

GOVERNMENT TO PROTECT MEN

No Violence from I. W. W. Will Be Permitted at Construction Camps of Canadian Northern Northern Pacific

STRIKERS' SUPPLIES NEARLY AT AN END

Numbers of Laborers Arrive in Vancouver—Farmers Prevented from Bringing Food to Workers

Winnipeg's Growing Trade

Winnipeg Police Let Prisoner Go Free After He Is Brought On Water To Station

WILL PURCHASE HOWE SOUND LINE

Vice-President of Pacific Great Eastern Outlines Policy for Expediting the Construction Work on Line

Fomenting Trouble

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OTTAWA, April 3.—A statement issued by the Canadian department of immigration announces that the spring rush of United States citizens to the Dominion is of greater volume than ever before.

Village Prey of Flames

ST. HYACINTHE, APL. 3.—The village of St. Damas was destroyed by fire this morning and a large number of families were rendered homeless.

VICTIM OF GAS

Morris McShane Succumbs After Blast in Blue Bell Mine

NELSON, April 2.—Morris McShane, a miner aged 24 years, was killed yesterday at the Blue Bell mine at Riencol. He went into the mine after blast and was caught by gas.

PUNISHMENT ENOUGH

Winnipeg Police Let Prisoner Go Free After He Is Brought On Water To Station

WINNIPEG, April 3.—The police of the North End station were surprised this afternoon when in walked in a Galician farmer leading a man by a rope attached around his neck and his hands tied behind his back.

Winnipeg's Growing Trade

Winnipeg, April 3.—Winnipeg's inland revenue figures for the financial year just closed total \$1,237,265, as against \$1,055,028 for the previous year.

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MINERS WILL RETURN TO WORK

Secretary of Federation Says End of British Coal Strike is "Peace With Honor"—A Satisfactory Settlement

MAJORITY AGAINST RESUMPTION IS SMALL

Operations in Collieries are Rapidly Extending—Large Numbers Have Gone Back to Pits in Staffordshire

LONDON, APL. 3.—"It will be peace with honor, and the men will return to work," said Thomas Ashton, Secretary of the miners' federation, but pending a scrutiny of the ballot he was not able to give figures.

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FOUR YEAR OLD CRIME

Companion of Winnipeg Man Accused of Killing Constable Tells Story of Murder

WINNIPEG, April 3.—At the trial in Macleod, Alta., this afternoon of Fritz Eberts, charged with killing Constable Willmott of the mounted police on March 18, 1908, Mathias Isabel, a minor witness confessed that he was Eberts' companion that night on a series of raids on stores in Frank, and that Eberts shot Willmott when the latter followed them and pointed a revolver at the prisoner.

DAMAGING FIRE

Vancouver Tailoring Firm's Wiped Out—Loss to Customers \$150,000

VANCOUVER, B. C., April 3.—Fire this evening on Hastings street, in the main business centre, destroyed Sweeny and Needham's tailoring premises, and water and smoke damaged the stock in the Thompson stationery company's store, also in the adjoining stores of the Fit Reform company and the Ten-cent store. The total damage was \$150,000.

MR. A. S. GOODEVE IS APPOINTED

Member for Kootenay Will Succeed the Late Hon. Thos. Greenway as Railway Commissioner

CITY'S APPEAL IS DISMISSED

Judgment of Mr. Justice Clement in Sooko Lake Expropriation Case Will Not Be Upset

ATTORNEY-GENERAL vs. E. & N. RAILWAY CO.

VANCOUVER, B. C., April 3.—The decision of the Vancouver jury awarding Captain Johnson of Sidney, V. I., \$500 damages for false imprisonment against Messrs. Moore and Esgo, two former provincial constables, was upheld by the court of appeal today.

MOTOR CAR BANDITS

One of Band That Is Terrifying Rural France Is Captured

PARIS, APL. 3.—Carouy, one of the motor car bandits who killed a cashier at Villeneuve St. George, held up a bank at Chantilly, killing two of the employees, and stole \$5,000, was arrested today.

PROTECTION OF TRADE ROUTES

Local and Parochial Defences Are Insufficient, Says Lord Charles Beresford—Not Enough Cruisers

BUDGET "NEST EGG" FOR BRITISH NAVY

PORTSMOUTH, Eng., April 3.—Speaking here last night, Lord Charles Beresford praised the First Lord of the Admiralty for the reforms in naval administration. All these things, Lord Charles continued, he had personally advocated and had, in consequence, been dubbed "Blue Funk."

LAST SURVIVOR

VANCOUVER, April 3.—Miss Emma Foast, who described herself as being formerly a servant of the Royal house, held in Windsor castle, secured in chambers here today an order declaring her father dead.

Street Car Fatality

TORONTO, APL. 3.—Frank Long, a salesman, was instantly killed by a street car on Queen street west tonight. His neck was broken.

NOT FEASIBLE AT PRESENT

Strong Minority Vote Registered Against Church Union Will Prevent the Presbyterians Adopting Idea

CO-OPERATION IN MISSION WORK

Recommendation Favors Working With Methodists and Congregationalists in Home and Foreign Fields

EXPPELLING AGITATORS

San Diego Citizens Determined To Get Rid of Members of I.W.W.

SAN DIEGO, April 3.—The police, aided by citizen volunteers have begun in earnest the expulsion of industrial workers of the World from San Diego and declare that the work will continue until all have been sent away.

IMPULSE AND CRIME

Mining Engineer, Formerly Engaged in B. C., Arrested For Theft in San Francisco

SAN FRANCISCO, April 3.—"I cannot explain the sudden impulse that prompted my act," said Andrew A. Robbins, a well dressed man in police station today.

MEXICO CITY, APRIL 3.—GODDEVE

MEXICO CITY, April 3.—Godeve, I. Ham, president of the defunct United States banking company, was sentenced today to twelve years imprisonment on three indictments against him charging misappropriation of the funds of the institution. Ham has been confined in the Federal district prison since the failure of the bank in January, 1910.

MAYOR OF NOME

NOME, Alaska, April 3.—Wm. A. Gilmore, republican nominee for delegate to congress, was re-elected Mayor of Nome yesterday, by a vote of 2 to 1 over the socialist candidate. The old council was returned with the Mayor.

STREET CAR FATILITY

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EXTRADITION CASE

Methods of Defunct Idaho Bank Explained to Vancouver Court

VANCOUVER, B. C., April 3.—The preliminary hearing in the extradition proceedings against Bernard F. O'Neill, the Idaho banker, was continued till 11:48 p. m. tonight. By that time Mr. S. S. Taylor had concluded his argument for the defence, and adjournment was taken till 10:20 tomorrow, when Mr. J. W. De B. Farris will be heard for the prosecution. Today Mr. Farris was assisted in his cross-examination of witnesses for the defence by Mr. H. C. Wilson, official receiver of the liquidated state bank of Commerce of Wallace, Idaho, who came up for the purpose. As counsel are quoting voluminous authorities, it is altogether probable that Judge Grant will have to reserve his decision for sometime to consider them.

SEYMOUR NARROWS

To be Taken Up With Minister of Railways at Ottawa as Way Home—B. C. E. R. Franchise

Premier McBride is arranging to leave for London on public business on Sunday week, the 14th instant, going from here to Seattle, where he makes close connection with the Northern Pacific express for New York direct, his intention being to sail for Liverpool on the 20th. Two weeks will be spent in the metropolis, and the first minister plans to be home again before the end of May. He will return by way of Montreal and Ottawa, stopping over for a few days in the national capital with the object of taking up with Premier Borden and several of his colleagues a variety of outstanding and unfinished business mutually concerning the Dominion and British Columbia. One of the most important of these is the proposed bridging of Seymour Narrows, which project Hon. Mr. McBride hopes to see to go into generally with the minister of railways, Hon. Frank Cochrane. So entirely and completely occupied on public matters will the premier be while in London that he has been obliged to decline even the honor of a banquet which the Authors' club proposed to tender him.

LIQUOR TRAFFIC IN ONTARIO

Sir James Whitney Goes on Record as Favoring Legislation to Prohibit the Treating Habit

TORONTO, APL. 3.—Sir James Whitney today fore-shadowed the Ontario government's policy regarding temperance issues, the abolition of the treating system being the principal one. A lengthy session was devoted to the debate on the liberal resolution to banish the bar. Mr. N. W. Rowell declared Premier Whitney moved an amendment stating under the privy council decisions, the province was unable to prohibit the manufacture or importation of liquors, and placed on record the government being in favor of introducing legislation preventing the treating habit. The premier's amendment was carried on a party division by 39 to 15. Mr. Rowell's motion was lost on the same division.

AGENT-GENERAL'S OFFICE

Many representations have been made of late with respect to the growing importance in view of the necessity of the agency-general and the necessity for improving its facilities. Whitney I am in the Old Country I intend going fully into all phases of this question, with a view to securing a new location for our metropolitan headquarters. Hon. Mr. Turner has of late been looking about and conferring with various representative people in this connection, so that when I reach London I expect to be well abreast of all the necessary data in hand so that we shall have no difficulty in coming to a conclusion as to where the new offices are to be established.

"Besides selecting a new location, it is proposed to considerably enlarge the scope of the agency-general work and generally to re-adjust the internal economy so as more adequately to provide for the necessities of British Columbia's work in the westward. Considering how much Old Country money has been finding its way here for beneficial investment, and how much more it is evident that we are to receive in the near future, the advantage of having a well situated and fully equipped agency abroad must be patent to everyone.

"With regard to all these proposals, no one is or could be more keenly desirous to further the attainment of the object in view than Mr. Turner himself. Since the establishment of the office, the agent-general has always worked directly under the provincial prime minister, and as a natural result I have always taken an especial interest in this branch of the public service.

"Equally important is of course the adjustment of some difficulties that have lately arisen in respect to the British Columbia Electric Railway Co. and certain of its franchisees, those held from Vancouver city and its suburban municipalities more especially. There is a very live interest taken in this question, as to the exact definition of the company's rights under these franchises and it is most important that the status of all parties concerned should be understood as quickly as possible. The government is anxious to see if an end cannot be made of these troubles and good feeling restored all round. When one recalls the enormous expenditures that have been made by this company in British Columbia and the very important and useful part it has borne in improving the facilities of urban and suburban communication and assisting development generally, it will be readily recognized as the duty of the country to give honest and fair protection to its legitimate enterprises and investments. I am sure that no one can reasonably take exception to the effort of the local executive to see if something cannot be done that will be equitable to all.

"There are a number of other questions and matters of importance to British Columbia which I am in touch of discussing with prominent men while in the Old Country, and in this connection opportunity will no doubt be afforded for me to make public announcements of the especially excellent standing financially that British Columbia now

PREMIER'S PLANS FOR LONDON TRIP

New Location for Agency-General to be Made and Work of Office to be Reorganized and Extended

THE BRIDGING OF SEYMOUR NARROWS

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"One matter that I intend to take up while in London," said Hon. Mr. McBride yesterday, "is the necessity for more adequate and suitable accommodation for the work of the

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Waists More Strictly plain length and The plain with covered detachable centre, tucked. All garment\$2.90

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HIGHEST IDEAL A UNITED CHINA

Dr. Sun Yat Sen Expresses Confidence in the New Republic—Soldiers to Overawe Victorious Rebels

HONG-KONG, April 2.—Three thousand Cantonese soldiers are proceeding to Swatow to overawe the forces of the victorious rebels.

NANKING, April 1.—The report from Peking that looting was being carried on at Nanking is without foundation.

Premier Tang Shao Yi, ex-President Sun Yat Sen and other leaders of the republican movement, in the course of interviews yesterday, declared that pessimistic reports were unwarranted.

The plans for restoring order, included the establishment of four spheres—Nanking, under control of Twang Hsun; Peking, under Yuan Shi Kai; Wu Chang, under General Li Yuan Heng; Kwang Tung, under Dr. Sun Yat Sen.

There is every appearance of harmony between President Yuan Shi Kai and Dr. Sun and their followers. The coalition is regarded as a complete success.

THIRD TERM CANDIDATE

Colonel Roosevelt Delivered 15 Speeches Yesterday in His Campaign Tour

LOUISVILLE, Ky., April 3.—President Taft's statement that he is a progressive was disputed by Col. Roosevelt in a speech tonight here.

HIGHWAY MURDER

Occupants of Motor Car Identify Man Held Under Arrest

PORTLAND, April 3.—H. E. Roberts, alias "Jack" Roberts, was declared today by Bruce Stewart and H. L. Tabb, who were riding in the front seat of the car to be the man who shot to death George Hastings and Donald Stewart.

Tragedy of Insubordination—N. Mon, April 3.—Serjeantence Britton, of the Sixth Cavalry U. S. A., accused of killing Private Frank Cunningham and wounding Private Frank Carroll, when they refused to obey his commands, was placed in the guard house at Fort Yellowstone today.

park where he was in charge of the detachment of soldiers on duty there. He will be tried by court martial. The body of Cunningham arrived here today and will be buried at the fort tomorrow.

Balloon Mystery Solved

DRESDEN, Saxony, April 3.—Great anxiety was caused here by the disappearance of three days of the large spherical balloon, "Count Zeppelin," which made an ascent on March 31, carrying in the basket three Danish officers who were training for the elimination contests on April 25 in connection with the international balloon cup race.

Chicago Poisoning Case

CHICAGO, April 3.—Testimony for the defence in the trial of Mrs. Vermilla for the alleged poisoning of Richard T. Smith came to a climax today when the woman took the stand. She told of Smith's illness in her home and denied emphatically that she ever gave him any medicine except that which a physician prescribed.

