 1-5 sec. George Adams.
42000 yards run—2 hours 3 min. 51 1-5 sec. George Adams.
43000 yards run—2 hours 7 min. 51 1-5 sec. George Adams.
44000 yards run—2 hours 11 min. 51 1-5 sec. George Adams.
45000 yards run—2 hours 15 min. 51 1-5 sec. George Adams.
46000 yards run—2 hours 19 min. 51 1-5 sec. George Adams.
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69000 yards run—3 hours 51 min. 51 1-5 sec. George Adams.
70000 yards run—3 hours 55 min. 51 1-5 sec. George Adams.
71000 yards run—3 hours 59 min. 51 1-5 sec. George Adams.
72000 yards run—4 hours 3 min. 51 1-5 sec. George Adams.
73000 yards run—4 hours 7 min. 51 1-5 sec. George Adams.
74000 yards run—4 hours 11 min. 51 1-5 sec. George Adams.
75000 yards run—4 hours 15 min. 51 1-5 sec. George Adams.
76000 yards run—4 hours 19 min. 51 1-5 sec. George Adams.
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82000 yards run—4 hours 43 min. 51 1-5 sec. George Adams.
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100000 yards run—5 hours 55 min. 51 1-5 sec. George Adams.

MR. ASQUITH'S SCHOOL

The Prime Minister of England Not Astramed of Early History
London, Nov. 21.—Mr. Asquith, the Prime Minister of England, may be a resolute man, but he is not a proud one, nor does he desire to hide his early history.

NEW PARIS SWINDLE

Architect Robbed Small Landholders By Clever Business Trap
Paris, November 21.—The newest swindle, in which many Parisians have been deceived, is that of a man who opened two offices, one in Paris and one in a provincial town, where he offered to build cheap houses for owners of small plots of ground in the suburbs, which were to be paid for by instalments.

FATAL AUTO ACCIDENT

Savannah, Ga., Nov. 21.—Turning sharply to the left to avoid a motor car, a horse-drawn carriage was crossing the street, when it was struck by the motor car.

STOCKS IN LONDON TEND TO WEAKNESS

Public Afraid of Political Surprises—Some New Issues Are Favored
London, Nov. 21.—The political controversies on the continent and the setback in American securities operating to check the optimistic feeling prevailing on the stock exchange, and during the past week price movements have been irregular.

HERE AND THERE

The speech of the chairman of the convention of school trustees which opened in Revelstoke on the 18th inst. shows that other cities are alive to the importance of the school grounds.

AN OFFICIAL TANGLE

Improper Registration Made Young French Unfit to Marry
Paris, November 21.—Six months ago a young man proposed to a young girl, and was accepted.

PRINCE AND APACHES

Young Bourbon Noble Put Two Paris Roughs to Flight
Paris, Nov. 21.—Without going to the trouble of hunting savages in the Rocky mountains, a Bourbon prince has found an opportunity of chasing Apaches in Paris.

CHRISTMAS PRESENTS

It is never too early in the year to begin to make Christmas presents, and just now there are many new ideas which may be picked up even during the morning walk.

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The Military Needs and Policy of Britain

FOLLOWING is the second article by Right Hon. H. O. Arnold-Forster, M.P., on "Our Military Needs and Policy": I am well aware that in certain quarters the statement of the plain truth about the Territorial Army is greatly resented, and any one who ventures to tell it is in danger of being held up for condemnation as a narrow-minded and unsympathetic person, whose views are partly the outcome of prejudice and partly of ignorance. I do not think, however, that the party I have referred to includes the most sensible officers and men of the force. It is composed, for the most part, of politicians and public speakers who regard the Army as they do everything else: simply as the raw material from which the weapon of party polemics may be forged. It is necessary to point out what are the limitations of the Territorial Force, because these limitations are constantly ignored. War admits of no shams, and, if the truth be told in time of peace, it will be too late to discover it in time of war.

But it would be a grievous mistake to ignore or to fail to do justice to the real merits and the great qualities which the Volunteer Force possessed and which they have retained under their new name. The force undoubtedly contains within it the best military material which the nation possesses. On the whole, the personnel of the force is not remarkable, but, if it were possible to select from it at will, some thirty or forty thousand men could, in all probability, be found who, in the matter of intelligence and physique, would equal, if they did not excel, the best troops in Europe.

What is true of the force as a whole is true also of the officers. The officers of the Territorial Force are at present, perhaps, its weakest point. It is inevitable that this should be so. A man who is compelled to devote the greater part of his time and energy to some civil calling must always be an amateur in regard to the military calling, to which he can only devote his leisure. Nevertheless, the business training, the intelligence, and the zeal of many of the Volunteer officers are so great that hundreds of them have achieved a very high degree of proficiency. Given some experience of leading men, these officers would in a very short time become equal, if not superior, to the average officer of the Regular Army. It would be idle to pretend, however, that the majority of the officers of the force possess these high qualifications. It is impossible that they should do so. The willingness of the men who compose the Territorial Force is remarkable and satisfactory. Within the limits of what is possible and compatible with their civil occupations, they are always prepared to perform their work with cheerfulness and good temper. It is true that in some respects the force is very sensitive, and that apparently small causes will cause individuals or large bodies of men to withhold their attendance or even to leave the ranks. The consequent uncertainty is a great disadvantage from the military point of view, but it is a perfectly natural outcome of the conditions under which the force serves. In the main, a civilian army must be governed by the affairs of civil life. That may be bad for the army viewed as an instrument of war, but it is inevitable; and to blame the members of the Territorial Force for being what they are and must be, would be arrogant and unreasonable.

Of the excellent spirit which has been shown by the public bodies and individuals who have been called upon to create and administer the Territorial Army it is impossible to speak too highly. The work done or attempted by the Lords Lieutenant and by the county associations has been an example of unselfish patriotism. The zeal which has been displayed is almost pathetic to witness. Despite the assurances of Ministers, despite the harangues of Mr. Murray Macdonald, M.P., and his friends, the conviction that all is not well, and that "the country is in danger," has become deeply rooted in the mind of almost every serious man and woman in this country. Everywhere there is a desire to help. The Government of the country, with great pomp and ceremony, has formulated a plan which it has declared to be essential to the safety and welfare of the State. It has invited the public to come forward and assist it in carrying out this plan. What can be more natural, what can be more creditable than that every patriotic man and woman should respond to the appeal? There are at this moment thousands of men who are doing their very best to support the Territorial Force, not because they are convinced that it is the best and most scientific instrument for defending the country in time of war, but because a responsible Minister has told them that he requires their aid in the service of the nation. Most of those who have responded to the invitation have taken the word of the Minister as a sufficient guarantee for the value of the service. And who shall blame them? In any country in which preparation for war was the subject of scientific method, the judgment of the War Department would be accepted without demur, and rightly accepted. Some there are, however, who are giving their service in doubt and with much misgiving. They know something of war, they know something of what real armies are, and their knowledge alarms them. Their case is truly a hard one. But, again, who shall blame them if, with doubting hearts, they perform the only service which it is open to them to render?

But if nothing but honor and gratitude be due to those who, with no reward, and meeting with little encouragement, are doing what they believe to be the nation's work, what are we to say of those who have demanded their services and have framed their tasks? The answer must depend entirely upon the view we take of the value of the work which all these loyal and worthy helpers have been set to do. If the Territorial Army be the true solution of our military problem; if the safety of the country will really be secured if the Territorial Army realizes the expectations of its creators, if all the energy and good will that are so lavishly offered bear fruit, then, indeed, no praise can be too great for a Minister and a department who have thus utilized the best qualities of our people for the highest service of the State.

But what if the solution be no solution at all, what if the weapon we are forging with so much care be one which will either rust for ever in its sheath, or which, if it be submitted to the clash of arms, will be shattered in our hand? In other words, what if all this zeal and good will has been diverted from the true service of the country in order to give a semblance of success to a scheme which has been framed without any regard for war, which conforms to no scientific principle, and which can produce no satisfactory result? To this last question the reader must supply his own answer. My part is simply to explain, and to provide the material for a judgment.

My own study of the problem of our national defence has led me to the conclusion that our military needs are perfectly clear and definite; and that, under no conceivable circumstances, can the Territorial Force, as at present designed, satisfy those needs. I propose to set forth as clearly as I can the grounds for my belief. It will be for my readers to decide whether or not I have reason on my side.

Let us see what our needs are. When we are quite clear upon this point, it will be comparatively easy to form an opinion as to whether our present organization is the one best fitted to meet those needs. It would be incorrect to say that there is absolute agreement as to what the real military needs of the nation are. On some points, indeed, there is practically no difference of opinion. Certain ground is common to all parties in the controversy which undoubtedly and unhappily exists; but outside this limited sphere of agreement there is much divergence of opinion; and of this divergence it will be necessary to say something.

It is a curious fact, however, that, although there is a considerable difference of opinion as to the nature and extent of the dangers to be

guarded against, there is, as far as I am aware, no party, no section which really favors the view that the dangers which threaten us can be effectively guarded against by the means which we have chosen to adopt. This is a singular and disconcerting reflection; but anyone who will examine the situation dispassionately will be compelled to admit that it is just.

All parties are agreed in believing that this country may be involved in war overseas. Since the Battle of Hastings we have been almost continuously at war, and not once have we had to engage in a serious conflict on our own soil. (Civil wars, of course, do not come into the question.) If experience teaches us anything, it teaches us that in the future, as in the past, the fighting of the British Army will be done across the sea. We have had to save India once; we may have to do so again. We have had to reinforce the action of the Fleet by military operations on the Continent of Europe, and we may have to do so again. We are bound by more than one Treaty to safeguard the neutrality of certain portions of Europe; it is not inconceivable that we may be called upon to make good our obligations by force of arms. For any one of these purposes we must rely in the future, as we have done in the past, upon the Regular Army acting in conjunction with the Navy. On this point we are all agreed.

But directly we go one step further we find ourselves face to face with a great difference of opinion. Some persons believe—and I admit that I am of the number—that, provided the Navy be maintained in a proper state of efficiency, the danger of invasion is not one which need be contemplated; and that, if the navy be not sufficient and efficient, no military precautions will avail to preserve the country from a crushing disaster.

This view was expressed with great force by the late Under-Secretary of State for War, Lord Portsmouth. "He himself," he told his hearers, "had never said, nor would any one outside a lunatic asylum suppose, that the Territorial Army would be equal to meeting unaided the trained and picked troops of the Great Powers of the Continent. If, however, we lost command of the sea, it would be quite unnecessary for any foreign Power with whom we were in conflict to invade us, for a people depending upon food supplies from abroad would very speedily be starved into a condition of submission." (Speech at Lewis, February 28, 1908.)

There are others who hold that, although what is called an "invasion force" is not to be anticipated, attacks by a limited number of selected troops, arriving in ships which will have eluded the vigilance of the Fleet, may

succeed in landing on our shores and doing great mischief. The party which believes in "raids" of this kind is a considerable one, and the theory has at times received official recognition. It should be said, however, that there are also many persons who believe that the same considerations which apply to the case of invasion apply to the case of a "raid," and who think that the true and only protection against a landing of any kind is the Navy. They do not all assume that the Navy is at the present moment adequate to afford the necessary protection, but they take the view that, if it be not strong enough, the proper course is to make it stronger, and not to spend money and energy upon the multiplication of land forces, which will be more costly and less effective than destroyers and submarines.

It is not necessary for the purposes of the present argument to combat, or even to question, the correctness of those who limit their belief to the possibility of raids. It is not my object to take part in what bids fair to be an endless controversy, but to demonstrate that, while we at present fail to provide against the one danger, as to the existence of which all parties are agreed, and are permitting incalculable injury to be inflicted upon the Regular Army; we are doing nothing whatever to cope with either of the two perils about the existence of which there is, indeed, some doubt, but which a very large section of the community believes to be real and pressing.

While, however, I propose to accept for the purposes of my argument two propositions which I believe to be unsustainable, and to assume that an invasion of this country is possible, and that a raid is not only possible, but probable, I think it just to point out that there is no evidence whatever that these views are accepted by the Government, or by the Committee of Imperial Defence.

It is, of course, impossible for a private individual to speak with certainty upon either of these points, and the extraordinary want of harmony between the two great military departments makes it difficult to draw inferences based upon the action of either of them. It is, perhaps, not fully realized that, at the present moment, the Admiralty and the War Office are pursuing fundamentally different and contradictory policies. On the theory that no port will ever be attacked, that no troops will ever be landed, that no hostile shot will ever be fired upon British soil, the Admiralty have deliberately destroyed the elaborate and perfect system of mine defences constructed with admirable skill by the Royal Engineers. They have wholly, or partially, dismantled the few ports we possessed; they have allowed the land defences of the great naval ports to be abandon-

ed. Many people will believe that Portsmouth, Plymouth, and Chatham are fortresses. It is a matter of every-day occurrence to see them so described in the newspapers. But they are nothing of the kind. There is not a gun or a round of ammunition in the whole of the landward forts, and the less said about some of the seaward forts the better. In other words, the Navy has definitely committed itself to the view that no landing is possible; that by naval means, and naval means alone, an enemy be prevented from setting foot upon our shores. To do the Admiralty justice, they have been thorough and logical in the application of their theory. There have been no half-measures. The naval authorities have committed themselves absolutely to the proposition that no force can land. Their action makes this certain. If in the opinion of the Board of Admiralty there were the remotest chance of an armed force landing in the neighborhood of our great naval ports, the policy they have followed and the attitude they have adopted towards General Owen's Committee would be almost criminal. If such a chance existed, the dismantling of the works which protect the naval ports was an act of insanity. But the Admiralty do not believe in the possibility of a landing, and are acting in accordance with their belief.

Meanwhile, the Army Council, so far as they can be said to be proceeding on any definite line at all, are acting entirely on the hypothesis that the Admiralty are entirely in the wrong. Our military policy not only does not harmonize with our naval policy, but is the direct contradiction of that policy. The Admiralty are positive that there will be no landing, and act accordingly. The Army Council are so certain there will be a landing that they are spending £4,000,000 a year, not to prevent it, but to neutralize its effect after it has taken place. On this point there is no room for doubt. To enlist 300,000 men and boys who, in the event of war, are by the terms of their engagement, and by the law of the land, tied to the soil of these islands, would be a crazy performance if its authors did not assume that fighting in this country was not only possible, but probable. Evidently, therefore, the War Office believe the Admiralty to be wrong.

It cannot be said that the Army Council are as logical in giving effect to their opinion as the Board of Admiralty. On the contrary, beyond just doing enough to prove that they do believe in the need for a home-keeping Army, they are acting exactly as if they were in entire agreement with the naval authorities. This very important and interesting fact is as yet very little understood by the public. It is worth while making some attempt to make it clear and its significance apparent. The Army Council undoubtedly do believe in invasion, and do not believe that the Navy can protect our shores, but despite their belief, they are taking no rational steps to safeguard the nation against the danger by which, in their belief, it is threatened. For it should be clearly understood that, given the object in view, the steps which the Army Council are now taking are not rational at all; they correspond with no theory; they satisfy no need; they furnish no guarantee whatever against defeat in war.

It is not to be wondered at that when those in authority act without principle, method, or consistency, the public, which naturally looks to its military officials for guidance, should be confused and bewildered. That the public is at the present time confused and bewildered is proved beyond all doubt by the fact that interest is entirely centred upon the Territorial Force, and that the official strategem by which the attack on the Army and the destruction of the Militia have been concealed has been perfectly successful.

LAST OF THE "IRISH KINGS"

Michael Waters, the "king" of Innishmurragh, a storm-beaten island about nine miles off the coast of Sligo, has died at his residence there, and his funeral was carried out with all the accompaniments of ancient Celtic ceremonial, the body receiving a final resting place in the ancient monastic establishment of St. Molaise and St. Colomkillie.

This event recalls a quaint survival of the old Irish clan system. The late "king" was actually ruler of the island, his eighty subjects accepting his word as law. He always acted with impartiality and justice and his decisions were never questioned. He was "king" for more than thirty-five years, having succeeded his mother as ruler, and he in turn handed his authority over to his son Michael.

The islanders, many of whom have never been to the mainland, make their living by fishing, and their life is arduous. There are no police on the island, all matters being settled by the "king"; there are no priests, and the people are never called upon to pay taxes.

The island is full of interest to the antiquary. The "castle" inhabited by the late "king" is situated near the landing stage and close to the ruins of an ancient town. The wall of the town varies in height from fourteen to eighteen feet, and it is broad enough to drive a cart around its top.

The interior of the enclosure presents a remarkable appearance, for there may be seen churches, cells, houses shaped like beehives, tombs, altars, a wishing stone and crosses. Within the old wall are three churches, and tradition has it that the monastery was the joint work of St. Molaise and St. Colomkillie during the latter half of the sixth century.