REBELS DEFEATED

Troops of President Madero Gain Victory At Parral—Decisive Battle Is Expected

JIMENEZ, Mexico, April 3.—The troops of President Madero gained their first victory in their northern campaign by defeating the rebel general Campa at Parral. They sent him scurrying back to the base at this city.

The presence of the federal force at Parral and the knowledge that another government force was approaching on Calona seems to indicate that the rebels are to abandon their approach against Torreon, and defend themselves in a decisive battle in the neighborhood of Jimenez.

WILL PURCHASE HOWE SOUND LINE

Continued from Page 1 be handled without very much trouble. Needless to say, having been in the railway business for very many years, and occupying the very highest positions in them, Mr. Tate is fully alive to the urgency of having this particular line completed as early a date as possible.

General Salazar made slow progress today as he started to repair telegraph wire. Campa, in his haste to attack, neglected to do this, and when defeated, was unable to communicate with his base. The repair work, however, will not prevent General Salazar from being present when the fight begins.

NAVAL POLICY OF DOMINION

Quebec Chronicle Says Tenders Will Be Invited for Two Super-Dreadnoughts—Creation of Imperial Squadron

QUEBEC, April 2.—Apparently inspired, an article in the Quebec Chronicle announces today the naval policy of Canada along nonpartisan lines. It says: "The actual number of ships Canada intends to order is not definitely settled, but it is believed that tenders will be called immediately for two super-dreadnoughts (first class cruisers) surpassing anything yet built in speed, power and efficiency."

PRISONER ESCAPES One of Chain Gang Gets Away While at Work at Government House Grounds

Calmly walking from the grounds at Government House, C. Davis, a prisoner, and one of the chain gang which daily works about the place, made his escape yesterday shortly before 1 o'clock. Up to a late hour last night he had not been captured, though the authorities were notified of his escape within a few minutes after he disappeared.

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elsewhere, he quietly slipped through the trees and got out of the grounds at a point near the entrance to the quarters of the lieutenant-governor's private secretary. He was seen to make in the direction of Richmond Road with the evident intention of making for the country. Immediately his absence was noticed the city police were informed and a number of provincial jail guards started out after the fugitive. Davis was serving a six months sentence for theft, committed in this city.

INCREASING VALUE OF DEPARTMENT

Two More Experts Secured for Agricultural Service of the Province

The provincial department of agriculture is now to be strengthened by the inclusion of the posts of a plant pathologist and also that of an assistant poultry instructor, and Mr. W. F. Scott, deputy minister of agriculture, announced yesterday that appointments of these positions have now been made.

Mr. W. A. Brittain, who becomes plant pathologist in the fruit branch of the department, is a B.S. A. of the Macdonald college, St. Anne de Bellevue, Quebec. Following on his graduation he was appointed biologist at the same college, and accepted a similar post in the seed division of the department of agriculture at Ottawa. He will probably commence his duties here on April 20 next.

Mr. H. G. Upton, who has been appointed to assist Mr. Terry in poultry instruction work received his education at the Ontario Agricultural college at Guelph, where he took a four years' course, and for the last two years has been working in the poultry department of the University of Maine. He comes with strong recommendation from Professor W. A. Brown, of the live stock branch of the federal department of agriculture, and from Professor Graham of the poultry department of the Ontario agricultural college. Mr. Upton is expected to take up his new duties in the course of the next ten days.

The next meeting of the executive of the B. C. Poultry association will be held on Monday, April 8, at the live stock branch of the department of agriculture, when certain amendments to the constitution will be discussed and the date fixed for other arrangements made as to the next provincial poultry show, which is to be held at Victoria.

Not less than twelve new associations have been affixed to the central body since January 1 and applications have been recently received from Pitt Meadows, Greenwood and Hastic Prairie. The number of branches affiliated has now reached twenty-five, and testifies to the benefit which it is felt that co-operative bodies confer on rural districts in which they are to be found. It is also felt that the central body, by becoming representative of an ever-increasing number of local associations, will obtain at the hands of the authorities greater recognition when voicing the needs of this branch of agriculture.

Mr. Terry stated yesterday that the number of pullets kept by poultrymen in the Fraser valley this year more than equals the whole number kept in the province in 1911. That as far as he could see, co-operation alone will not win poultrymen to fight the competition without, and instanced the fact that eggs can be shipped from California to Vancouver at only one cent more for freight than from Duncan to that city.

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The Zeelandia was delayed at Auckland, owing to a strike having retarded the loading of the cargo, and was further delayed by heavy head winds. The steamer was thronged with passengers, every berth being taken. So heavy is the demand for passenger accommodation on the Canadian-Australian steamers that complaints are being published in the New Zealand papers that not sufficient seats are available for Auckland passengers. At Honolulu a number of passengers had to be refused. The steamer left Sydney on March 11 and Auckland five days later. Strong and heavy head winds were encountered to Auckland and on arrival there heavy tropical rains occurred, which considerably retarded the loading of the cargo and the vessel was one day behind her schedule in leaving. Strong head winds were met from Auckland to Honolulu, which port was reached via Suva on March 27, and heavy gales with head seas prevailed from the island port.

PREMIER'S PLANS FOR LONDON TRIP

Continued from Page 1 enjoys, and her superior attractions as a field of investment and industrial enterprise.

"I am planning to spend only two weeks abroad, and will return home by the end of May, coming via Montreal and stopping over for a few days at Ottawa, to take up various matters of unfinished business" with Rt. Hon. Mr. Borden and his ministers. Incidental to these, I hope to be able to fully discuss with the minister of railways the question of the bridging of the Seymour Narrows and connecting Vancouver Island with the mainland by means of railway steel."

Harlemers For Orient—SAN FRANCISCO, March 31.—The British steamer Harleand left this port for Yokohama via Tacoma today with a cargo of 3091 bales of cotton, valued at \$487,510, shipped by the Santa Fe railroad. She will stop at an additional port, the Sound port. The Harleand was remeasured while here and under the American system was given a net tonnage of 3439, as compared to 2724 under the British system.

CHELOHSHIN LIES ROCK IN SKEENA

Salvage Steamer Salvor Sent to Float the Vessel—Was Beached With Stoke Hold Filled

Steamer Salvor, Capt Stratford of the B. C. Salvage company left Esquimalt yesterday en route to the Skeena river to float the steamer Chelohshin, of the Union Steamship company, which struck a rock in the Skeena river on Monday and is on the beach near the Northern Pacific cannery with her stoke-hole full of water.

The Chelohshin is the latest addition to the northern coastwise fleet. She is a new vessel, built in the United Kingdom for the Union Steamship company of Vancouver, and arrived in December last from the builders' yards. The steamer has made only two or three trips alternating with the steamer Venture of the Bosowitz Steamship company in a weekly service. The Venture leaves Victoria every Wednesday for Bella Coola and way ports, and connects with the Chelohshin at Bella Bella every Sunday.

This is the second time the Chelohshin has been ashore in the Skeena, she having grounded in the slough on the northern river, on March 27 and was floated without injury on that occasion. The steamer was badly damaged by striking on Monday, water flowing in freely, and the pumps were unable to keep the vessel free. It was decided to beach her and the vessel was run ashore in shallow water near the Northern Pacific cannery.

It is expected that temporary repairs will be effected quickly by the salvage crew of the Esquimalt company, headed by Diver McHardie, which went north yesterday, and the steamer will be brought to Esquimalt for repairs.

BUSY SCENES AT WHARVES

Big Fleet of Ocean Steamers in Port Yesterday—Zealandia Comes from Ports of the Antipodes

Busy scenes took place at the outer wharf yesterday, the wing close behind each other the British steamer Zealandia, Captain J. D. S. Phillips, of the Canadian-Australian line, arrived from the Antipodes with 245 passengers and 1600 tons of cargo, and the Japanese steamer Mexico Maru, Captain Kobayashi, of the Osaka Shosen Kaisha, came from Hongkong via Yokohama. Earlier in the day the new steam freighter Crown of Toledo, Captain Baird, of the Direct Line, came from the United Kingdom via Santos, San Pedro and San Francisco, and proceeded to Vancouver.

The Seattle Maru, of the Osaka Shosen Kaisha, came from Tacoma in the morning and left for the Orient with a full load of goods. The steamer Umattila arrived about 6 p. m. from the sound and left a few hours later for the Golden Gate. The steamer Venture, Captain Parks, of the Bosowitz steamship company, arrived from London and way ports and left again last night for the north.

The Zealandia was delayed at Auckland, owing to a strike having retarded the loading of the cargo, and was further delayed by heavy head winds. The steamer was thronged with passengers, every berth being taken. So heavy is the demand for passenger accommodation on the Canadian-Australian steamers that complaints are being published in the New Zealand papers that not sufficient seats are available for Auckland passengers. At Honolulu a number of passengers had to be refused. The steamer left Sydney on March 11 and Auckland five days later. Strong and heavy head winds were encountered to Auckland and on arrival there heavy tropical rains occurred, which considerably retarded the loading of the cargo and the vessel was one day behind her schedule in leaving. Strong head winds were met from Auckland to Honolulu, which port was reached via Suva on March 27, and heavy gales with head seas prevailed from the island port.

Presentation to Captain—Yesterday morning Captain Phillips was surprised by the passengers, who sent a call for him to come to the saloon and when he arrived he found a large number assembled. An address was read to him expressing appreciation of his efforts to make the voyage enjoyable and a committee was formed to procure a fitting testimonial on arrival at Vancouver today.

An amusement committee was formed and several days of deck sports were indulged in. The passengers included Mr. Forster Taylor, who is associated with Fyfe-Smith of Vancouver, in the importation of frozen meats, butter, etc., from the Antipodes. Mr. Hull, of Calgary, returning from a holiday trip to Honolulu. Mr. O. G. Roberts, managing director of Fairbank & Roberts, a large Sydney firm, and family, and many others. Those who departed here included Mr. and Mrs. Hull, W. C. Mappin, Mrs. Gow, Mr. and Mrs. Smith, W. A. Mitchell, Rev. C. A. Brandell, W. E. Patterson, Mr. E. Fraser, and 14 third class passengers. The cargo was made up as follows: General, 35 tons; frozen, 90 tons (butter and meat), onions, 463 tons; timber, 52 tons; canned goods, 21 tons; hides, 272 tons; flour, 28 tons; coffee, 1 ton.

Trade With Australia—According to arrivals by the Zealandia

NEW ORGAN SECURED

Congregation of St. Barnabas' Church Secure Three-Manual Instruments by English Maker

After a careful consideration of the various specifications sent in, the Church Committee of St. Barnabas' Church aided by the advice of the organist, Mr. A. Longfield, has decided to purchase a three-manual organ, built by Denman, of York, for a church at Bridlington about thirty years ago. This organ is now being taken out to make room for a larger electric one, and is at present in the hands of Messrs. Abbot and Smith, of Leeds, whose high reputation as first-class organ builders is well known to every organist. They will rebuild it, and take out all the old action and put in their latest improved Tracker action to the manuals and tubular pneumatic to the pedals, which will make it like a new organ, as they guarantee the pipes, bellows and soundboards all in perfect condition.

WINDOW-SMASHER

Mrs. Pankhurst Gets Respite to Enable Her to Prepare for Conspiracy Trial

LONDON, April 2.—The home secretary has directed that Mrs. Emmeline Pankhurst, leader of the militant suffragettes, who was sentenced on March 2 to two months' imprisonment for window smashing, shall be released on April 4. The remainder of her sentence has been remitted to enable her to prepare her defense in the conspiracy charge.

Mrs. Pankhurst is charged jointly with Mr. and Mrs. Fethick Lawrence with conspiracy and inciting to commit malicious damage to property. This case has been remanded several times in the Old Bailey sessions.

ANTHRACITE FIELDS MAY EXTEND TO NAAS

Surveyor Returns from Groundhog Mountain District and Tells of Observations—Railway Construction is Easy

Mr. F. S. Wright, who went into the recently discovered anthracite coalfields in the Groundhog mountain district near Stewart, for the purpose of compiling a map for the Stewart Land Company showing the topography of the mining field and route from Stewart, has returned to Victoria, making the trip out from the Groundhog via Stewart to Victoria in the last time of 15 days. Mr. Wright says that doubtless further finds of anthracite would be made near the headwaters of the Naas. He picked up conglomerate and Naas. He picked up conglomerate and Naas. He picked up conglomerate and Naas.

CHURCH UNION

Presbyterian Committee Meets Today at Toronto to Consider Amalgamation Question

TORONTO, April 2.—Rev. Dr. Gordon of Queen's University will be elected Convener of the Presbyterian committee on church union at the meeting here tomorrow. The position became vacant on the death of Rev. Principal Patrick of Winnipeg. It is not likely that the official figures will be reported by the committee until the meeting of the general assembly at Winnipeg. The official reports of the clerks of Presbyteries, however, show a vote of approximately 70 per cent for union and 30 per cent against. This is regarded by some church authorities as being too small a percentage to warrant attempts to a union.

PRINCESS MAY HAS A MISHAP

Fort Thurst Block of C. P. R. Engine Breaks When Vessel Is en Route to Skagway

The steamer Princess May, Captain McLeod, en route to Skagway, broke one of her thrust bearings when off Bella Bella on Saturday night and is proceeding to the Lynn canal port with one engine. Captain J. W. Truog, manager of the C. P. R. steamship service of the C. P. R., received a wireless message from the steamer on Sunday reporting the accident, which disabled the port engine. The Princess May has twin screws and will be able to complete the voyage, although it is expected she will be delayed as a result of the mishap, being probably a day late in reaching port. Repairs will be effected at the C. P. R. steamer at Esquimalt.