The World's Gold—A Book Reviewed

ONE of the most pathetic qualities of mankind is its dependence for economic comfort on the available amount of a metal scattered by Nature in a haphazard fashion up and down the frame of this planet, and extracted from its bowels with an expenditure of labor and capital that might have sufficed to provide humanity with an unthinkable quantity of real commodities and conveniences, says the London Times reviewing "The World's Gold," by L. de Launay, Professor at the Ecole Supérieure des Mines. Considered quietly and in a cloistered and academic atmosphere, the thing is so absurd that the theoretical economist will have none of it. The economic man, as imagined by his creators, does not care a straw about the quantity of gold or other circulating medium that may be available. "If we consider any one kingdom by itself," says Hume, "it is evident that the greater or less plenty of money is of no consequence, since the prices of commodities are always proportioned to the plenty of money, and a crown in Harry V's time served the same purpose as a pound does at present." This cheerful theory involves two enormous assumptions—one, that the price of everything is directly and immediately affected by changes in the amount of the circulating medium; and the other, that a change in the price of everything would be a matter of no importance, if it were due merely to a variation in the amount of money. The theory, in short, leaves out of count all those whose income depends on permanent or comparatively permanent contracts. If the amount of gold were doubled in Great Britain tomorrow, and if—as by no means follows—the prices of all commodities were consequently doubled, it certainly would not follow that the amount of money in everybody's pocket would be doubled. The weekly wage-earner, after a few distressing strikes, might succeed in making the desired adjustment; but salaries and professional pay would not move nearly so easily; and the Chancellor of the Exchequer would take a most virtuous stand on the sanctity of contracts if he were asked to double the amount of the interest payable on Consols. Moreover, this belief that an addition to the circulating medium necessarily and immediately raises prices has brought into being another school of thought which contends that variations in the supply of the precious metals are one of the most important factors in the progress of mankind. Sir Archibald Alison in his History of Europe attributed the decay of the Roman Empire to the contraction of the

circulating medium, and the reawakening of humanity to the discovery of the mines of Mexico and Peru. And thus theory, proceeding from the same assumption, arrives at two diametrically opposed conclusions, impelled by the taste and fancy of the theorizer. It is a subject on which taste and fancy can range unfettered by fact; for no one knows how much gold was in existence at any date given as the starting point, or how much has been produced since, or is being produced now, or how much is being absorbed by the arts and crafts, or, again, what are really the aggregate or average prices of commodities, since the most ingeniously devised Index Numbers can only be regarded as very interesting approximations. Other things being equal, it seems to be clear that an increase in the output of gold should cause a rise in prices by diminishing the buying power of the metal; but other things are seldom equal, and we have seen a decade in which the output was doubled and the prices of commodities, according to all available measurements, fell.

On the fascination exercised by gold, quite apart from money-grubbing vulgarities, there is no need to insist. The Greeks complimented the metal by applying the epithet golden to Aphrodite; every schoolboy, past or present, remembers the Horatian *fructus crederulus aurea*; and Ruskin has gone even further when he described gold as the "physical type of wisdom." This fascination goes far to account for the position which gold has won for itself as the only form of payment always and under all circumstances acceptable in economically civilized countries. Gold owes its importance to a convention, a sentiment, perhaps an absurdity; but its importance is thereby none the less real. In "The World's Gold," M. de Launay discusses the problems concerning the physical type of wisdom which are at present exercising those who attempt to peer into the economic future and draw inferences concerning the probable result of the great increase in the output of gold, which is one of the remarkable features of modern mining industry. He is exceptionally equipped for this task, being gifted at once with technical and scientific knowledge of the subject, and with the imagination and insight so essential to the handling of such a problem, and so apt to be killed by technicalities and science. He has been fascinated by his subject to an extent which sometimes dazzles his vision, as, for example, when he asserts that "gold is wealth and the whole of wealth." But these lapses are rare; if M. de Launay merely means that gold can be ex-

changed for any other form of wealth, he cannot be gainsaid, but he is expressing a truism so obvious that it seems out of place in his lively pages. He tells us all about the geological aspect of the question, the distribution of gold throughout this globe, the historical progress of mining by which the richer deposits are exhausted, and mankind has to fall back on rock which it would once have thought barren, and turn it, by improvement in mining practice and processes of extraction, into payable ore. So great and so recent has this improvement been that, "if we consider the greatest present gold-producing regions—the Transvaal, Kalgoolie in West Australia, and Cripple Creek in Colorado—we see that in no case would profitable working have been possible thirty years ago." And having taken us through these scientific aspects of the matter, M. de Launay proceeds to a very interesting chapter on the "economy of gold," the title of which would perhaps be more correctly expressed as the economic aspect of gold. In this he discusses the possible economic effects of the great increase in the output which his previous pages have shown to be likely to be maintained, at least for the next thirty years. He brings to this question the quality most essential for its profitable discussion—namely, a recognition of the infinite complications which make it dangerous to dogmatize about it. He seems to incline to the view that the causes which have hitherto made the demand for gold keep pace with the increased output will probably continue, and that he does not endorse the common theoretical assumption that the increased output must necessarily result in a decline in the rate of interest, and a rise in general prices. It should be noted that the book contains several inaccuracies, or misprints, and no index.

Ten years ago the Canadian Northern railway possessed 100 miles of railroad, three locomotives, 80 cars, and 20 employees. At the present time the company possesses 3,345 miles of lines, 227 locomotives, about 9,000 cars, and employs 10,700 men. This is one of the evidences of the expansion of the Canadian West during the interval.

"Hurry up, Tommy!" called mother from downstairs. "We're late now. Have you got your shoes on?"

"Yes, mamma—all but one."—Everybody's Magazine.



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The Victoria Collegiate School Cadet Corps

A GOOD DEAL has been written of late about the armed forces of the Dominion, and much has been said about our citizen soldiers one way and another, yet there is another branch of the armed forces of which we hear very little, and see even less, the branch referred to is that formed by the Cadet Corps of the Dominion, and there are at the present time something like 160 Cadet Corps in existence, some of them are formed into Battalions of four or more companies, one Battalion having ten companies; there is also more than one corps of Mounted Cadets, and one Engineer Corps, but the majority consists of only one company of Infantry, establishment somewhere between 40 and 50 strong.

In the province of British Columbia there are six Cadet Corps, distributed as follows: No. 101, Vancouver College at Vancouver; No. 108, Victoria Collegiate School at Victoria.

No. 112, Victoria College at Victoria.
No. 160, Rossland School, at Rossland, B.C.
No. 170, University School at Victoria.
No. 177, Armstrong Cadet Corps at Armstrong, B.C.

As will be seen, the headquarters of three of the above Corps are in the city of Victoria, but so little is known of them that we might almost think there are no Cadets in existence. The Senior Corps in the city is No. 108, the one we purpose to deal with at this time, and we trust in giving a brief sketch of this particularly smart Corps of school-boys, we shall be placing before our readers something new and interesting.

No. 108 Cadet Corps owes its origin to the energy and untiring exertions of the Head Master, Mr. J. W. Laing, M.A., and is formed by the scholars of the Victoria Collegiate School, an educational institution of this city which is well-known throughout the length and breadth of the province, and even beyond its borders.

Any one not well versed in military matters may be inclined to think that the Cadet Corps are merely play and pastime; but we would remind those that think so, that they are very wide of the mark; if such a state of things did exist in other corps, which we greatly doubt, we are most positive in saying that nothing of the sort exists in No. 108, for as regards the discipline in this Corps, it would be hard to beat it even among regular soldiers. True, they are only school-boys, and every one knows that all strong, healthy school-boys are full of frolic and fun, as they should be, but once they don their uniforms, they become soldiers in every sense of the word, subject to proper military discipline, and they take a great pleasure in moulding themselves into soldiers.

The Cadet Corps are under the orders of, and are governed by, the Department of Militia and Defence of the Dominion, the appointment of all officers in the cadets are made by the order of the Minister of Militia, the officers of the Corps being selected from the scholars. The origin of No. 108 dates away back to the 2nd of May, 1904, and ever since its formation it has forged ahead until, it is safe to say, it enjoys the enviable reputation of being one of Canada's smartest and most efficient Cadet Corps.

The first members who signed the roll and signified their willingness to join the Cadet Corps are as follows, and among them several names are well-known in this city: W. C. Todd, E. D. Todd, A. Pitts, H. J. Phair, W. Busk, W. B. McConnell, A. P. Bennett, P. McQuade, E. M. McQuade, H. E. Wake, R. Hill, H. P. C. Walker, W. H. Munsie, F. C. Pauline, C. M. Spencer, A. H. Spencer, D. Martin, C. E. Martin, D. Galt, A. S. Hanham, R. B. Barnes, R. F. Barnes, G. B. Blizard, R. Stirling, H. Y. Stebbins, W. H. Cameron, E. Parry, F. Placé, J. Place, J. Peters, C. H. Perry, S. Crowder, N. B. Seabrook, C. T. Drake, V. M. Lawson, C. Holden, C. Harrison, A. Newcombe, J. Pinder, L. Bell, B. Combe, A. Raymur, H. Stoddart, W. J. Cole, P. H. Stebbins, G. S. Davys and W. G. Cook.

The first officers in the Corps were Captain A. M. Bell, and Lieutenants P. Stebbins and W. McConnell.