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Princess Royal to Run to Granby and Way Ports—Princess Beatrice for Ocean Falls and Elvers Inlet

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ceded via Mezfaden lake up Hanna river and across the main branch of the Skeena and up this river to the east fork, by which they travelled until they struck the Dawson telegraph line from Hazelton, and from thence to Groundhog they went by the toboggan trail used now for freighting supplies from Hazelton. They broke trail for a great part of the way and had to relay their outfit for a considerable distance. When the pack trail is completed, however, the route will be a comparatively easy one.

On the way in they made a number of caches, enabling them to travel light on the backward trip, which occupied but nine and a half days from the Groundhog fields at Breen's creek to Stewart, where Mr. Wright got passage on a tugboat to Prince Rupert and came south on the steamer Prince George.

Snow covered the ground for the most part when he was in the Groundhog district, but the formation is well known, and reports have been made by engineers showing the great promise of these vast anthracite fields. Mr. Wright said the coal formation of the Groundhog undoubtedly extends to the Naas. Mr. Wright considers that railroad construction will offer no difficulties in this district. After passing the Bear river pass there is a splendid grade and no main divides are to be crossed until that of the Naas and Skeena is reached. There is a pass with an altitude of 250 feet at the Blackwater divide between the Naas and Skeena, and another pass that could be used at the thony river, but this has a trifle higher elevation.

A number of splendid valleys run from the Naas and its forks and tributaries, similar to the valleys in the Skeena district, and there is much good land around Mezfaden lake. At the mouth of the Blackwater there is one of the finest stretches of land in the north. There is no wind in the upper Naas country, and the weather is calm with considerable clear sunshine. There is easy rolling land from the Groundhog across to the Stikine, and the Grand Prairie valley can be easily reached, in fact a railroad from Stewart through this district would open up a vast area of rich country, Mr. Wright states.

WEATHER BUREAU IN A MODERN BUILDING

Dominion Government Will Establish Observatory Here—Research Work in Seismology Provided For

Victoria will within a short time be equipped with a modern meteorological station housed in a building of its own. In addition to the appropriation of \$2,000 set aside by the Dominion Government for the purchase of instruments to be used in seismic research work, it is now announced that a further sum of money will be provided for the erection of a meteorological building, which will contain the different instruments for recording weather variations, and also the equipment which Mr. F. Napier Denison will use in carrying out his seismological work. The Dominion Government has been prompt to recognize that Victoria is ideally situated for research purposes, and the decision to provide a meteorological building is held to indicate the eventual purpose of establishing an up-to-date observatory in this city. The credit for securing this recognition of Victoria's geographical position is largely due to Mr. F. H. Shepherd, the member for Nanaimo, who has been indefatigable in his efforts to procure such facilities for the island.

Mr. Napier Denison yesterday received a letter from Mr. Shepherd enclosing a communication from Mr. Stupart, the Director of the Meteorological Service of Canada, in which the latter announced the government's intention as stated above. Mr. Stupart will visit Victoria in the course of the next few weeks, when it is anticipated that he will make arrangements for the early construction of the new meteorological building.

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C. P. R. FREIGHT HANDLERS

Men May Call a Strike if Company Does Not Accept Decision of Conciliation Board

WINNIPEG, April 2.—Should the C. P. R. refuse to accept terms arrived at by a conciliation board in the trouble between the company and freight handlers, the latter, according to C. B. Beaumont, president of the Brotherhood of Railway Freight Handlers, will call a strike that will tie up all freight. Mr. Beaumont says the organization of freight handlers in St. Paul, Duluth and Bolton are ready to stand by the men in case the men in Winnipeg decide to take this action.

NEW WIRELESS STATION ORDERED

Tenth of Wireless Telegraph Depots in Chain on British Columbia Coast to be Built at Alert Bay

Another wireless telegraph station is to be built by the Department of the Naval Service of Canada, increasing the chain of stations on the British Columbia coast to ten. The new station will be located at Alert Bay, and will be a full power station. The new station is expected to facilitate communication from vessels navigating the waterway between Vancouver Island and the mainland when between the Cape Lazo station and the north end of Vancouver Island. Alert Bay, where the new station will be located, is situated on Cormorant Island, and is a port of call of the northern coasting steamers. The settlement, with a cannery and village at one end of the native village, which has some of the most picturesque Indian houses and totems, and a Church of England mission, saw mill, store at the other end, has two wharves. The bay was named after H. M. screw corvette Alert, which was stationed in these waters from 1858 to 1861.

In addition to the establishment of the new wireless station at Alert Bay the wireless service is to increase the power of the Pachena and Estevan stations on the west coast of Vancouver Island from two kilowatts to five kilowatts and install the new type of apparatus, known as the rotary disc type, which has recently been tried with great success at the Cape Lazo station. This will greatly increase the distance with which the two west coast stations can work, and it is considered with good working conditions that communication across the Pacific ocean will be maintained.

A license has been given to the Hamilton Power company for the installation of a private wireless station on Bowen Island for use in connection with the business of the explosive company. Two new buildings erected here in sections for the Pachena and Estevan wireless stations are on the wharf of the Marine Department to be shipped to the west coast stations.

EXTRADITION TRIAL

Confession of Dean Likely to Have Important Bearing on New Westminster Bank Robbery Case

NEW YORK, April 2.—At the hearing today on the extradition of John McNamara, otherwise known as "Australian Mac," who is wanted in New Westminster, B. C., on a charge of bank robbery, committed on September 15 last, Charles Fox, counsel for the British government, called three witnesses to contradict alibi evidence produced by McNamara. The defense sought to have that at the time of the bank robbery in British Columbia, McNamara was riding owned by Henry F. Schilling, a hotel keeper.

Arthur W. Kerwin, mayor of Port Lee, and Thomas Woodrich and George F. Starbell, a blacksmith, and an automobile builder testified that prior to September last the touring car bodies had taken off the two Shilling automobiles and had converted them into power wagons that were afterwards used for business purposes. The case will come up again on Friday.

Advices received here from Los Angeles state that Charles Dean, who is being held there for extradition on a charge of being implicated in the Westminister bank robbery, has made a full confession to Oscar Morrell, a turnkey in the jail where he is incarcerated. An affidavit signed by Dean, has been forwarded to New York as evidence in the McNamara extradition case.

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WIRELESS TELEGRAPH STATION... ORDERED... CHAIN OF BRITISH COAST TO BE BUILT... PROTECTORATE OVER MOROCCO... FRANCE, UNDER NEW POWER GRANTED BY SULTAN, MAY OCCUPY ANY PORTION OF STATE WITH MILITARY... FATE OF S.S. FOXLEY... SUPRAGETTES TO BE HATLESS... BOYCOTT OF MILLINERY ESTABLISHMENTS IS LATEST METHOD SUGGESTED TO WIN WAY TO FRANCHISE... SITE SECURED FOR NEW JAIL... ADMINISTRATIVE CHANGES MADE... DELUGED CENTRES IN MISSISSIPPI VALLEY... DEATH ROLL OF FLOODS INCREASED TO EIGHT—KENTUCKY TOWNS ARE HEAVY SUFFERERS—FARM LANDS INUNDED... PROVINCIAL NEWS... BIRTHS, MARRIAGES, DEATHS... SHEEP BREEDERS... CORRIG COLLEGE

PROTECTORATE OVER MOROCCO

France, Under New Power Granted by Sultan, May Occupy Any Portion of State With Military

FEZ, Morocco, April 2.—The treaty establishing a French protectorate over Morocco, which was signed by the Sultan recently, provides that France may occupy with military forces any part of Morocco necessary for the preservation of order, after notifying the Sultan.

CABLES TO CANADA

British Government Does Not Favor State-Owned Methods of Communication

ENLARGING QUEBEC

The Ungava Bill Will Add 400,000 Sq. Miles to Province

AFTER THE SESSION

Cabinet Ministers to Take Brief Rest Before Resuming Routine Duties

TRIAL

McNamara Likely to Have Inmate Robbery Case

McNamara, at the hearing of the extradition of John... who is wanted in... on a charge... committed on Sep...

PANAMA CELEBRATIONS

Suggested Cycle of Festivals to Extend From Vancouver to San Diego

SAN FRANCISCO, April 2.—As first suggested by George L. Hutchins, general manager of the Portland Rose festival, a series of festivals was organized here today by the festival organizers of the Pacific coast under the auspices of the Panama-Pacific exposition.

MR. BABCOCK COMES BACK TO PROVINCE

The announcement is made with authority of Hon. W. J. Bowser, Fisheries Commissioner for British Columbia, that Mr. John Pease Babcock, who until a year or so ago held office as deputy commissioner in the provincial department, and who is recognized as one of the most authoritative experts in his specialized branch of science in all America, has been induced to again ally himself with the department, being appointed consulting expert and will again take up his residence in Victoria, where he has been re-visiting old friends during some weeks past.

I. W. W. TACTICS

Gangs of Men Attack Alberta Construction Camps and Destroy Property Wholesale

CALGARY, Alberta, April 2.—Rioting expected when 5,000 men sent out from Winnipeg reach the construction camps on the Canadian Northern railway to break the strike. Ten thousand men are pouring into Calgary as a result of the agitation of the I. W. W. American organization. Last night they attacked the construction camps, destroyed all property in sight.

FATE OF S.S. FOXLEY

British Steamer Total Loss Off Chilean Coast—Only Four Officers Escape

PUNTA ARENAS, April 2.—A Chilean gunboat which was sent to the assistance of the British steamer Foxley, wrecked on March 18, off the Chilean coast, arrived here today and reported the Foxley a total loss. Four officers of the Foxley were rescued at the time of the wreck, the rest of the crew being left to their fate. The gunboat found no trace of them.

DEATH OF MR. DEXTER

HAMILTON, Ont., April 2.—David Dexter, president and managing director of the Federal Life Insurance Co., died suddenly today, age 67.

SITE SECURED FOR NEW JAIL

New Reformatory Institution for Southern Vancouver Island on Wilkinson Road—Most Modern Methods to Prevail

The purchase was yesterday completed by the provincial government of the site selected for the new provincial jail to serve southern Vancouver Island, and which is about three miles out of Victoria on the Wilkinson road, the new suburban line of the B. C. Electric Railway Co., traversing one corner of the acquired property and providing the needed facilities of quick and economical communication with Victoria.

ADMINISTRATIVE CHANGES MADE

Hon. Robert Rogers in Addition to His Other Duties is Now Minister of Mines in Federal Government

OTTAWA, Ont., April 2.—Important administrative changes were made by the cabinet in a brief council meeting held this afternoon. No less than three steps were taken toward the reorganization of departments. The department of mines, which since its establishment has been under the control of the minister of inland revenue, has been placed under the control of Hon. R. Rogers, who adds to his present titles of minister of the interior and superintendent of the general of Indian affairs, that of minister of mines. Census statistics and the registration of statistics long have been part of the department of agriculture. Those services now go to the trade and commerce department.

DELUGED CENTRES IN MISSISSIPPI VALLEY

Death Roll of Floods Increased to Eight—Kentucky Towns Are Heavy Sufferers—Farm Lands Inundated

LOUISVILLE, Ky., April 2.—The area affected by the flood caused by an almost unprecedented volume of water in the Mississippi was not extended a great deal yesterday, but the situation at the deluged centres became more menacing. Two more levee breaks were reported near Chester, where 7,000 acres of farming land is inundated.

PROVINCIAL NEWS

A branch of the Overseas club has been formed in Dawson.

Five little children of H. Stevens of Cedar Cottage, near Vancouver, were carried to safety while their home burned the other morning. All were drowsy with sleep and smoke fumes.

A. M. Barber has been arrested at Kamloops on an escape from the Washington state prison.

Robert Doyle, a motorman employed in the mines at Hosmer, was fatally electrocuted a few days ago, while endeavoring to fix a faulty light.

William Whittier, a miner at No. 1 South mine, Coal Creek, was killed last week by a rockfall.

Through a blasting accident at New Westminster, William Robertson has been rendered totally blind.

A new First Methodist church is to be erected at Port Alberni, not far from the arrival of 1000 refugees from Dorina, Mo. The food supply at Hickman will last three more days. No trains have run in or out of the town for several days, and food and tents on route there are held up by washouts.

At Columbus, Ky., which was the first town inundated, the situation is grave. Residents are leaving rapidly and there is much suffering in outlying districts. The damage in that vicinity is estimated at \$200,000. The damage at Memphis is estimated at \$250,000. About 1,200 persons have been driven from their homes.

Reports from New Madrid, Mo., are meagre. The town is flooded but no loss of life is reported.

The situation of the flood is not limited to the river towns. Small tributaries have overflowed their banks and it is estimated that fully 300,000 acres of farm lands in Kentucky, Tennessee and Missouri are flooded, and probably 900,000 more are untilled because of fear that the levees may break.

VERDICT OF SUICIDE

"Suicide while temporarily insane" was the verdict returned yesterday by the coroner's jury which investigated the circumstances surrounding the death of Mr. James Bowman, whose body was found on Saturday morning in the waters of the inner harbor between Johnson and Yates at. Identification of the remains was made on Sunday by Mr. C. H. Wright, one of the proprietors of the Strand hotel, Johnson street, whose nephew the deceased was.

SUPRAGETTES TO BE HATLESS

Boycott of Millinery Establishments is Latest Method Suggested to Win Way to Franchise

LONDON, April 1.—At a meeting of suffragettes held here to protest against what the speakers described as the "base betrayal by the House of Commons" Mrs. Despard, who was sentenced to prison in 1909 and was arrested for picketing Premier Asquith's house, said the time had arrived for the militant suffragettes to adopt more effective methods to maintain their desires. She urged, in effect, a boycott.