The Corps now being duly formed with its officers, and a proper complement of non-commissioned officers, it was necessary to have a drill instructor, and a very capable man was found in Sergeant J. Caven, of the Fifth Regiment, C.G.A., who was appointed to the position, and the Cadets were drilled twice a week.

Uniforms were now provided for the Cadet Corps, consisting of dark blue serge Norfolk suit of jacket and knickers, with adjustable scarlet shoulder-straps, blue putties, and blue forage cap with a yellow band and button on top of crown, and a chin strap.

These forage caps were shortly afterwards changed for a blue cloth field-service cap regulation pattern, with yellow lace and two brass buttons in front.

On November 22, 1904, the Cadet Corps was supplied with the following arms and equipment from the Ordnance Department at Victoria, B.C.: 50 Martini-Henry rifles, 50 bayonets and scabbards, 50 black leather waist-belts, 50 black leather ammunition pouches, 50 black leather frogs, 50 black leather rifle slings.

On April 26, 1905, Sergeant R. O. Clarke, Fifth Regiment, C.G.A., was appointed drill instructor to the Cadet Corps, vice Sergeant J. Caven, resigned.

On March 28, 1905, authority was granted to exchange the black leather equipment of

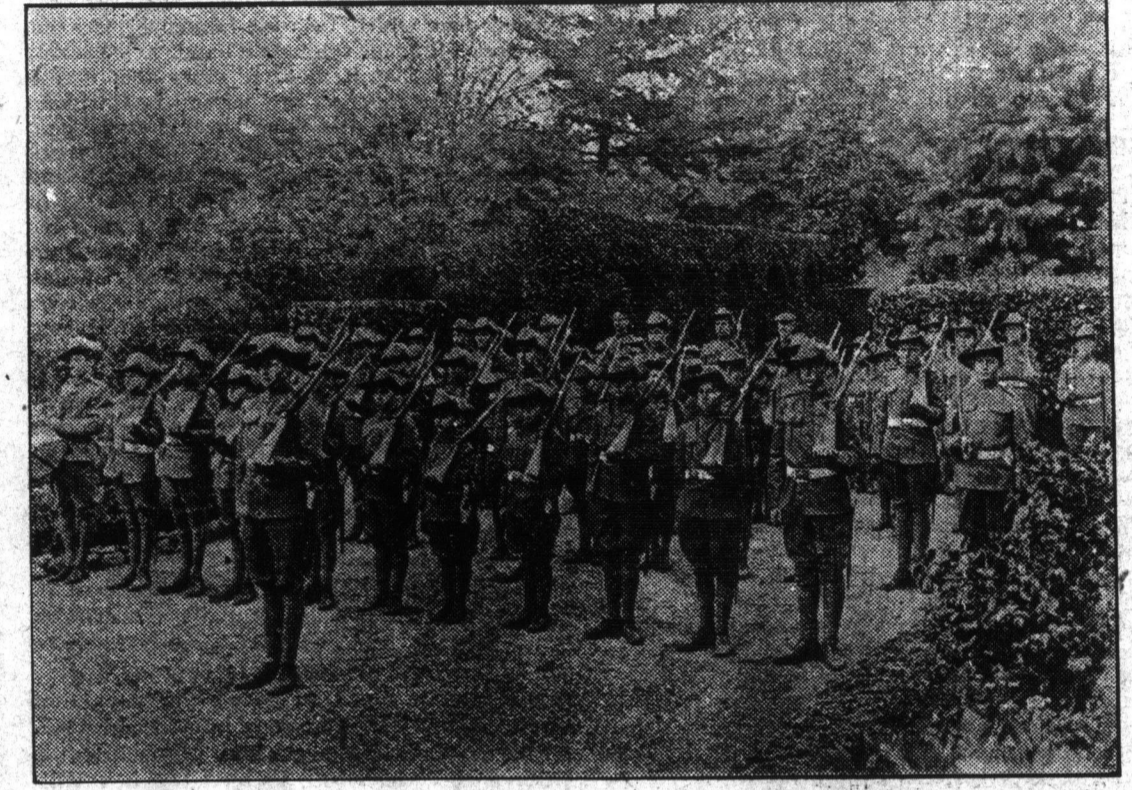
the Cadet Corps for white buff leather, which was carried out on May 28, 1905.

The officers of the Cadet Corps were now supplied at the expense of the school, with white leather waist-belts with sword slings attached, also regulation swords, and a white leather cross-belt with black patent-leather pouch for the captain.

The annual inspection of the Cadet Corps took place on Friday, June 14, 1906, on the school recreation grounds. The Corps paraded

was when it was called upon to form a Guard of Honor to His Excellency the Governor-General upon the occasion of his visit to Victoria in 1906. A reproduction of the account will bear repeating.

"The Cadet Corps paraded under arms at 2 p.m. on September 14, 1906, for the purpose of taking part in the Guard of Honor formed by the Fifth Regiment, C.G.A., on the occasion of the visit of His Excellency the Governor-General of Canada.



46 strong, all ranks under command of Captain L. A. Wilmot, with Lieutenants Barnes and Wilkinson. Captain P. Elliston, R.C.A., was the inspecting officer who performed the duty for Colonel J. G. Holmes, D.O.C., M.D. 11.

The company was formed up in two ranks and received the inspecting officer with a "General Salute" presenting arms. The ranks were closely inspected, and great praise was given the boys for the very smart and clean manner they had turned out, everyone being in uniform, with the accoutrements polished up and looking very neat.

The company marched past with fixed bayonets, which was very creditably performed, after which they were formed into sections and went through several movements.

Skirmishing was next carried out, and a plan of attack was formed by the inspecting officer, the sections opened out in extended order and advanced in rushes, firing rapidly until within 100 yards of the enemy, when bayonets were fixed and the final assault made by a brilliant charge, which brought the inspection to a close.

Captain Elliston very highly complimented the whole of the Cadets, and in particular Captain Wilmot for the efficient manner and ability he had shown as a commander.

The foregoing account of the inspection of this particularly smart Cadet Corps will show at once that although they are only school-boys, their military training is in no way neglected, and they get every bit as much training as the majority of any regiments of the active militia.

The Cadet Corps sustained a severe loss at the end of the summer term, 1906, when Captain L. A. Wilmot retired from the Collegiate School, thereby resigning his commission. It was remarkable how young Wilmot, a school-boy of 16 years, had learned his drill and acquired the knack and ability of commanding without shyness or hesitation, so common to boys placed in such a position.

A further proof of the high standard of efficiency gained by No. 108 Cadet Corps



and after a short rest returned to the school for dismissal.

"By the repeated remarks of admiration expressed, it was conceded by all that the Victoria Collegiate School Cadet Corps No. 108 earned for themselves on that occasion a reputation fitting them to rank as second to none to any cadet organization in the Dominion of Canada.

"It is no idle exaggeration to speak thus, for a glance at the following letter will readily bear out this statement:



From Left to Right, Back Row—Drummer F. G. Sherborne, Sergt. W. C. Ross, Sergt. G. B. Proctor, Sergt. H. B. Scharschmidt, Sergt. J. Smith, Bugler K. Macdonald.
From Left to Right, Front Row—Lieut. J. A. Grant, Staff-Sergt. Clarke, R. C. A.; J. W. Laing, M. A.; Head-master; 2nd Lieut. P. Smith.

"Captain T. H. Wilkinson was in command, with Lieutenants G. S. Davys and W. A. Cameron, two sergeants and 28 rank and file.

"The Governor-General had expressed a wish to see the Cadets of the city and Mr. Laing, the Head Master, was communicated with upon the subject, and the offer was accepted to conform to the Governor-General's wishes.

"The chief difficulty lay in the necessary preparation for such an event, and the ma-

chinery was at once set in motion for the required rehearsals.

"The boys returned to school on September 10 and the Governor-General was coming on the 14th, so the drill inspector had the boys at drill on the 11th, 12th, 13th and 14th and very soon licked them into shape, and great credit must be given to the new boys for the very smart manner in which they picked up the movements and were able to take their places in the ranks with boys who had already learned their drill.

"The company marched to the Drill Hall and fell in to the left of the regimental Guard of Honor, and after a final inspection the whole marched to the C. P. R. landing on Belleville street, headed by the Fifth Regiment band.

"The boys appeared very smart on parade, the uniforms were neat and clean, the belts well-pipeclayed and everything polished up as it should be.

"Exactly at 4 p. m., amid the booming of saluting guns, the tooting of whistles and the shouts of welcome by the multitude of people, the Dominion Government steamer "Quadra" drew alongside the wharf and a landing was made by the Vice-Regal party, and when His Excellency arrived at the end of the C. P. R. landing he was received with a "Royal Salute," the troops and Cadets presenting arms and the band playing the first six bars of the National Anthem.

"After sloping arms, His Excellency inspected the Guard and expressed himself as highly pleased with the Cadets, and when passing along the front rank he took a rifle from one of the boys and remarked that it was far too heavy and most unsuitable for Cadets.

"The Vice-Regal party then entered carriages, and proceeded to the Parliament buildings.

"The Cadets marched back to the Drill Hall

"To the Officer Commanding Victoria Collegiate School Cadet Corps:

"I am directed by the District Officer Commanding to convey to you his appreciation of the exceedingly smart way in which the Cadets of your school formed up on the occasion of His Excellency the Governor-General's arrival in Victoria on the 14th inst.

"Further, I am to inform you that great credit is due to the officers and Cadets of the Corps in attaining such a high standard of efficiency.

"(Signed) P. ELLISTON, R.C.A. D.S.A., M.D. No. 11."

The Canadian Military Gazette of Ottawa in the October number also published an account of the Guard of Honor, heading the account with "Well Done Young Canada."

Two Martini-Metford carbines and gallery ammunition were now issued to the Cadet Corps from the Ordnance Department, and the biggest boys came to the Drill Hall once a week for rifle practice on the miniature range. Great interest was taken in the shooting, and some of the boys were making fairly good scores.

Colonel J. G. Holmes, D.O.C., M.D. 11, offered two prizes, one for the best shot, and one for the best-drilled Cadet.

The prize for efficiency in the ranks was won by Lance-Corporal P. Smith. The prize consists of Lt. Col. Geo. T. Dension's book, "Soldiering in Canada," as well as a gold badge. Cadet W. Copeland ran P. Smith so close in the award that the Head Master presented him with a silver efficiency badge. Cadet H. Bird was highly commended.

The annual inspection of the Cadet Corps took place on June 10, 1907, by Captain P. Elliston, R.C.A., D.S.A., M.D. 11. The nature of the inspection was almost a repetition of the one held last year, with the usual general salute followed by a march past in column and then in quarter-column with fixed bayonets.

The half company commanders, Lieutenants Davys and Cameron, respectively, were called upon to drill their half company.

At the close of the inspection Captain Elliston spoke a few words complimenting Captain T. H. Wilkinson and also the two subaltern officers upon the very efficient manner in which the company was handled.

He was also pleased to note a decided improvement in the drill of the Cadets on the whole.

It is very doubtful if there is another Cadet Corps in the Dominion with such a record as No. 108, for besides forming a Guard of Honor to His Excellency the Governor-General, it has also done duty as a Guard of Honor to Royalty, and this event took place on the occasion of the visit to Victoria of H. I. H. Prince Fushimi of Japan.

The event took place at Government House on June 23, 1907. The Prince was very pleased to see the boys and thanked them personally for their courtesy in turning out to receive him.

This corps is not only a highly efficient corps at drill, but it is also a good shooting corps. The boys can use their rifles, and there is no hesitation in saying that some of the boys are crack shots, when a large percentage of the scores are between 20 and 24 out of a possible 25, and on more than one occasion the possible has been made. This is on the miniature rifle range at the Drill Hall. But the boys were not satisfied with the indoor shooting, they were eager for the real thing on the rifle range, so the Government has issued to them a few of the new Ross rifles and 50 rounds of service ammunition per boy of 15 years and over, and now they may be seen on Saturday mornings firing at Clover Point range.

They have fired only once so far, so of course high scores were not expected, however there was a 20, 20 25 each, a 23, and other scores all the way down to 12, this being out of a possible 35, seven shots at 200 yards. This is not at all bad for a start.

As regards the rifles the cadets were using for drill, it was found that the Martini-Henry was much too heavy and long for the boys, so the Government has now issued to the cadets a converted Snider Carbine, in place of the rifle, and it is much more suitable, as it is only about 5 pounds in weight.

A vast improvement has been made to the Cadets in the way of uniforms, the old blue serge uniform has been discarded, and now the boys have a proper military tunic and pants of khaki, with putties, and they wear a slouch felt hat looped up at the left side in which they look very smart and soldierlike, and they take a great interest in keeping their accoutrements clean and in good order.

The pictures shown with this sketch of the Cadets are from a photograph taken in the grounds of the Collegiate School by Mr. H. J. Davis, one of the masters.

Anyone who has read this brief account of No. 108 Cadet Corps will see at once that it is not all play, it is real business while they are on parade, and when once they put on their uniforms and attend their drill.

Military training will not hurt a boy of any age, on the contrary it will make him more manly, more obedient, more respectful to his Masters, and feel proud of himself, knowing, as he does, that the little he is doing in his own little way, is done for the good of our great and glorious Empire.

In conclusion, we say, "Well Done, Young Canada," and three hearty cheers for No. 108 Cadet Corps.

The Thanks of Count Leo Tolstoy

THE following letter appeared in a recent issue of the London Times:
Sir,—When, some months before the date, I heard of my friends' intention to celebrate my 80th birthday, I announced in print that I much wished that they would do nothing of the sort.

But what I had not at all expected happened—namely, that from the last days of August to the present time I have been, and still am, receiving from most various sides such flattering greetings that I feel it necessary to express my sincere gratitude to all those persons and institutions who have addressed me so amicably and kindly.

I thank all the universities, town councils, Zemstvo councils, educational establishments, societies, alliances, groups, clubs, fellowships, and staffs of newspapers and magazines who have sent me addresses and greetings. I also thank all my friends and acquaintances, both in Russia and abroad, who remembered me on that day. I thank all those whom I do not know personally, of very various social position, including prisoners in gaols and exiles, who have greeted me with equal cordiality. I thank all the youths, maidens, and children

who have sent me their congratulations. I also thank for their good wishes those members of the clerical calling who have greeted me; and the fact that there are very few such makes me value their greetings the more highly. I also thank those who, together with their congratulations, have sent me beautiful presents.

I heartily thank all who have greeted me, especially those (the majority) who, quite unexpectedly to me and to my great joy, have expressed in their addresses full agreement, not with me, but with those eternal truths which, as best I could, I have tried to express in my writings. Among these I was particularly pleased to find a majority of peasants and workmen.

Excusing myself for my inability to reply separately to each institution and person, I ask all to accept this announcement as an expression of my sincere gratitude to all who during these days have expressed their kind feelings towards me, for the joy they have given me.

September 17-30. LEO TOLSTOY.

In the month of June a congress of the representatives of the Russian periodical press

in honor of Count Leo Tolstoy met at St. Petersburg to consider the most appropriate way of commemorating the forthcoming anniversary of Count Tolstoy's 80th birthday, which falls on August 28 (September 10 N. S.) of this year. It was resolved, amongst other proposals, to publish a collection of articles by leading Russian and foreign authors, artists, statesmen, and politicians, communicating their views on the works of the renowned Russian writer. Granting that the number of critical essays on Tolstoy that have appeared in various languages is already very considerable, still the present occasion would seem most appropriate to record the opinions on Tolstoy of those who have gained distinction in different paths of public life, the more so, as the time is approaching when a complete survey of the venerable author's work, in view of his advanced years, can be made.

It is not proposed to give in this collection comprehensive treatises or minute researches, but rather general opinions, personal views, short sketches compressed in a few lines (25-100), on the man himself, on his ideas, on his works taken as a whole, or on some one of his writings, or even on some thought of his, which may have impressed the reader.



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The "All-Red" Route—The Irish Scheme

IN a recent issue of the Standard of Empire, Sir Thomas Truebridge presents his views on the question of the All-Red route as follows:

At the Imperial Conference held in London in 1907 a resolution was passed unanimously affirming that the communications between the various parts of the Empire should be improved. One plan for carrying out the sentiment thus expressed is the establishment of rapid communication between Great Britain and Australia via New Zealand and Canada, by means of a fast line of steamships between Great Britain and Canada across the Atlantic, a quick train across Canada, and another line of boats between Canada and Australia, via New Zealand, across the Pacific. To such a service the name of the "All-Red Route" has been given, by which it is understood that, so far as the land portion is concerned, the mails should be on British territory all the while.

At the Imperial Conference Sir Wilfrid Laurier set a high standard for the boats by declaring that the service should be equal to the best service via New York. This would clearly not be possible unless the speed of the boats is to be 25 knots per hour, as the new Cunard ships are running up to that speed.

In forming a detailed plan for carrying out the project, I have always considered that 25-knot boats on the Atlantic were demanded, otherwise the service would not be equal to the best New York, though why Canada should have a direct service inferior to an indirect one via New York it would be difficult to say. This point as to the speed of the boats being clearly established, the next thing to be considered was the comparative cost of alternative routes, for, when the resolution was passed at the conference, Mr. Lloyd-George previously inserted the words "provided the cost is reasonable." This appears to point to the fact that the cheapest service would be preferred, provided that it was in other respects acceptable. As a rule, the shortest route between two points is the cheapest, especially by steamship, as less coal is required to be consumed on the voyage, and, consequently, the expense is less.