She said the women should not buy hats, which will hurt the tradesmen worse than smashing windows. She declared they should not go to the seaside resorts represented by parliament by men of anti-suffragette tendencies, and should not subscribe funds to churches or institutions, or invest their money in England.

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Advertisement for Campbell's Man Tailored Suits at \$25.00. Includes an illustration of a man in a suit and text describing the quality and variety of the clothing.

Advertisement for Dr. J. Collis Browne's Chlorodyne. Includes text about the medicine's effectiveness for various ailments and a list of birth, marriage, and death notices.

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability. 1211-1215 Broad Street, Victoria, B. C.

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THE RAILWAY LANDS

The status of the Railway Belt and Peace river tract, which the Dominion government holds within British Columbia, is not very generally understood, and in consequence the claim put forward for the surrender of these tracts to the Province has met with opposition in certain quarters. These areas, which consist of a belt 40 miles wide along the line of the Canadian Pacific and a rectangular block of 3,500,000 acres in the northeastern part of the province, were conveyed by the government of British Columbia "in trust to be appropriated in such manner as the Dominion government may deem advisable in furtherance of the construction of the said railway."

and those imprisoned on more serious charges. Careful investigations in criminology have been in progress during the past two years under the direction of the Attorney-General, and it is proposed to give effect to what has been learned. Out of door work will be the character of the "hard labor" to which prisoners will be subjected. All persons interested in the betterment of human conditions will be glad to learn of the proposed substitution of reform for punishment. Perhaps it may not always be possible to accomplish the object aimed at by this humanitarian policy, but even if good results are attained only in a minority of cases, the change will be justified. The difference between the criminal and the respectable citizen is not so wide that the former may not be restored to his former place beside the latter through the application of the law of kindness to him, while he is bearing the consequences of violation of the law.

SUBURBAN IMPROVEMENTS

The ornamental subdivision of the Uplands, the improvement of Mount Douglas Park and the proposed park of the B. C. Electric at Union Bay will add much to the attractiveness of suburban Victoria and cannot fail to have a very stimulating effect upon the occupation of nearby districts by persons desiring homes with larger grounds than are available on a city lot. It has for years been a favorite contention of the Colonist that the whole region from Sooke to the north end of the Saanich Peninsula would before many years be subdivided into small tracts, and become the home of a large population composed to a very great extent of people more or less well-to-do. There is no longer any doubt at all on this point. We predict with much confidence that within the next decade there will be one hundred thousand people living outside of the city and within the area mentioned. We further predict that, unless something unforeseen happens, the census of 1921 will show 250,000 people resident on Vancouver Island, east of the line joining Saanich Inlet and Sooke Harbor. The influx is fairly rapid now, but it will increase in rapidity from year to year, provided business conditions throughout Canada continue to be as favorable as they now are.

MISPLACED CREDIT

The Toronto Globe gives the Liberals of British Columbia much credit because of their "constructive policy." Among the constructive features which receive the commendation of our Toronto contemporary we find: The abolition of the Poll Tax. The abolition of the tax on improvements. The increase in the exemptions under the Income Tax.

A GRAIN PORT

The shipment of Canadian wheat to overseas markets is a question of very serious importance. Before any considerations must be taken into account in terminating by what routes grain can be most advantageously handled. In view of the fact that not more than one-eighth of the wheat-growing area of the Prairie Provinces is under cultivation, and that the eastern outlets are already taxed to their capacity, it is obvious that other channels must be opened. We are not unmindful of the fact that the completion of the National Transcontinental Railway will contribute to some extent to the solution of the problem, but a still haul of more than a thousand miles from Winnipeg to Quebec is no small factor. It is a great deal further than the grain produced in Alberta and Western Saskatchewan would have to be carried to reach the Pacific Coast. There is also the fact that Quebec is a closed port for a long time each year of the winter, the transportation of wheat eastward over the ice is a risky haul. For perhaps five months in each year the Hudson's Bay route will be available, but this involves for grain grown in the area mentioned quite as long a haul, and in some cases even a longer one than the Pacific Coast route.

REFORM NOT PUNISHMENT

It is announced that in establishing a new provincial goal on Vancouver Island, particulars of which are given in our news columns, the principle that imprisonment is intended primarily for reform and not for punishment will be recognized. It is also stated that juvenile offenders and persons incarcerated for minor offences will be carefully segregated from older convicts.

the distance to Victoria as a radius describe a circle, we shall find that the circumference of the east will cross the Canadian Pacific a little east of Regina. If we take Edmonton as a centre and with the distance to Victoria as a radius and describe a circle we shall find it crosses the Canadian Pacific near Moonbeam, or 215 miles west of Winnipeg. We will use the same result if we sweep a circle with Lethbridge as a centre and the distance to Victoria as a radius. These facts establish conclusively that to any point on the meridian of Saskatchewan the Pacific Coast is nearer than the ports at the head of Lake Superior, and hence from points west of that meridian the advantage is even greater with the Pacific Coast. We are now considering the rail haul only. As compared with Fort Churchill on Hudson's Bay the advantage of Victoria is nearly as favorable. It is therefore a geographical fact that for the greater part of the east-growing area of the Pacific Provinces the Pacific coast board is more advantageously situated than the ports at the head of Lake Superior or even those on Hudson's Bay. It need not be added that what at the head of Lake Superior is yet a long way from the ocean-going ships, and that Hudson's Bay is closed to navigation at the very time it will be most needed by shippers.

There seems to be an impression on the Prairies that the mountains present an obstacle to west-bound traffic. This is erroneous. The Canadian Northern will have a grade not exceeding four-tenths of one per cent across the Canadian Columbia. The Grand Trunk Pacific will have the equivalent of such a grade. There is an available route across the province to Lule Inlet with a grade under one per cent. A route has been surveyed from Peace River to Dean Channel, with a grade westward of less than one per cent maximum. The Canadian Pacific has at present a somewhat higher maximum than this, but that it will long continue to be content with anything less favorable than competing lines is not to be thought of. Hence the mountains present no difficulty at all from the transportation point of view. In other words a locomotive can haul a full load of grain across British Columbia as cheaply as it can haul it a corresponding distance on the Prairies, as soon as the several railways have got themselves in a position to handle west-bound freight.

We are aware that there will be strong opposition to the western shipment of grain. Winnipeg will not favor it. The elevator interests, which are controlled from Minneapolis, will actively oppose it. The effort of the elevator operators and of the United States railways will be to divert southward all the wheat which may be available, and not carry east, and in this they will have the sympathy of Winnipeg if not its active support. It is by no means impossible that we may see an attempt to divert to San Francisco Canadian wheat to be ground into flour for shipment to the Orient or to be sent as grain or as flour to Europe by way of the Panama Canal. The time has come, therefore, when the people of the Pacific Coast and the wheat-growers of the western part of the grain-growing area should unite in securing such facilities as will prevent the routing of wheat over United States lines to United States ports.

In order that this may be accomplished it is necessary that wheat should be stored and shipped from the point on the Pacific Coast at which it can be delivered at the lowest cost, be handled at the least expense and be sent to overseas markets with the greatest advantage. We believe it is demonstrable that no place combines these advantages to as great a degree as does Victoria. We shall not enter into a discussion of that today. All we aim at accomplishing in the present article is to show that our own people to an appreciation of what may be achieved, and to present the case in such a manner as may possibly attract the attention of the wheat-growers and business men of that part of the Prairies most interested in bringing about such conditions as will secure the cheapest and best route for the wheat of Alberta and Saskatchewan to reach market, and to stimulate all persons to an effort to keep the export and transportation business of Canada in the hands of Canadian Railways, Canadian seaports and Canadian ships.

PARLIAMENT PROLOGUE

The session of Parliament, which was brought to a close yesterday, though not marked by legislation that can be called important, was by no means a negligible one. Indeed when account is taken of the shortness of the time intervening between the formation of the Cabinet and the opening of the House, the programme, which the Ministry was able to submit, must be regarded as an exceptional one. Unquestionably Mr. Borden has come out of the session much more strongly entrenched in the confidence of the House and the country than ever before. He has exhibited under somewhat difficult conditions, a great deal of courage and tact. His colleagues have given him a very excellent account of themselves. The Opposition was critical, but we do not know that it could be said to have been unreasonably so. Altogether we are inclined to think the session may be regarded as very satisfactory and as giving great promise for the future of Mr. Borden's administration.

A BRIGHT OUTLOOK

The coal strike in the United Kingdom seems to be at an end. Miners are returning to work rapidly, even in advance of the result of the balloting now in progress. The recognition of the principle of a minimum wage seems to have met the difficulty. Opinions were freely expressed in financial quarters that the settlement of the strike would be followed by great activity in investments. In this department of activity there has been a notable falling off, which began last summer when relations between Great Britain and Germany seemed to be strained to the breaking point over Morocco. This difficulty was easily solved, and while the Kaiser's government continues its feverish haste in preparing armaments against an invisible enemy, it will take a good deal of crying "wolf" to alarm the public again.

The Equitable Assurance Company of New York carried no insurance upon its building that was recently destroyed by fire. The company's officers justify themselves by saying that the company has lost nothing for the land is worth more without the building on it than it was with the building. While this may be very true it hardly justifies the omission to insure.

THE SCOTT EXPEDITION

Captain Scott has sent word that he is remaining on the Antarctic Continent for another winter in order that he may finish his work. It is now known that Captain Amundsen was at the Pole some time in advance of Captain Scott, the latter assuming the credit of the discovery to cover the 150 miles yet before him when he sent word out to civilization. Quite naturally some disappointment will be felt that he was not able to place the Union Jack on the point where it is to be assumed the flag of Norway now flies, but if he reaches his destination safely he will be entitled to equal honor with his plucky rival, who had the advantage of an easier route. The difficulties attending travel in high latitudes are such that a difference of a few weeks in reaching a desired goal detracts nothing from the credit attaching to the competitor who happens to be second in the race.

A PROPOSED BOYCOTT

Mrs. Despard, who is a suffragette, has a new remedy for the wrongs of her down-trodden sisters. Since the House of Commons has refused to vote for woman suffrage, Mrs. Despard proposes that all suffragettes shall refuse to buy or use any goods made by men. She will bring the commercial world to its knees. We shall not try to depict what will be the feelings of Mr. Despard—we presume there is a Mr. Despard, just as we assume from the existence of Miss Christabel Pankhurst that there was once a Mr. Pankhurst and that there may be one now, but without making any inquiries upon the point we repeat that we shall not try to fathom the feelings of the assumed Mr. Despard when the wife of his bosom informs him that she does not propose to buy any spring millinery.

THE LOCAL LIBERAL ORGAN

The local Liberal organ thinks the Senate has justified its existence by holding up certain government bills. The organ did not think so fifteen years ago, when a Conservative Senate did the same thing by the Laurier ministry. At that time the Colonist said that the Senate ought not to take a partisan attitude towards legislation, and it says the same thing now. It is strange that when the Liberals were in and had a majority in that body the Senate could not discover how to change a syllable in government measures.

THE CRUSADE AGAINST "TURKEY TROTS"

The crusade which has been started in New York against "Turkey Trots," "Bear Squeezes," and all the other elegant dances which society has borrowed from the jungle and the sum is occupying the attention of the American papers to the exclusion of all other topics. Here the rhythmic waddle known as "the one-step" contrives to escape chastisement. After all, the last thing one expects to see at dances is dancing in the true sense of the word, and the real dancer hates the ballroom. Not long ago a pale, interesting-looking young man was seen at one of the Bals de Tabarin in Paris watching the dancing with a peculiar attention. Sometimes his face expressed horror, sometimes surprise. Introductions are not necessary at a Bals de Tabarin, and it was not long before an enterprising Parisienne seized hold of the pale young man and requested him to waltz with her. They had talked but one turn when she said: "My friend, before you come to another Bals de Tabarin, you must really learn to waltz." History does not relate what her feelings were when the pale, interesting-looking young man revealed himself as Nijinsky, the greatest dancer in Europe!

BRITISH ACTOR DEAD

LONDON, April 2.—Edward Terry, the actor, who has been suffering for some time from neuritis, died today at Barnes, Surrey, England. He was one of the most popular actors on the British stage, on which he has appeared almost continuously for nearly half a century. He was a writer of distinction and had travelled extensively in India, Australia, South Africa and America.

The arrangement of trees and shrubs should correspond with the nature of the buildings on the lot, and these should be architecturally in harmony with the locality. If the buildings are large and architecturally ornate, such as public buildings on public squares, the artificial or formal style of planting may prevail in good taste. On the home grounds, however, a more natural order of arrangement should be adopted. The grounds should be modeled after nature. Freedom from formality should be the main idea; yet not a copy of nature's wildest moods.

No hard and fast-rules can be given for the planting of trees and shrubs. The treatment of the place depends upon its condition and location. As mentioned in the second article of this series, the lawn should be open. Frames the boundaries with trees and shrubs. When planting avoid straight lines as much as possible. Zig-zag borders are more natural and more effective.

Plant in groups.—Plant trees and shrubs mostly in groups, seldom alone. The grounds should not be treated merely as a place for treasuring beautiful trees, for in the attempt to preserve individual specimens the grounds are deformed and the effect destroyed. If the grounds are large enough, employ a number of one kind or smaller shrubs allied in general appearance, placed irregularly on the outside, to give a dash of desirable variety to the mass.