Ireland to Nova Scotia

Now, if a map be looked at, it will at once be seen that the northwest corner of Ireland juts out considerably into the Atlantic, and is, consequently, the point of European land nearest to the continent of North America. As the province of Nova Scotia also juts out to the

eastward towards Europe, it is evident that the shortest sea journey between the United Kingdom and the Dominion of Canada will be that from Ireland to Nova Scotia. It so happens that at the northwest corner of Ireland, in the county of Mayo, there is one of the finest (if, indeed, it is not actually the finest) natural harbors to be found around the whole coast of the United Kingdom. With an entrance direct from the Atlantic of over three miles in width and over a hundred feet in depth, the harbor itself, known at present as Blacksod Bay, contains an area of forty-five miles of water. Some of this is, of course, shallow, but there is a depth of more than forty feet at low water over a large portion of it. The harbor is formed by a promontory of land running down from the north across the mouth of what otherwise would be an open bay; this promontory, known as the Mullet, gives complete shelter from the west to ships lying within it. The southern end of the promontory ends at a distance of about three miles from Achill Island, thus forming the entrance. Quoting from the report upon it by Vice-Admiral Sir Charles Campbell, K.C.M.G., an undoubted authority on the subject, Blacksod Bay is an ideal port. His Majesty's ships never hesitate to enter even in the worst possible weather. It is easy of access; no outlying dangers, no channels or narrow waters, bar, etc.; no pilotage, no port dues; landlocked and completely sheltered once inside.

The Case for Blacksod Bay

Free from tidal current, with a rise and fall of eight to eleven feet, with Aclill Head and high background, which can be confidently approached with speed and safety, and Black Rock Standing 268 feet high ten miles to the westward (seaward) of the entrance will guide you into port. The Black Rock light shows at a distance of twenty-two miles in clear weather, and an electric submarine bell placed there with a similar radius would have the same effect as though the light were visible in all weathers. In addition, Nature has placed a reliable means of checking the reckoning at the disposal of vessels making Blacksod Bay at all times and in all weathers. One hundred miles W. by S. ½ S. from Black Rock lies the Porcupine Bank, an eighty-fathom patch, forty-five miles long by twelve miles broad, right on the course from Cape Race; and soundings could easily be obtained. You have a further advantage owing to the well-known fact that the northwest coast of Ireland is less

liable to fog or thick weather than any other portion of the coast of the United Kingdom. At Belmullet (the nearest place where statistics have been kept) the average of thick days was 4.1 per cent. per annum for five years. The ground inside is favorable for throwing out piers for the largest steamers to lie along side at all states of the tide, and there is abundance of the finest granite on the spot for their construction, which will, therefore, not be a very expensive undertaking.

Blacksod Bay, being at present somewhat inaccessible by land, it became necessary to devise a plan to overcome this, the only disadvantage. At a place called Collooney, about ninety miles east of Blacksod Bay, all the principal railways in Ireland converge. A Bill was, therefore, obtained in Parliament in 1907 to enable a railway to be built from Collooney to the harbor, following the coast the whole way, thereby greatly assisting the development of the fisheries in those parts, and serving a considerable population at present without any railway facilities. Powers were also granted to charge harbor dues, and complete the necessary works at Blacksod Bay.

The harbor is about equi-distant from Dublin and Belfast, and is easily reached from Cork, Limerick, and Galway, also from Londonderry and the North, and the trains will run alongside of the boats, so no time will be lost in embarking and disembarking. When the Collooney railway is finished, Blacksod Bay will be in direct communication with every part of Ireland.

Now, one of the principal reasons why people do not visit Ireland so much as they should do, and would like to do, is the existence of the Irish Channel between Ireland and Great Britain. To cross this at present involves changing from train to boat on one side, and from boat to train on the other, all of which takes up a great deal of time, and is most uncomfortable, especially in the case of a night journey.

To obviate this, arrangements have been entered into with a company now existing for the building and operating of train ferries across the Irish Channel, such as are now in operation in many places in Canada and the United States, also in Denmark, Sweden, Germany, and Siberia; in fact, in most countries, except England. To many of the Standard of Empire readers train ferries will be well known, but to those who have never seen them it may be explained that the train runs on to

the main deck of a large steamer, the operation taking a few minutes only, and is there secured; the boat then crosses, and the train runs off at the other side, and continues its journey immediately without any change of carriage, or disturbing of passengers, baggage, or mails. These boats will be a great deal larger than any of the mail boats now running between England and Ireland, and having also greater beam, will be much steadier. It is found in practice that the motion of the boat is far less felt in a railway carriage on board than on the boat itself. The train ferry is equipped like a large railway station, with waiting-rooms, refreshment-rooms, and every convenience for passengers, should they wish to leave their carriages, which, however, there is absolutely no necessity for them to do. The northern passage to Belfast, which is the route which will be taken by Scotch passengers for Canada, will only take just over an hour, and as most of the passengers will be asleep, if the night express is taken, they will know nothing about it. Express trains will be run from London and all the principal towns in connection with the ferry boats. From the experience of the train ferries in Denmark, it is found that trade increases enormously when a train ferry service is established, the saving of two handlings, the prevention of breakages, and the saving of time taken in loading and unloading ships, all tending to reduce the cost of transportation and increase the trade.

Across the World in 22 Days

Although the use of train ferries is practically a novelty in the British Isles, there is no reason on earth why it should be so; they have been used with great success in many countries for many years, and in a short time the English people will wonder how they have managed without them for so long. Let us see now how quickly a letter posted in London will take to reach New Zealand and Australia by the Irish route. It must be remembered that the project is one primarily for the acceleration of mails, and that subsidies asked for are in return for services rendered. No freight will be taken in the boats, except a small amount of high-class freight, such as apples, butter, chilled meat, etc., which can afford to pay a high rate, and, therefore, the question of competition with existing lines of slow boats, carrying freight and passengers, does not arise. A letter or passenger starting from London at 7 p. m. on June 1 would arrive alongside the boat at Blacksod Bay at

9 a. m. the following morning. The boat leaves Blacksod Bay 10 a. m., and, making 25 knots per hour, or close on it, should arrive at Halifax on the 5th, at 6 to 9 p. m. Leaving there soon after, say at 10 p. m., probably by the Grand Trunk Pacific Railway (that being the only railway that will run through Canadian territory all the way) Vancouver will be reached on the 9th, at 10 p. m. A boat of about 10,000 tons, with a speed of 20 knots, will be waiting for the train, which will run alongside of it, and leave at midnight. Auckland, New Zealand, will be reached on the 24th, at 7 a. m., or twenty-two and a half days from London, a saving on the present Suez Canal route of thirteen to fifteen days. The boat will then proceed, after a stop of five hours, to Sydney, which will be the terminus in Australia, reaching there on the 27th, at 6 a. m., a saving of three to five days over the Suez route.

To start from Liverpool instead of the West of Ireland would cost at least £150,000 a year more. First, the distance is 350 miles longer by sea, which would take almost a day, so that a weekly service would require four boats to carry it on instead of three by the Blacksod route. This extra boat would cost £900,000. Second, a greater amount of coal would be consumed on the larger course, and the boat would also have to be a bigger one to carry it. Third, the dues payable at Liverpool are very heavy, while at Blacksod Bay they would be very small indeed. For the same reason Halifax, N.S., is the cheapest port on the Canadian side, and has always been advocated by prominent Canadians, as it is the only suitable Canadian port open all the year round. In conclusion, as the Irish route is the cheapest, the shortest, the quickest, and the safest, and also possesses the finest harbor, on its merits alone it cannot be passed over. There may be other considerations which would outweigh these great advantages, but I know of none. In England everyone would be only too glad to see Ireland take the position in the Chain of Empire to which she is geographically entitled, and I cannot imagine that any objection could be made in Canada or any other part of the Empire, where Irishmen have ever been found in the very front rank, always ready to claim fair treatment for the land of the shamrock, and where it has always been generously accorded.

The Benevolent Jew

SOME time ago the Israelite published a list of the charitable bequests of the late Isadore Strause, of Richmond, Va., which were very large, in proportion to his estate, and in which non-Jewish institutions had a liberal share. The probing of the will and its publication called forth a letter from a well-known Christian clergyman, which the Richmond Daily Times-Dispatch prints as follows:

Editor of The Times-Dispatch:

Sir,—Have you read the will of Isadore Strause?

Not that there's anything remarkable about it—it is the way of the high-type Jew the world over—but it's mighty interesting reading.

And it makes you ask yourself some interesting questions.

Why is it that when a Jew of moderate fortune dies we usually look for him to leave a part of his estate to benevolent objects?

And why is it that when a Christian dies, unless he is worth a million or more, we do not usually expect him to leave anything to benevolent objects?

And why is it that you and I are still sitting up nights prating over Christian benevolence, and Christian munificence, as if we had cornered the milk-of-human-kindness market, and left not so much as a spoonful for Jew, Greek or barbarian?

A California gentleman, seeing something I had written in a book about Jewish liberality, wrote me that the most benevolent man he has ever known is an aged Israelite of San Francisco. This old man receives every poor man who comes to his door as if he were Jehovah in disguise, and if a day passes without bringing a case of need, he goes home sad and wondering if God is displeased with him that He should not have visited him that day.

I smiled, as I read it and thought it a beautiful fancy, until it occurred to me that Jesus had taught us the same thing, not as a fancy, but as an eternal truth: "I was hungry, and ye gave me no meat; I was thirsty, and ye gave me no drink; I was a stranger, and ye took me not in; naked, and ye clothed me not; sick and in prison, and ye visited me not."

The Jews have been princely givers from the beginning. At the very start of their national life, when they were given an opportunity to contribute for the erection of the tabernacle, they poured out their gold so fast that Moses had to send messengers post-haste through the camp to tell them to quit. They gave as if they were already confirmed victims of the habit. It was so in all their great national offerings. Nobody had to stand up in the pulpit to "lift" the collection or to explain that for every dollar they chipped in

the Lord would give back ten. They simply raised the lid of the treasury, and the people came running with their gifts. And they kept coming until the lid went down with a bang and the crowd was ordered to disperse.

Of course, in all this the Jew had the start of us. He was taught in the school of benevolence three thousand years before we were out of the woods. But this alone does not explain why he is still ahead of us. We have been out of the woods something like a thousand years ourselves, and some of us have not got started yet.

The Jew first learned to give by giving to God. His first gifts were gifts of gratitude. The goodness of God pulled on his heart-strings and loosened his purse-strings. Then, later, trouble came—came to stay—and the cry of their needy brethren scattered abroad arose, never to cease; and from that day to this his gifts have been largely gifts of benevolence. Anybody who loves can give to missions; anybody who thinks can give to education; but only the man with the fellow-feeling—the man who has known trouble or has been raised within earshot of the cry of need—can be truly benevolent. The Jew has been raised on trouble; he knows what it means, and when the cry of distress strikes on his ear the chords vibrate in his heart. He simply can not slam the door to drown that cry.

George Washington was reputed to be America's richest citizen in his day; but when the colonies had lost their credit, and the treasury was empty, and the paymasters were out of a job, and the chances of success had faded almost out of sight, and everybody was kicking, it was left for a Philadelphia Jew to raise the dead hope to life again; and Haym Salomon, without asking security, poured into the public treasury more good, hard cash than George Washington was ever worth.

When Jesse Seligman died in New York, Carl Schurz declared that in all his experience he had never known a man more truly helpful to his fellowmen. "There was no charitable enterprise within his reach that did not feel the generosity of his open hand," and he made his bequests without regard to religion or nationality.

Juda Tuoro, of New Orleans, never a man of great wealth, left fourteen Christian institutions \$5,000 each, and gave \$80,000 to New Orleans for the care of its poor. It has been said that his Catholic munificence for a man of his means has never been surpassed in America.

Dr. Berndt, of Pittsburg, divided his estate almost equally between Jewish and Christian institutions. Simon Muhr, of Philadelphia, gave one-third of his fortune to education and divided the remaining two-thirds equally between Jewish and Christian benevolences. I could name many others who have shown the same catholic spirit, among them names of

fragrant memory, familiar to us all here at home.

We are still given to talking of Jewish narrowness, but I do not recall that a single American Christian has ever divided his bequests equally between Christian and Jewish benevolences.

The question interests me more and more as I think of it. Why do our benevolent institutions receive more in bequests from Jews of moderate fortune than from Christians of moderate fortune?

Is it because the Christian church looks only to millionaires for legacies?

Is it because the Jew is more liberal than the Christian, or only because he gives more to benevolences and less to other things? Is it true that he gives less to other things?

Is it because the Christian church has fixed the thought of its rich men upon education and missions to the neglect of its benevolent institutions?

Is it because the Christian church has been so long a stranger to trouble and has little to pull upon its heart-strings? Would a great persecution such as moved the early Christians to sell all that they had for the common good quicken the ear of Christendom to the cry of suffering?

Is it because we who profess the name of Christ do not really believe the words of Jesus and regard the faith of the aged Israelite of San Francisco as only a pious fancy?

One thing more—Christianity is still suffering much at the hands of its friends. And chief among these hurtful friends are the pious simpletons who imagine that they are giving glory to Christ when they roll their eyeballs backward at every kindly mention of the religion and the race from which sprang our own religion and our own Lord.

Away back in the dimness, when our unwashed forefathers were still roaming the woods shooting Teddy bears and things and eating their meat raw and refusing to comb their hair, the Jew, following the ways of peace, had already, quietly and unostentatiously, given to God and his fellowmen more than enough to pay our national debt.

We can afford to be modest.

EDWARD LEIGH PELL, D.D.

CRUELTY IN CHILIAN ARMY

In Chili they are discussing the abolition of corporal punishment in the army. There was great indignation shown lately at the torture inflicted on three infantry soldiers, by the order of Senor Morande Vicuna, commandant of artillery. They were flogged with a "caqueta," a gun stick, and after the flogging they called on the minister of war and at the offices of the newspapers, exhibiting the marks of their barbarous treatment. The government ordered an immediate investigation of the case, while the press clamored for the discharge of Commandant Vicuna and a reform of the military code.

Immigration From Orient



DINNER of the Liberal Colonial Club was held at Prince's Restaurant, under the presidency of Mr. H. J. Tennant, M.P. Colonel Seely, M.P., was the guest of the evening, and the company included Mrs. Seely, Sir Godfrey Lagden, Sir Albert Hime, the Bishop of North Queensland, Mr. Honey (director of the Transvaal Customs), the Hon. J. A. C. Graaff (Cape Colony), Sir West Ridgeway, Sir D. Brynmor Jones, M.P., Mr. Felix Schuster, Sir Edward Tennant, M.P., Mr. Beck, M.P., Mr. Chance, M.P., Mr. Cecil Harmsworth, M.P., and others.

Colonel Seely opened a discussion, after dinner, on "Oriental Immigration." He said he chose the topic of Asiatic immigration into the British Empire because it was the most difficult of any, and because he believed that the more they discussed the problem the easier it would become. Many things were necessary to the greatness of the British Empire. Among other things there must be some interchange of human beings. He believed that there was a possibility for such interchange provided they once realized on what lines that interchange must exist. He conceived that if interchange was possible, and if there was some measure of sanity in our administration, and also a predominant navy, the British Empire might last indefinitely, not only for the good of those who dwell within the Empire, but for the general good of the whole of humanity. If there must be some interchange, on what lines must that interchange take place? Let them encourage immigration in every way they could along the lines of latitude, but let that immigration be free. Let them for ever abandon the idea that any one might be used as a machine for a certain piece of labor and then go away. In the problem of Oriental immigration in any part of the British Empire they should lay down the principle that all who came in should come in as potential citizens. If they came in at all they should come in free. There was the difficult question of the Indians in the Transvaal; there was the still more difficult question of the Indians in Natal. If they agreed that all parts of the English dominions should be permitted by their Governments, with the full approval of the Government here in England, to exclude whom they would in the interests of humanity, at least let them agree on this proposition—that those who had already come in with the expectation of being allowed to live there should be treated not only with fairness, but with generosity. (Cheers.) A strange thing had happened in South Africa. Tens of thousands of Indians had gone there; many of them, in the case of Natal, encouraged and urged to come, believing that it was to be their permanent home. But the people in South Africa had come to the conclusion that they

could not have the white problem complicated with the yellow problem. Speaking for himself personally, he entirely agreed with them. He thought he might go on to say that the present rulers of South Africa fully appreciated that point of view, and he had reason to believe that both General Botha and Mr. Smuts would agree with what he had so far said. But there was an immense problem to be faced, for the Asiatic population of the Colony now actually exceeded its white population. The solution could not be foretold today, but some of the principles which it undoubtedly would embody were the same as in the Transvaal—fair treatment for the Asiatics who had come, satisfaction for the legitimate expectations with which they came, perhaps compensation, adequate and liberal, for the disappointment of some of those expectations. There were also difficulties of a converse kind to be faced. He instanced the case of Australia. It was primarily a white man's country, but its territory stretched far up into the tropical zone. And Australian opinion clung so earnestly to the ideal of a white Australia that it had said: "We will make the experiment of peopling even tropical territory solely with the white race." Whether that experiment would be successful remained to be seen. It was at bottom a question of population. The future of Australia would depend on the possibility of having an increased white immigration, and a higher white birth-rate. Another case they might take was that of East Africa, which had a high table-land with a climate more or less like that of the temperate zone. Like South Africa, it could never be purely a white man's country, for it had a great indigenous colored population. In East Africa they must simply wait and see whether the ideal of a mainly white country was going to be realized. If it was, they must do nothing to thwart it.—(Cheers.)—London Times.