For the sake of naturalness and informality one or more of these smaller shrubs may be planted a few feet away on the turf. When grouping into clumps, the tallest-growing specimens should be placed in the center or at the back of the border. The proper relation of the different plantations on a lawn should be: First, grass; second, herbaceous plants and shrubs of small size; next, large shrubs, with trees in the background at intervals. Trees of darkest foliage should be farthest from the viewpoint.

Effective color combinations and contrasts may be produced by artificial planting. Trees and shrubs of highly-colored foliage and bark should be used sparingly, however, except when planted for winter effect. It is difficult to say just why we think that certain shrubs look well together. It is more a matter of practice than of rule. Although shrubs usually appear to better advantage when planted in groups, occasionally single specimens with individual characteristics may stand out alone.

The junction of roads and walks should be planted with shrubbery. When the road curves, make the curve appear necessary by judicious planting. A curve without an apparent cause for it is meaningless and affected. On large places shade trees set out along the walks and drives are sometimes necessary. Park planting demands them.

Beautifully Waste Places.—In all the work of landscape gardening start with a determination to do away with the heartaches in "bump-garden" creates waste places, and waste places are eyesores. Beautify them. Cover undesirable objects with vines or plants of some kind. Hide objectionable scenes, ugly buildings, and so forth, with vines and shrubbery. Swampy grounds may be planted with sedges, grasses, Iris, and other swamp-loving plants.

In the selection of the exact kind of material to be used in planting, it is advisable to choose a comparatively small number of kinds of trees and shrubs. Too much variety on a small place is undesirable, to say the least. Furthermore, when we come to such shrubs and trees for building the groups on the lawn, it will be found that comparatively few of them fulfill the effective requirements of the place.

When planning the grounds we must not forget to consider the sky line or top line of bordering plantations of trees and shrubs. Straight top lines are monotonous. They offend the sense of beauty. They can be relieved by planting in their midst or near them at intervals trees of large and distinct character. Have no regularity in these intervals except an intelligently fixed relation between them.

Consider Comfort and Protection.—Trees and shrubs should be arranged also to give comfort and protection. The house needs shade in summer and protection from winter winds. Place some of the largest trees, such as elms and maples, for shade near the house on the south and west, but do not shut out the view, nor the light from the windows. Give consideration to what the results will be when the trees are full grown. Plant far enough away so that the branches will not overhang. For winter protection plant in the quarters to which the house is most exposed; some of the large evergreens, such as pines and spruces. Baffle the wind by planting with them a few of the light-colored deciduous trees.

The crusade which has been started in New York against "Turkey Trots," "Bear Squeezes," and all the other elegant dances which society has borrowed from the jungle and the sum is occupying the attention of the American papers to the exclusion of all other topics. Here the rhythmic waddle known as "the one-step" contrives to escape chastisement. After all, the last thing one expects to see at dances is dancing in the true sense of the word, and the real dancer hates the ballroom. Not long ago a pale, interesting-looking young man was seen at one of the Bals de Tabarin in Paris watching the dancing with a peculiar attention. Sometimes his face expressed horror, sometimes surprise. Introductions are not necessary at a Bals de Tabarin, and it was not long before an enterprising Parisienne seized hold of the pale young man and requested him to waltz with her. They had talked but one turn when she said: "My friend, before you come to another Bals de Tabarin, you must really learn to waltz." History does not relate what her feelings were when the pale, interesting-looking young man revealed himself as Nijinsky, the greatest dancer in Europe!

Administrative changes are announced from Ottawa. The Department of Mines is transferred from the charge of the Minister of Inland Revenue to that of the interior. The Mines Department was created by the Laurier government, and was attached to Inland Revenue, chiefly we imagine, because Mr. Templeman, who had charge of the latter, represented the great mineral province. It seems as if its proper place is in connection with the Interior as long as there is no intention of establishing a separate portfolio. The removal of the Department of Census and Statistics from the Department of Agriculture to that of Trade and Commerce also seems a good change, for the subjects dealt with are somewhat akin. The previous arrangement existed ever since Confederation.

COLONEL WHITE DEAD

Had Been Over Sixty Years In Civil Service And Was Formerly Deputy Postmaster-General. OTTAWA, April 2.—Colonel Wm. White, C. M. G., former deputy postmaster general, died today after some sixty years of civil service. Colonel White was born in London, Eng., January 6, 1850; entered the post-office service at St. Martin's le Grand in 1848; moved to Canada and entered the Canadian postal service December, 1854; became secretary of the department seven years later and deputy postmaster general in July, 1888. He had been an active militiaman all his life, entering the third battalion of the 61st Toronto militia in 1859; becoming captain of the Civil Service regiment, with which he went to the front at the time of the Fenian Raids in 1866; later commanding the governor general's foot guards and in 1881 taking over the command of the 48th Rifles, of which he was honorary colonel at the time of his death. He was commandant of the Wimbeldon team in 1884, and chairman of the executive of the D. R. A. from 1886 to 1896. He was decorated for his long and meritorious service to his country.

Portland Murder Case

PORTLAND, Ore., April 2.—Positive that he has the man in custody who shot Donald M. Stewart and George Hastings on the riverside drive near this city last Friday night, Sheriff Robert L. Stevens of Multnomah county returned here tonight from the mountain base of Woodburn, Ore., with Robert, alias "Juggling Jack," an alleged ex-convict of Oregon and Washington penitentiaries, under arrest. The capture followed an unrelenting pursuit on the part of Sheriff Stevens and his deputies, which began a few minutes after the highwaymen fired the fatal shots.

Opposed To Free Sugar Bill

WASHINGTON, April 2.—Luis Monoz Rivero, a resident commissioner from Porto Rico, announced today that a delegation from the island had arrived in New York and would file a protest with the senate committee on finance against the enactment of the free sugar schedule. Evidence will be given to demonstrate that if the duty is taken off sugar Porto Rico will be in a worse plight than ever it was under Spanish rule. Under American rule, the sugar factories, according to Mr. Rivero, have grown from a few to more than 150 and now three-fourths of the tillable land is given over to sugar.

Passing Bad Cheques

SEATTLE, April 2.—D. C. Ellingsford, who was arrested at New Westminster, B. C., last night charged with passing two bad cheques for \$245 in Portland, passed through Seattle today in custody on his way to Portland. Ellingsford was at one time in the employ of a lumber company in Oregon and was alleged by the government to have acted as a dummy land entryman for David Eccles, the millinery lumberman. When Eccles was tried in Portland last year Ellingsford was a witness for the government.

Have Wrought By Storm

PHILADELPHIA, April 2.—Two women were injured fatally, scores of houses were unroofed by a storm which passed over that portion of Camden known as Cooper's Point and swept down the Delaware river to the centre of this city tonight doing thousands of dollars' worth of property damage. Tonight Camden is in darkness and its streets in the neighborhood of Cooper's Point filled with debris.

Bank Robber Gets 20 Years

FORT BENTON, Montana, April 2.—Stanley D. Miller, convicted of bank robbery, was sentenced today to 20 years imprisonment in the maximum penitentiary in Montana. In the bank robbery at Harlem on July 31 last, three men took part. One of them, Billy Sanders, was shot and killed by Marshal Lasswell. Miller was captured later at Billings. A third member of the outlaws escaped and is still at large.

Anti-Treating System

TORONTO, April 2.—The Conservative party in Ontario is contemplating the adoption of the abolition of the treating system as a counter move to the Liberal banish the bar policy.

Woman in Cross Channel Flight

LONDON, April 2.—Miss Mary Davis today accompanied the English aviator, Gustave Hamel, in a flight across the Channel, she being the first woman to make the trip.

North Renfrew Election

TORONTO, April 2.—The period for filing protests against the election of Hon. George Graham in North Renfrew expired today without a protest appearing.

Religion in Ottawa

"Vote as you pray," admonished the minister yesterday. What? Only once in four years?—Ottawa Journal.

THE WILD MARSH WARD

And Pleasant is the wind of June, So balmy, soft, and low, It sings along our garden wall, Where the shy, pink roses blow. The autumn wind is hushed and sad, For the flowers are brown and dead. When the fields lie bare, and birds have flown, And the maple leaves are red. The winter wind is fierce and bold, The snow goes whirling by, Inside is warmth, but all night long, We hear the north wind cry. But give to me the wild March wind, So fearless, strong, and free, He bends the branches, shakes the twigs, And laughs aloud in glee! Men call him cruel, and hate to hear His piping loud and long, But the flowers stir, and wake again, When they hear the March wind's song.—Rachel Lyman Field in St. Nicholas.

The modern preliminary of Canada cently From 1 ly gathe of the r oo, the output creases made up and was million \$49,234 more th \$106,823 a strike bia and loss was but in E fuel sup com ed a de losses in part ma of the i both Br places of made a mineral as only away of tion beir for the t is presu recovery in the p in; rease cases fa The pri keeping of living York, fo in 1907, same tin to 4420 and silve cents. Takin tario is credited total of silver de there are the total Ontario British C Nova S Quebec Alberta N. W. T Manitoba New Br Saskatche Ontario ascribed put of cot ter, thou out of th a flourish reported not make ducing di Follow products values of given: Metallic Non-met Structural In etc... In the values of given as Copper, r lbs. ... Gold ... Pig iron ore, ton Iron ore Lead at 3 lbs. ... Nickel a lbs. ... Silver at 3 ozs. ... Cobalt & Zinc ore. Silver, noted, are value the oment of somewhat small, area value or s utilize thi are signs, be hoped, and indus leads, as \$ 11,291,000 The next in which credited w \$1,280,000 passes the growth of tural mat in their w in value d and buildi the chief

The Mineral Output

The effect on business of a strike of even moderate extent and duration is shown in the preliminary report on the mineral production of Canada during the calendar year of 1911, recently issued by the Department of Mines. From 1886, when statistics were first regularly gathered and prepared, and when the value of the mineral production was put at \$10,221,000, there has been a steady increase in the output of the industry, the occasional decreases in a year of slow business being soon made up. By 1895 the production had doubled and was put at \$20,505,000. By 1899 the fifty million mark had been almost touched, with \$49,234,000, and in 1910 this in turn had been more than doubled, and the high record of \$106,823,000 was reached. In 1911 there came a strike in the coal regions of British Columbia and Alberta. In Alberta the consequent loss was confined largely to the item of coal; but in British Columbia the cutting off of the fuel supply crippled the smelters, and one copper company, comparing 1911 with 1910, showed a decreased output of \$1,600,000. The losses in this connection were only in small part made good by increases in other branches of the industry. As a consequence, though both British Columbia and Alberta hold good places on the list, and though other provinces made a better record than in 1910, the total mineral production of Canada in 1911 is given as only \$102,291,000, which means a falling away of \$4,531,000, or 4 per cent. The situation being due to the causes mentioned, which, for the time at least, have ceased to operate, it is presumed, that the current year will see a recovery, if not an advance beyond anything in the past. It should be mentioned that the increase in values above dealt with in some cases fail to show the actual development. The prices of all metals have not advanced in keeping with the talk about the increased cost of living. The average price of copper in New York, for instance, is given as 20 cents a pound in 1907, and only 12.376 cents in 1911. In the same time lead fell from 5.235 cents a pound to 4.420 cents, nickel from 45 cents to 40 cents and silver from 65.327 cts. an ounce to 50.304 cents.

Taking the production by provinces Ontario is shown to be well in the lead, being credited in 1911 with almost 42 per cent. of the total of Canada. This is due chiefly to the silver deposits in the northern country, but there are many other articles contributing to the total. The figures for the two years are:

	1910.	1911.
Ontario	\$43,538,000	\$42,672,000
British Columbia	24,478,000	21,237,000
Nova Scotia	14,195,000	15,354,000
Quebec	8,270,000	9,087,000
Alberta	8,996,000	6,404,000
N. W. Territories	4,764,000	4,619,000
Manitoba	1,500,000	1,684,000
New Brunswick	581,000	611,000
Saskatchewan	498,000	618,000
	\$106,823,000	\$102,291,000

Ontario's decreased production in 1911 is ascribed to a decline in the value of the output of copper, nickel and petroleum. The latter, though it is encouraged by a bounty paid out of the federal treasury does not represent a flourishing industry, and though strikes are reported from time to time the new wells do not make up for the losses in the older producing districts.

Following the accepted rule, the mineral products are divided into three classes, the values of which in the last two years are thus given:

	1910.	1911.
Metallic products	\$49,438,000	\$46,197,000
Non-metallic products	37,757,000	34,191,000
Structural materials,		
etc.	19,627,000	21,903,000

In the metallic division the quantity and values of the articles produced in 1911 are given as follows:

Copper, 12.376c per lb.		
lbs.	\$55,848,665	\$ 6,911,831
Gold		9,762,096
Pig iron from Canadian		
ore, tons	42,186	613,404
Iron ore sold for export	39,162	86,812
Lead at 3.48c per lb.		
lbs.	23,825,050	818,672
Nickel at 30c per lb.		
lbs.	34,098,744	10,229,623
Silver at 53.304c per oz.		
ozs.	32,740,748	17,452,128
Cobalt & Nickel oxides		221,790
Zinc ore.	2,590	101,072

Silver, nickel, gold and copper, it will be noted, are in the lead, and greatly exceed in value the more useful iron items. The development of the iron ore deposits of Canada is somewhat slow. The richer ore bodies are of small area, and the larger bodies either of low value or situated where it is not profitable to utilize them. In this regard, however, there are signs of a change coming, which, it can be hoped, will be a good thing economically and industrially. In the non-metallic coal leads, as it leads in everything, the output of 11,291,000 tons being valued at \$26,378,000. The next most important article was asbestos in which Quebec has the lead, and which is credited with \$2,922,000. Natural gas, with \$1,280,000 is the only item on the list that passes the million mark. As evidence of the growth of the country, the figures of the structural materials and clay products division are in their way the most interesting. They grow in value most when building is most active, and building of a good kind. The value of the chief items in the last two years were:

	1910.	1911.
Cement	\$ 6,412,000	\$ 7,751,000
Brick	6,379,000	6,929,000
Lime	1,137,000	1,493,000
Building stone	3,650,000	3,680,000

The chief item is cement, which, like some other curious things, has got itself into politics. It represents comparatively speaking, a considerable industry, the output of which last year was 5,677,000 barrels, compared with 4,396,000 barrels in 1910. The increase was 1,281,000 barrels, equal to 29 per cent. It was a continuation of other increases also, the figure of 1907 being only 3,495,000 barrels. It is an article which, according to the figures given, has not been carried along with the general upward movement in prices. In 1908 the average price per barrel at the works is given as \$1.39. In 1910 and 1911 it was 1.34. With its large home production, also, there has also been a considerable importation, that for 1911 being given as 661,000 barrels, of which 441,000 barrels came from the United States, 190,000 barrels from Great Britain and smaller quantities from Belgium, China and other countries.—Montreal Gazette.