A LAWYERS' STRIKE

All the lawyers of Leghorn have gone on strike as a protest against the insufficient number of magistrates and clerks in the local courts, and for the last three days have refused to plead or appear in court. The district attorney has, however, found a remedy.

As most of the inspectors of police have university degrees as lawyers, he ordered them to take the strikers' places, and thus the courts have been able to get on with their daily sittings. The lawyers are furious, and they seem determined not only to continue the strike, but to provoke a general strike in Tuscany.

They insist that three more magistrates and three clerks should be appointed, and that the courtrooms should be whitewashed and cleaned also.

The Greatest Sale of Women's Coats

Starts Monday morning. Our entire stock of Women's Coats, selling from \$12.50 to \$55.00, will be marked down ready for selling on Monday. A few low-priced coats and the novelty coats above \$55.00 will not be reduced. It is also well to remember that many of the lines we have in stock were selling much below the regular value. These and all other garments have been reduced in a most emphatic manner, insuring splendid bargains for all who attend this sale. Such an opportunity rarely occurs until after Christmas.

Regular \$12.50 to \$55.00 Values, Next Week, \$6.75 to \$33.50

AT
\$13.75

COAT made of heavy serge in navy blue and brown, loose back, roll collar and cuffs, patch pockets, finished with brass buttons. Sale price **\$13.75**

COAT made of vicuna in black, brown, navy and green, tight fitting style 48 inches long, roll collar and cuffs finished with mohair braid, sale price . . . **\$13.75**

AT
\$16.75

COAT made of wide wale serge in navy and black, loose back with belt, roll collar and cuffs finished with black moire silk and braid trimming. Sale price **\$16.75**

COAT made of serge in bright brown, very loose style back, inverted pleat, roll collar and cuffs inlaid with velvet and trimmed with braid, kimona sleeve. Sale price **\$16.75**

COAT made of fine black broadcloth, plain box back trimmed with stitched straps. Roll collar and cuffs, half lined with sa- teen. Sale price . . . **\$16.75**



WOMEN'S ¾-LENGTH COAT, in brown and blue, heavy all wool her- ring-bone stripe, finished with stitched straps of self and inlaid collar of velvet, outside pockets. Price **\$18.50**

\$6.75
For Regular \$12.50
Coats

When you see these coats you will say we are right in claiming them to be a wonderful bargain. Some of the lines, in fact, were made up to sell at a much higher figure than \$12.50. They are splendidly tailored coats, and just what fashion demands as to style. These are some of the styles:

COATS made of navy blue frieze, box back, roll velvet collar and roll cuffs. Lined across the shoulders with self, single-breasted front. Regular \$12.50. Sale price **\$6.75**

COATS made of heavy tweed in dark shades, loose back with stitched straps over the shoulders. Roll collar and cuffs. Body lined with striped lining. Regular \$12.50. Sale price **\$6.75**

COATS made of fine broadcloth in brown, navy, green, red and black. Semi-fitting back, 48 inches long, roll collar inlaid with velvet, cuffs finished with braid and buttons, fly front. These are a wonderful bargain. Regular \$12.50 for **\$6.75**

COATS made of heavy serge in navy blue and brown, roll collar and cuffs, in- laid with velvet and finished with braid, loose back, double- breasted front, half lined, regular \$12.50 for **\$6.75**

SEE WINDOW DISPLAY



WOMEN'S COAT, made of good quality heavy fancy tweeds, 52 inches long, colors brown, light greys, fawn and dark greys. The seams are double turned and stitched with silk. Price **\$24.75**

REGULAR \$12.50 to \$55.00 VALUES, NEXT WEEK \$6.75 to \$33.50



WOMEN'S COAT, ¾ length, in light and dark tweed, also plain colors in good quality broadcloth, semi-fitting back, with long-waisted effect finish- ed with six buttons, single breasted, with fancy buttons, patch pockets, stitched strap over shoulder and around arm's eye, roll collar and deep cuffs, finished with stitching. Price, each **\$24.75**

AT
\$14.50

COAT made of broadcloth in brown and black, tight fitting back, roll collar and cuffs, fly front. Sale price **\$14.50**

COAT made of heavy tweed in grey effect, semi-fitting back, roll collar inlaid with velvet, roll cuffs, seams strapped with self. Sale price **\$14.50**

AT
\$21.75

COAT made of fine broad- cloth in dull blue, loose back and front, roll collar and cuffs prettily finished with fancy trimmings. Sale price **\$21.75**

COAT made of fine broad- cloth, loose style, velvet collar, plain sleeve finished with buttons, double- breasted front, half lined with saten. Sale price, each **\$21.75**

COAT made of green broad- cloth, loose back finished with buttons, directoire style, patch pockets, velvet collar, roll cuffs. Sale price **\$21.75**

\$33.50 Will Buy Exclusive Model Coats

Worth to \$55.00

The coats offered in this lot are nearly all exclusive models of which we have only one to sell, rich beautiful garments, many of the loose styles are splendidly suited for evening wear. Many of these coats are imported novelties, and others are copies of Paris creations, and to be able to buy such garments as they are at the price mentioned is something that rarely happens. We give descriptions of a few lines and have many others. All should be seen to be appreciated.

Striking Model

Regular \$50.00, for **\$33.50**

HANDSOME COAT made of light brown broadcloth, loose back made of box pleats and finished with buttons, front the same. Roll collar and directoire revers, cuffs inlaid with velvet, directoire sleeves, body half lined with brown satin, reg. \$50.00. Sale price **\$33.50**

Empire Model

Regular \$47.50 for **\$33.50**

EMPIRE COAT, made of brown broad- cloth, directoire collar and revers finished with black silk and gilt trimmings, cuffs to match. Empire back, half lined with good brown satin. Regular \$47.50. Sale price **\$33.50**

Directoire Model

Regular \$53.50 for **\$33.50**

DIRECTOIRE COAT, a beautiful garment made of fine navy blue broadcloth. Full directoire collar and revers trimmed with silk and enamel buttons and finished with large brass buttons, also buttons on front and back to match. Half lined with satin. Regular \$53.50. Sale price . . . **\$33.50**

Caracul Model

Regular \$55.00 for **\$33.50**

BLACK CARACUL MODEL, very rich and handsome, made in loose style, the back trimmed with silk braids, collarless effect trimmed with velvet and braids, cuffs to match, lined throughout with good quality black satin, regular \$55.00. Sale price **\$33.50**

Directoire Model

Regular \$50.00 for **\$33.50**

DIRECTOIRE COAT made of myrtle green broadcloth, full directoire style collar and revers finished with velvet and trimmed with braid and buttons, roll cuffs to match, half lined with satin, regular \$50.00. Sale price **\$33.50**

Handsome Model

Regular \$47.50 for **\$33.50**

VERY RICH HANDSOME COAT, made of olive green broadcloth, loose back with two box pleats and finished with braid and fancy trimming. Roll collar and cuffs inlaid with velvet and trimmed with gilt braid and brass buttons. Half lined with silk. Regular \$47.50. Sale price **\$33.50**

AT
\$18.50

COAT, made of fawn broadcloth, Empire style, the back finished with buttons, roll collar, front finished with stitched straps of self. Sale price **\$18.50**

VERY SMART COAT, made of stylish brown tweed, semi-fitting back trimmed with large brass buttons, roll collar and cuffs and patch pockets. Sale price **\$18.50**

AT
\$22.50

COAT made of grey tweed, collar, cuffs and pockets finished with checked mater- ial to match. Made Empire style, roll collar and cuffs, patch pockets. Sale price **\$22.50**

COAT made of reversible grey worsted, col- lar, cuffs and patch pockets trimmed with plaid goods. Back loose but slightly shap- ed, roll collar and cuffs. Sale price **\$22.50**

COAT made of light grey tweed, semi-fit- ting style, roll collar and cuffs, patch pockets trimmed with self strapping and but- tons. Sale price **\$22.50**

AT
\$29.50

COAT made of covert cloth in fawn, Em- pire back and front, roll collar, patch pocket. Half lined with satin. Sale price is **\$29.50**

COAT made of green broadcloth, Empire style, Directoire collar and revers, sleeve finished Directoire style, the coat hand- somely finished with braid and satin trim- ming, half lined. Sale price . . . **\$29.50**

AT
\$24.75

COAT made of black broadcloth, loose back elaborately trimmed with silk braid. Col- lar and cuffs of velvet finished with wide and narrow silk braid. Sale price **\$24.75**

COAT of heavy black serge, semi-fitted back finished with buttons, front single breasted, patch pockets, roll collar and cuffs finished with satin, half lined with satin. Sale price **\$24.75**

See the Window Display Government Street

DAVID SPENCER, LTD.

See the Window Display Government Street

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