AN ELECTRIC CIVILIZATION

When writing the series on electricity some time ago, I said that "electricity is used in 400 different ways." Now the number of methods, ways and works is by name legion, whatever that means. The use of the elusive entity—these words are used to obscure the notable fact of ignorance of what electricity is—is now extending and ramifying into all departments of human industry and daily life.

The fact that enormous power can be sent on thin wires is the great basic fact. And equally basic is the fact that weak power, but strong enough, to convey intelligence, words, symbols numbers and signals, can be transmitted by space—waves without wires. And the fact that electricity can appear as magnetism, and magnetism conserve electricity, or appear as electricity, is the one prominent in all electrical machinery.

Thus, press a switchkey and lift by means of magnetism a white hot steel ingot out of a furnace that weighs tons. This is a standard advance in metal work. Men do not now stand in the fierce heat of furnaces, with open doors, to handle ingots. Huge soft-iron masses are placed in contact for a moment with the hot mass. Current is turned through the wires around the soft iron; it is energized, becomes at once endowed with power and lifts out the heated bar, mass or ingot.

Ringings of detective bells, sounding of alarms and telltale buzzers are so complex in large business houses, banks, police controls, insurance registers and the like that crime, burglaries and fires are at once located. Burglars should ignore wired buildings.

Numbering and registering every detail and transaction may be said to be a complex science of itself. And disputes leading to lawsuits are saved by the unerring accuracy of the electric register.

Electricity in mining is now so great that it is a science all by itself. The uses of electricity underground are so many and of so varied character that they cannot be mentioned here.

Motors on mountain peaks and within inaccessible places in the wilderness actuated by power sent up on wires from turbines in far below is a triumph.

One of the most wonderful catalogues ever printed is the long alphabetical list of names of wireless stations on land and sea. Every ship with a plant has its own distinctive signal.

Twenty-five cents will buy a perfect time-warning watch regulator in a few years. It will be a mere index or needle pointing to numbers in the dial. The master clock in Washington will set many millions of watches from Cuba to Alaska at noon each day.

After a while each person will be numbered like autos. Carry the wireless plant in hat or pocket, receive messages, hear the news, be modern—that is, be tuned to the wireless.—Edgar Lucien Larkin.

"You say your jewels were stolen while the family was at dinner?"

"No, no. This is an important robbery, of ficer. Our dinner was stolen while we were putting on our jewels."—Louisville Courier-Journal.

Socialism v. Christianity

Father Vaughan delivered his third Lenten Conference in St. Patrick's Cathedral, New York, before a congregation which packed all available space. He said in part: "All noble and lofty human action presupposes the influence of some high ideal, for no healthy life can be borne up unless sustained by some such uplifting force. The policy which has no ideal will never vitalize a people."

Father Vaughan went on to say that on either side of the Atlantic he saw uplifted two ideals. They were offered respectively by Socialism and Christianity. Between these two ideals Democracy had to make its choice. He saw none other in the field. He said: "The ideal offered by Socialism is, as we saw in our last Conference, the State. The ideal proposed by Christianity is a life penetrated and permeated with the spirit and principles of Christ."

He said that his first quarrel with Socialism was that it made too little of the individual and too much of the State.

It was a sort of deification of the State in which man was to find the Heaven for which he was born. "But my complaint," he went on to say, "is not merely that Socialism would subordinate man to the State but that it would subordinate him to some future State, with a very problematic existence, of a very doubtful character, and which might prove to be the most cruel tyrant that ever ground an individual into the dust. Clearly it might be so. Socialism seems so absorbed in man's material well-being that it loses sight of the fact that there are other prizes besides bread and hipodromes for which he hungers. He craves for something which no Socialism pretends to offer him—union with God by faith here and sight hereafter. Man wants to realize his eternal destiny. 'Why care for your own career?' says the Socialist to the individual. 'Your career is to provide a career for those yet to come; your reward must be to labor for generations not yet born.' 'No one,' save Bebel, 'has a right to consider whether he himself after all his trouble and labor, will live to see a fairer epoch of Socialism. Still less has he

a right to let such a consideration deter him from the course on which he has entered."

"For a moment," continued the preacher, "note the inconsistency of the Socialist's position. He rails at Christianity for 'dealing in futures,' and deuding the people with a 'draft of eternity,' yet he himself speculates in futures of a far less assured character than the Heaven which even a shoeless child, selling an evening paper in a slum, knows to be the one grand end for which God made him."

In dealing with men it must never be forgotten that man is an end in himself, and must not be made a mere means to the welfare of others. Man is no cog or screw in State machinery. The upshot of putting before Democracy an ideal which offers no true and immediate satisfaction was pretty sure to end in a policy of grab. It would demand a present instalment of justice—even at the cost of a "Reign of Terror." Taught that they had a right to all private productive property, they might press for the immediate possession of it as the original and legitimate owners. Even now it was no easy matter to keep some of them back. Can they be altogether blamed for being so anxious to enter into possession of their would be heaven? "On the other hand," said the preacher, "the teaching of Christianity proposes something infinitely more worth having than the prizes dangled before the eyes of 'comrades.' The ideal lifted up by Christianity is the leadership and example of one who is much more than a chieftain to his clan, than a captain to his troop, more than a king to his court, more than a father to his sons. There is one such ideal and one only, and His name His flag and His very character—'Jesus the Saviour.' The Christian's immediate end is to be a follower of Christ, his ultimate end union with Him in Heaven. Other worldliness, we are told, makes men indifferent to the squalor and stagnation of our slums. Read 'The Key to the World's Progress,' and be satisfied it is not so.

Experience goes rather to show that self-regarding virtues beget altruistic tendencies. Was it not Christianity that taught our ancestors to remember that "in the dim morning of Society, Labor was up and stirring before Capital was awake?"

Father Vaughan urged that when we are stricken by fever and on our death bed the cry was not for the Socialist philosopher, but for him who pointed to the Figure on the Cross, and to the open door beyond the stars, where Christ was waiting to fold the pilgrim in His arms, and to greet him with the words, "Well done, enter into the joy of thy Lord." If you want a good "send off" when starting for eternity, be sure whom to call for. Father Vaughan went on to say it was a fatal mistake to rely on the hope that men would grow in morality as they grew in prosperity. Morality was the outcome of lofty and holy principles borrowed from Christ; it was not the output of any set of material conditions.

Father Vaughan contended that under Socialism, State action, instead of being supplementary to individual enterprise would become a substitute for it. The individual would be swallowed up by the State. Socialism was non-natural if not unnatural. It would paralyze what man holds most precious—freedom to realize himself. Under Socialism no man would have the ordering of his own life or the shaping of his own industry. There would be no use for anyone who had not first of all responded to the call, "Come into my parlor," as said the spider to the fly.

Under a Socialistic commonwealth, man would be allowed neither to realize himself nor to be master of his property. He might perhaps have to realize very soon that he was but a tool in the hands of a new over-master.

Father Vaughan concluded with the remark that Socialists were fond of referring to the equality of opportunity that Socialism would provide. There was even now, said the preacher, more than equality of opportunity for all in the same nursery, in the same school-room, in the same workshop, in the same business or profession or what not, yet one third went under, one-third survived, and one-third only got into the swim. Life's failures and successes were due not so much to what a man had as to what a man was. He asked: Which of the two ideals presented to you will satisfy the deepest needs of Democracy? Shall it be in the school of Christ or of Socialism that you will build up character inspired by lofty and holy principles of life and action? Shall it be in the Secularist ideal resting on the rim of this world or the spiritual ideal rising up from a world beyond? An ideal every man must have, "Rally to your true flag," exclaimed the preacher, "and remember that the middle term between Individualism and Collectiveness is divine Altruism. Let the rivalry between capital and labor be as once it was, a rivalry of service. It was not Christianity that had failed, but the plentiful lack of Christianity that had created the present strained relations between all sections of the community. The greatest Social Reformer the world had ever seen was Christ Himself, and let them note well that Christ began not with the State, but with the individual. His language bore down upon the concrete, and was addressed to the individual: 'If thou wilt come unto Me,' 'If thou wilt be perfect.' 'If thou wilt enter into life.' As it was through the individual that He, in a day gone by, restored the fallen race, so it is with the individual we too must begin today, if we would be associated with him in the fruitful, though toil-some work of Social and Industrial Reformation.

GERMANY'S AERIAL PROGRAMME

Cured to a large extent of the Zeppelin monomania which absorbed the country in 1908, Germany is now devoting herself heart and soul to the creation of a fleet of flying machines; writes the Berlin correspondent of the London Daily Mail. Enthusiasm over "the fourth arm" has become universal. The Kaiser, for long a skeptic on the subject, has set himself at the head of the movement by offering a £2500 prize for the best aeroplane motor invented between now and his next birthday. A South German champagne firm has placed £5000 at the Supreme War Lord's disposal for the promotion of military airmanship. A dozen great flying weeks and cross-country circuits will be held during the year. Schools of airmanship are flourishing everywhere. In the army flying promises to become the most popular of arms. The War Office not long ago called for half a hundred volunteers for the air service. Over a thousand officers responded.

Although it is sixteen years since the German Lillenthal, the world's first martyr-airman, paid the toll since extorted from so many bird-men, flying in Germany has a history of hardly two years. The dirigible airship craze, the feats of the Zeppelin, Gross, and Parseval vessels, blinded Germany, including the War Office, to the superior possibilities of aeroplanes. The Wrights were looked upon as half impostors, half "cranks." The German experts agreed that the £10,000 London-to-Manchester prize was safe in The Daily Mail's strong-box for years to come. It was not until February, 1910, that Germany's first airman, Herr August Euler, was licensed. Today, exclusive of the army, there are 165 qualified airmen and three airwomen. Nobody knows just how many air pilots and aeroplanes the army possesses. It is a War Office secret. They are believed to number nearly 100. By the end of 1912, at the present rate of activity, there will be 200. Add the 200 odd civilian fliers who will be licensed before the year is over, and one arrives at the imposing total of 400. This is the host which will be ready to rally forth to meet M. Millerand's mighty "squadrillas" if the Franco-German frontier should once again resound to the diapason of battle.

Rivalry with France

It is admittedly France's stupendous progress in the air that has given the impetus for flying in Germany. The Germans are not disheartened by the long lead of the ancient rival across the Rhine. They remember that France was once in the van in dirigibles, only to be overtaken and decisively outstripped by Germany. "What we have done in dirigibles," say the Germans, "we may be able to repeat in the case of aeroplanes." They are unquestionably making for that goal with seven-league boots. They are seventy-five aero clubs in the Fatherland, with a membership of over 70,000. That is said to be a world's record. Fifteen works of the first magnitude and a hundred smaller firms are manufacturing flying-machines of every conceivable pattern and system.

Five world's flying records, it is claimed, are in German hands—the longest flight with one passenger (Suvelak, 4hr. 34min.); with two and three passengers (Grulich, 2hr. 2min.

45sec. and 1hr. 35min., respectively); with four passengers (Rentzel, 21min. 45sec.); while Fraulein Melli Beese, airwoman, holds the woman's height record of a fraction over half a mile.

England and France are challenged to show a programme of "meets" and "circuits" comparing with the events already planned in Germany for 1912, to wit:

April 28 to May 8—Leipzig Aviation Week.

May 18 to 26—Southwestern Germany circuit.

May 24 to 31—Johannisthal-Berlin flying week.

June 2 to 14—Northwestern Germany circuit.

June 9 to 12—Berlin-Vienna race.

June 16 to 30—Schleswig-Holstein (Kiel) circuit.

July 28 to Aug. 11—Southern Germany circuit.

August 15—Thuringian circuit.

August 20—Around Berlin race.

September 15—Berlin-Copenhagen race.

September 20—East Prussian circuit.

September 20 to October 6—Second Johannisthal-Berlin flying week.

Many of these competitions will be open only to German and Austrian airmen, the central idea being to develop flying for the exclusive benefit of the two great allied armies.

The World's Best Flying Camps

In Johannisthal-Berlin and in Dohberitz, the German Aldershot, the Fatherland has a pair of "flying camps" challenging comparison with the best in the world. At Johannisthal, an enclosed field of 800 acres, there are now 102 pupils at work, including a German baroness and a Russian princess, and seventy machines are in service. Thirty pupils are military officers. At Dohberitz exclusively army airmen are trained. Instruction includes long practice observation cruises across country. Brilliant flights—Berlin-Hamburg and return without intermediate landing, Berlin-Stettin and back, and kindred feats—are of frequent occurrence. German army airmen are trained to travel in pairs—one for steering, the other for observation. Both must be pilots. A German firm has just placed an "armored aeroplane" at the War Office's disposal. It is said to demonstrate that flying craft can be successfully protected against rifle and light shell fire. Dohberitz airmen are also practicing zealously with the carrying and dropping of explosives, but the results of their perpendicular target-practice are hermetically sealed.

Grand Admiral Prince Henry of Prussia, the Kaiser's sailor-brother, is Germany's oldest airman in point of actual age and one of the most enthusiastic. He was the thirty-eighth German to obtain a pilot's license, and has driven his own Euler biplane repeatedly since then.

A Great Aeroplane Fleet

"Germany has at last consecrated itself in earnest to the development of an aeroplane fleet," said Major von Tschudi, the distinguished aeronautical officer, who has developed Johannisthal to its present eminent posi-

tion. "We have not lost our faith in the superiority of dirigible airships for the carrying of men and explosives, but the aeroplane has now come fully into its own. Hundreds of Germans are learning to fly. At Johannisthal, Leipsig, Munich, Mayence, Frankfurt, Weimar, Tejtow, and Mühlhausen, where the most important training camps are maintained, the utmost activity and enthusiasm prevail. In the army airmanship has become almost a passion. Many more young officers are volunteering for the new arm than the War Office can possibly use. Army orders for aeroplanes are rapidly putting the construction industry on a sound commercial basis. If the Reichstag were suddenly to pass a huge 'aerial programme,' it would find that the plant exists capable of carrying it out. There is talk in official circles of a scheme of Government subsidies for privately owned aeroplanes, such as now exists with regard to motor-cars. If this project should materialize, Germany will become possessed of an air fleet which need not fear a brush with the most powerful rival."

The German army estimates for 1912 provide for £124,750 of additional funds for the Verkehrstruppen, which include the flying arm. It is believed that the lion's share of this increase is destined for the expansion of the aeroplane fleet and for the creation of "flying garrisons" at strategic points on the frontier.

Abdul the "Red"

The sale of Abdul Hamid's jewels has revived the public memory of the "Red Sultan" for a moment. The Villa Allatini near Salonicia has been his prison since he was dethroned over two years ago, and he is described as probably the calmest, happiest man in the Ottoman Empire.

Forgetful of the past, without a care, he takes his walks in his large gardens, smoking with intense enjoyment cigarettes of choice tobacco especially made for him. His chief daily care is the drawing up of his daily menu after long consultation with his cook.

He willingly remains ignorant of everything that passes in the world outside his walls, and when he takes a fancy to inquire about political events he receives only evasive answers, and without being directly ordered, he is made to understand that he must hold his tongue.

Carefully selected Turkish newspapers were sent him until the outbreak of the war with Italy. He read them listlessly, and when the supply was stopped, although he asked the reason he did not protest. His memory seems to have failed and he has more than once said, "I do not remember that episode in my life at all," when some important event of his reign has been mentioned. This may be an artifice on the part of one of the wildest of men to convince his jailers that he has become a negligible quantity, but it is probably due to a pathological weakness of the brain, as he seems never to recall what he has been reading the night before, but will read again the next day with equal interest the story that has interested him.

Such is now the life of "Abdul the Damned," the "Red Sultan," who so long terrorized millions of men.

CONTRACTORS MEET PREMIER

And Present Circumstances of Present Strike on C. N. P. Construction Line—Special Protection Sought

Representatives of the contractors at work on the line of Canadian Northern Pacific construction on the mainland had an interview with the premier and the attorney general at noon yesterday with reference to the situation that has been created by the strike of six thousand men between Hope and Kamloops, in the Fraser valley. The deputation was introduced by Mr. J. P. Shaw, M. P. P.-elect, of Kamloops.

The view of the situation entertained by the contractors was set forth by Mr. T. H. White, chief engineer of construction; Mr. J. M. Mercer, superintendent of the Northern Construction Co.; Mr. Angus McDunnell, of Grant Smith & Co.; Mr. Robert Twohey, and Mr. Alexander Kellett.

The gist of their explanation was that the trouble originated really last August, when a couple of representatives of the I. W. W. established themselves at Lytton and began persuading the men to join that organization.

The contractors alleged in their conference with the premier yesterday that as a matter of fact, there are not more than twenty active agitators engaged in the whole business. The men made no demand for increased wages or for anything else. They

Simply quit their work, and as the crowd increased they went from camp to camp, persuading or coercing others to quit, until the whole six thousand men among the construction line were idle. About one-third of these men are still unemployed and are being fed at the contractors' expense as they allege that they are quite willing to go to work again if given adequate protection. The other men are "hanging about" in large numbers in the neighboring towns, and several hundred apparently have come to Vancouver or other coast points.

Unless protection be afforded at once, the contractors declared that they would not be able to keep their road men together and the result would be that their gangs would be completely scattered and the work of organization would simply have to be done over again.

The premier in reply assured them that any man who wanted to go to work would be given full protection in so doing. He added that Superintendent Campbell of the provincial police would be sent to Yale immediately, where he would consult with Inspector Smith, who was already on the ground. He will then hold a conference there with the contractors and with any of the men who may wish protection.

Having thus looked into the situation, Superintendent Campbell will take whatever steps are adjudged necessary for the protection of the peace and for the protection of any of the men who may desire to return to work.

As a matter of fact the government has already a considerable force of provincial police on the ground. These extra men were sent yesterday, one from Victoria, one from New Westminster and one from Abbotsford. There are also two provincial policemen at Yale, two at Lytton, two at Spence's Bridge, two at Ashcroft and two at Savona.

Although there have been many rumors of disorder or threatened disorder at different points, the only case which has been reported to the government is that of a special policeman at Spence's Bridge, who has been placed under arrest for shooting a striker in the leg. This special officer was sworn in by a local justice of the peace and was paid for his services by one of the sub-contractors. His activities were unknown to the attorney general's department until the report of the shooting reached here.

The executive of the I. W. W. at Yale has telegraphed to the attorney general, suggesting that the saloons should be closed until the trouble has been settled.

Superintendent Campbell left for the field of disturbance this morning.

Washington For Agitators VANCOUVER, April 5.—Reports that armed strikers have driven men of the Canadian Northern Pacific at Yale have caused the police authorities at Vancouver and Victoria to prepare for a threatened outbreak of strikers to the coast.

Officials of the C.P.R. declare that under no circumstances will the men who have quit work in the Canadian Northern Pacific be given employment by them. They state that they choose their men with great care and any who have the earmarks of the I. W. W. are summarily dismissed.

THIRD TERM CANDIDATE Colonel Roosevelt's Campaign Manager Is Very Sanguine of Success

OYSTER BAY, April 2.—With Senator Dixon of Montana, his campaign manager, Colonel Roosevelt mapped out

PLAN TO SPEED TWO MILLIONS

Canadian Collieries Building Railway to New Shaft and Constructing Hydro-Electric Plant to Operate Mines

Developments approximating in actual expenditure something approaching \$2,000,000 are at present under way by the Canadian Collieries (Dunsmuir) Limited in connection with their properties on Vancouver Island. The developments referred to comprise the building of a new railway line from Trent river to the new No. 8 shaft, the rebuilding of a portion of the line with 80 lb. steel, and the construction of a hydro-electric plant to substitute the present steam power by that of electricity. It is estimated that the construction of the new line alone will cost in the neighborhood of \$450,000, while the cost of the hydro-electric plant, upon which construction work has already commenced, will cost another \$700,000.

It is stated that the opening up of the new shaft will mean the employment of 750 more men.

What the above developments will mean to the Comox district, within which the operations of the company are confined, as well as to the whole of the island generally, cannot yet be estimated at the present time, but that they will contribute greatly to the settlement of that part of the country may be taken for granted. Even now from Union Bay, on the coast, which is the base of the company's operations, up the country to the various shafts which are operating, there are a number of growing industrial communities, and it is certain, with the increased opportunity for work which is bound to follow the opening of No. 8 shaft, that the population of that sector of the island will be considerably increased.

STILL LIFE IN THE OLD BULL DOG

English Athletes Have Done Well in Britain in Winter Season—Olympic Prospects

LONDON, April 5.—English athletes have given unmistakable evidence in the past few days that there is still life in the old bulldog, and those who have been shouting about the physical decline of the English race are for the moment silenced.

Of course the performance that instilled the greatest joy into the heart of the Briton was the regaining of the cricket "ashes" which the Australians carried away some seven years ago and have held ever since. The Australians were beaten in such hollow fashion that London papers and the public as well have raved from gloomy pessimism to that cocksure pride which is commonly supposed to come before a bad fall.

As a consequence it is on all sides predicted that England cannot help winning the great triangle test cricket matches between teams representing South Africa, Australia and this country, which are to be held here during the coming summer.

The second of the trio of events that turned the English sportsmen into an optimist was the easy victory of England over Ireland in the annual rugby match. To all to overflow the Englishman's cup of happiness came the defeat of the Irish association team by England on the same day.

But despite these evidences that they are still to be reckoned with in some of the lines of sport, those who have followed athletes at all closely in this country claim that England is in a bad way for athletes to represent here at the coming Olympic meeting at Stockholm. It is the well-known universal opinion that not for many years has there been such a dearth of first class material in England as at the present time.

Question of Water Rights WASHINGTON, April 2.—In a case of vital interest to irrigation farmers of the west, the supreme court held today that land owners along a river had no right to object to a change in the river's current by riparian owners below them.

Eight New Liners For Holt Company Blue Funnel Line Plans Service between United Kingdom and North Pacific via Panama Canal

With a fleet of 66 steamers already in service, advices from Europe state that the Holt company has ordered and under construction eight new liners, says the Tacoma Ledger. The company plans an extensive enlargement of its services with the opening of the Panama canal and under consideration is a line from Europe to the North Pacific via the Panama Canal.

Five new steamers of large tonnage and with passenger accommodations are being constructed for the trade of the other half of the globe, between the North Pacific coast and the United Kingdom through the Panama canal. All these vessels will be completed and ready for service within the next two years, when it is expected the canal will be ready for use. It is considered probable that the steamers will commence a service between here and the United Kingdom by the longer route through the Straits of Magellan before the canal is finished, so that a good trade can be fostered before the canal is used.

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BUDGET OF CLOSE TO A BILLION

British Exchequer Has Surplus of 33 Millions—Loss to Revenue on Account of the Coal Strike

LONDON, April 2.—The British budget for 1912-13 was introduced in the commons today by David Lloyd-George, chancellor of the exchequer. The chancellor was in the position of having a nest egg of \$32,750,000 remaining from last year. This he said was the largest realized surplus on record.

Paris, April 2.—The Prince of Wales arrived at Gare-du-Nord last night and was received by the prefect of Paris, M. Lepine, the Marquis and Marchioness de Brocail and several members of the British colony.

The Prince was started greatly by a volley of flashlights which news-paper photographers greeted him. M. Lepine reassured him, saying this was the first mark of esteem of the Parisian public. A large crowd outside the station cheered him as he entered the automobile and drove off to the Breteuil home.

The Prince of Wales is here incognito under the name of the Earl of Chester. He will be received by President Fallieres.

All Fools Day Joke NEW YORK, April 2.—Hundreds of pedestrians crowding into the Nassau financial district shrank back in terror yesterday when the form of a man came hurrying down from the 14th floor of the City Trust building. Police officers rushed to the street where the figure landed and found it to be a dummy stuffed with hay.

JUDGMENTS IN COURT OF APPEAL

Verdict for C. P. R. in Action Brought by Brakeman for Injuries Received at Spence's Bridge is Upheld

VANCOUVER, B. C., April 2.—At the opening of the court of appeal here this morning, judgments in 23 appeals were delivered. Of these 11 were allowed, seven unanimously. There were two cases over the sale of Coquitlam real estate. In that of Langman vs. Newberry, the appeal was allowed, but in that of Mercer vs. McQuarrie it was dismissed.

The appeal of George Roof, who lost his eyesight while working in the Coquitlam power tunnel was dismissed. When the case was tried on October 9, 1910, the jury awarded him \$3,000 damages, but the judge quashed the verdict as against the weight of evidence. Against this decision he appealed without success.

The city lost its appeal in McPherson vs. Vancouver. The plaintiff broke his leg when a grating on Grayville street with decayed frame-work gave way beneath him. He sued and was awarded a heavy verdict against the city and Mrs. Sterling, the owner of the building in front of which the grating had been placed. The court dismissed the appeal of the city, but allows it on behalf of Mrs. Sterling.

In the long drawn out real estate case of Gordon vs. Holland, which has already been to the provincial court, the judgment of the lower court on a second trial was quashed with no order for costs. From this judgment Mr. Justice Irving dissented.

In the case of Brown vs. Hope et al., arising over the sale and delayed delivery of a dredge, both the appeal and a cross appeal on a counterclaim were dismissed. In the damage case of Latham vs. Heaps, the appeal was allowed. Chief Justice Macdonald dissenting. This will mean a new trial.

By request of counsel the appeals in the case of the Canadian Collieries vs. Dunsmuir, Dunsmuir vs. Mackenzie, Caldwell vs. Minister of Lands, and Clark vs. Minister of Lands were allowed to stand over till the June sitting in Victoria.

The court was occupied in the afternoon with the hearing of the appeals in Davie vs. Victoria and Humphreys vs. Victoria. Both are still unfinished.

BUDGET OF CLOSE TO A BILLION

British Exchequer Has Surplus of 33 Millions—Loss to Revenue on Account of the Coal Strike

LONDON, April 2.—The British budget for 1912-13 was introduced in the commons today by David Lloyd-George, chancellor of the exchequer. The chancellor was in the position of having a nest egg of \$32,750,000 remaining from last year. This he said was the largest realized surplus on record.

Paris, April 2.—The Prince of Wales arrived at Gare-du-Nord last night and was received by the prefect of Paris, M. Lepine, the Marquis and Marchioness de Brocail and several members of the British colony.

The Prince was started greatly by a volley of flashlights which news-paper photographers greeted him. M. Lepine reassured him, saying this was the first mark of esteem of the Parisian public. A large crowd outside the station cheered him as he entered the automobile and drove off to the Breteuil home.

The Prince of Wales is here incognito under the name of the Earl of Chester. He will be received by President Fallieres.

All Fools Day Joke NEW YORK, April 2.—Hundreds of pedestrians crowding into the Nassau financial district shrank back in terror yesterday when the form of a man came hurrying down from the 14th floor of the City Trust building. Police officers rushed to the street where the figure landed and found it to be a dummy stuffed with hay.

JUDGMENTS IN COURT OF APPEAL

Verdict for C. P. R. in Action Brought by Brakeman for Injuries Received at Spence's Bridge is Upheld

VANCOUVER, B. C., April 2.—At the opening of the court of appeal here this morning, judgments in 23 appeals were delivered. Of these 11 were allowed, seven unanimously. There were two cases over the sale of Coquitlam real estate. In that of Langman vs. Newberry, the appeal was allowed, but in that of Mercer vs. McQuarrie it was dismissed.

The appeal of George Roof, who lost his eyesight while working in the Coquitlam power tunnel was dismissed. When the case was tried on October 9, 1910, the jury awarded him \$3,000 damages, but the judge quashed the verdict as against the weight of evidence. Against this decision he appealed without success.

The city lost its appeal in McPherson vs. Vancouver. The plaintiff broke his leg when a grating on Grayville street with decayed frame-work gave way beneath him. He sued and was awarded a heavy verdict against the city and Mrs. Sterling, the owner of the building in front of which the grating had been placed. The court dismissed the appeal of the city, but allows it on behalf of Mrs. Sterling.

In the long drawn out real estate case of Gordon vs. Holland, which has already been to the provincial court, the judgment of the lower court on a second trial was quashed with no order for costs. From this judgment Mr. Justice Irving dissented.

In the case of Brown vs. Hope et al., arising over the sale and delayed delivery of a dredge, both the appeal and a cross appeal on a counterclaim were dismissed. In the damage case of Latham vs. Heaps, the appeal was allowed. Chief Justice Macdonald dissenting. This will mean a new trial.

By request of counsel the appeals in the case of the Canadian Collieries vs. Dunsmuir, Dunsmuir vs. Mackenzie, Caldwell vs. Minister of Lands, and Clark vs. Minister of Lands were allowed to stand over till the June sitting in Victoria.

The court was occupied in the afternoon with the hearing of the appeals in Davie vs. Victoria and Humphreys vs. Victoria. Both are still unfinished.

Doctors Gave Me Up

But "Fruit-a-Lives" Cured Me

MOOREFIELD, ONT., March 25th, 1910. "I suffered from severe indigestion and dyspepsia for nearly two years. I could not take food without fearful distress. I could not do any work and became so run down and weak that I could hardly walk. I was attended by two experienced doctors and they both pronounced my case incurable, that they could do nothing more for me as they thought my disease was HEART FAILURE AND INCURABLE. The doctor gave me up and I looked forward for death in a short time.

At this time my son asked me to try "FRUIT-A-LIVES", and from the outset of taking these wonderful tablets I was better, and gradually this medicine completely cured me. I took a large number of boxes, perhaps a dozen, and now I am entirely cured and I have gained over thirty pounds in weight."

"Fruit-a-Lives" is sold by all dealers at 50c a box, \$2 for \$2.50, or trial size, 25c—sent on receipt of price by Fruit-a-Lives Limited, Ottawa.

How Dangerously We Live

Almost everything that we do nowadays is dangerous, according to some authorities. It is well known that it is dangerous to go to bed without a glass of water, to kiss another man's wife, but scientists tell us that it is equally dangerous for a man to kiss his own wife. The roscub maiden is equally dangerous, and so is the widow. It is dangerous for a man to take a drink, or to smoke tobacco, or to eat food. It is dangerous for him to sit down in his own house, or to go into the open air. It is dangerous to live on a plain, and dangerous to climb mountains. It is dangerous to wear clothes, and dangerous to go naked. It is dangerous to scrape your face with a razor, and dangerous to wear whiskers. It is dangerous to be idle, and it is dangerous to work. It is dangerous to talk and it is dangerous to be silent. It is dangerous to be a sinner, but it is equally dangerous to be a saint. And if you shake hands, you get—oh, horror of horrors!—3,000,000 germs upon your palms.—Rochester Herald.

COAL STRIKE IN U. S. A.

PHILADELPHIA, April 2.—Sentiment among the workers in the anthracite region seems to be crystallizing in favor of protracting the lay-off until the operators grant recognition to the union. At a meeting held today in Nanticoke, near Wilkesbarre, a thousand miners declared they would not accept a ten per cent. increase unless it was accompanied by union recognition. Both operators and miners seem content to await the result of the conference to be held here April 10 and none of the large companies made an attempt to quiet their breakers today.

While quiet prevailed generally throughout the coal fields today several instances of violence were reported. At McDade, in the Hazleton region, a fire boss employed on one of the collieries near that place, probably was fatally injured in a fight, that was started when another mine worker abused him for going to work.

At Cambria in the Schuylkill region, dynamite exploded at the home of a former mine boss whose son is a clerk in a Reading colliery. A young foreigner was arrested and believed the dynamite was exploded to intimidate him. No one was injured.

LATROBE, Pa., April 2.—Six thousand miners in Westmoreland county were granted an increase in wages today averaging six per cent.

Steel Trust Prosecution WASHINGTON, March 30.—As the investigation of the steel trust which has been in progress for ten months was about to end, today a group of members of the committee suggested that J. Pierpont Morgan, Henry Phlips and Henry C. Frick should be called as witnesses. The suggestion was made in executive sessions and representatives Young of Michigan and Gardner of Massachusetts, said these men should be called. Mr. Young also wanted summoned J. H. Brown, and Joseph Wellford, of New York, and Thomas Cole, Florida, who are ore experts. Because the appropriation for the investigation was exhausted the committee decided to take final action next Tuesday. By that time it is expected the house will have approved an additional appropriation of \$4,000, which the committee has asked for. Mr. Morgan and Mr. Frick are known to be out of the country and the committee is divided on the idea of keeping the hearing open until they return. Chairman Stanley said tonight tendence could be assured as Mr. Morgan was abroad, and out of the jurisdiction of the committee. Mr. Morgan appears but he did not believe his jurisdiction of the committee.

OTTAWA, Premium income amount fixed by the business holders, the Canada department, the Canada Association. Last year renewed terms. An made for a list of the company of its compensation by July are given sections. The more than a part off the the department. The refusal of the condition. The condition in Toronto has been the FOU

APRIL 20, 1912. The refusal of the condition. The condition in Toronto has been the FOU

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ST. LOUIS, Mo. this section Missouri, I the worst of has run in been falling districts for re. The Miss for 24 hours rise is not e and the dr city are the that section the territory city being of water. A stage of eight-tenth previous re predicted by Commerc been joined the city in in the work system. Tr Cairo but routed over

The Miss Iron Mount and running Cache Creek. The backw covered the the Nation hills, to a water has of Mounds, are rowing their homes. The coun inundated. The conference to be held here April 10 and none of the large companies made an attempt to quiet their breakers today.

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RIGHT HON. D. LLOYD GEORGE British Chancellor of the Exchequer Who Yesterday Delivered His Budget Speech

The loss to revenue from the coal strike has been upward of \$2,000,000 so that but for the strike the surplus would have been \$35,000,000.

The estimated expenditure for the fiscal year 1912-13 amounts to \$354,625,000, an increase of \$38,905,000 over that of last year. This is mainly due to the compulsory insurance act for all telephones in the United Kingdom by the state.

From the good outlook the chancellor of the exchequer stated that it would be safe to estimate an expansion of most of the revenue producing taxes. He announced therefore, that although there would be no reduction of taxation no new taxes would be imposed. The revenue for the coming year he estimated at \$395,945,000, leaving a surplus of \$1,320,000.

The chancellor has taken a rosy view of trade prospects. He said: "Trade throughout the world appears to be in an exceptionally healthy condition. Conditions in the United States are better than they have been for many years. There is one disturbing factor, the presidential election, but I do not think that is going to have a very serious effect on the trade of the United States."

Mr. Churchill's Naval Speech Judging from the comments on Mr. Churchill's speech, he has landed at last in an office for which he is excellently fitted. The political courage, natural to him as his father's son, is a necessary part of his equipment for the place.—New York Evening Sun.

Mr. Henri Bourassa If the guess is true that Mr. Henri Bourassa intends to retire from provincial public life, provincial public life will lose more than Mr. Bourassa. There is usually something interesting going on where he is busy, and his stirring up of things makes for thought that is generally on wholesome lines, no matter who it hurts. The country could better spare some men who have drawn bigger salaries from the public chest.—Montreal Gazette.

The Perils of Aviation A French aviator points out that while there were ten aviators killed in France in 1910, the total mileage of flight there for the year was about 312,000 miles, giving one death to every 31,200 miles flown. That, it is argued, is not a high rate of mortality. Moreover, last year, there were 26 deaths and 1,625,000 miles of flight or one death to every 62,500 miles. Those figures may make aviation seem less deadly than some have supposed it to be, but they cannot conceal the perils of flight under even the most favorable circumstances or the madness of trying venturesome tricks in mid-air.—New York Tribune.

Amundsen's

WINTERING IN THE ANTARCTIC

Captain Scott was Within One Hundred and Fifty Miles Off the South Pole on January Third

WELLINGTON, N. Z., April 1.—Captain Robert F. Scott's vessel, the Terra Nova, which carried the British expedition to the Antarctic, has arrived at Akaroa, a harbor in Banks Peninsula, N. Z., but has not brought back Captain Scott or the members of his expedition. The commander of the Terra Nova brought instead the following brief message from Scott:

"I am remaining in the Antarctic for another winter in order to continue and complete my work."

The latest news sent back by Capt. Scott to his base at McMurdo Sound showed that on January 3 he had reached a point 150 miles from the South Pole and was still advancing. It was clear that had the explorer delayed sending back notification of his progress until he actually reached the Pole, word from Captain Scott could not have been received by the Terra Nova before his death, was compelled to leave, owing to the setting in of winter and the freezing of Ross Sea.

Those on board the Terra Nova are well. Great disappointment was felt when it became known that the Scott party had been left behind. The Terra Nova is expected to reach Lyttelton on Wednesday.

Will Reach Goal

LONDON, April 1.—Though the last word from the British Antarctic expedition under commander Captain R. F. Scott left the explorers fifty miles from the South Pole on January 3, popular opinion here is strongly of the opinion that Captain Scott will achieve the object for which he set out.

The fact that his message brought back to New Zealand by the Terra Nova said that he was remaining in the Antarctic for another winter in order to complete his work is taken as an indication that his party is in good health, abundantly supplied and in a position to continue the march to the pole.

Captain Scott was advancing on the date of his last message and those familiar with Antarctic exploration, expressed the opinion that he probably would reach the pole before the end of January.

All the London morning papers publish accounts regarding the members of the Scott expedition. They emphasize the fact that it was not a mere dash for the pole like that of Captain Amundsen, but a thoroughly planned expedition on a large scale without any idea of racing for the pole and that it has achieved results of the highest importance.

A striking point of difference in the experiences of Amundsen and Scott, was that of sheer luck. Captain Amundsen was favored greatly by the weather in the later stages of his journey, during the early part of December, while Scott at approximately the same time, met storms of great severity. Amundsen was able to cover his 150 miles in ten or twelve days. Thus with anything but the most unfavorable weather, Captain Scott could cover the distance which separated him from the pole on January 3 well within the remaining days of the month.

Captain Amundsen reached the pole on December 14, and during the days he was occupied in making observations there, the Englishmen were struggling through the snow drifts in the lower reaches of Beardmore glacier.

The opinion is held here that if Captain Scott had known of Captain Amundsen's success, he would have made some mention of it in his final message. As in the case of the Shackleton expedition, valuable exploration work was done by the Scott expedition, probably no further word will come from the expedition until well along in 1913.

An Unequalled Feat

LONDON, April 1.—Mrs. Scott, wife of the explorer, has received no message from her husband; neither has the Royal Geographical Society. The Daily Telegraph in an editorial says it is much too early to begin an appraisal of the scientific results of Capt. Scott's expedition, which it appears departed the end of June into the perpetual darkness of the Antarctic winter.

After five weeks of extraordinary hardships and perils in tempestuous weather and in cold, unequalled in that region, they returned to camp, having accomplished the first winter journey yet dared by any traveler in the Antarctic.

Though Scott had done, he also staked much for the success of the expedition on ponies and this reliance cost him many anxious and perilous days, especially on account of the desperate efforts to save a number of the ponies adrift on the ice in March, 1911, when the animals were jumping from ice to ice at the risk of the rescuers' lives and all but one of these animals were lost at the end.

Again the Telegraph points out, that Captain Scott was confronted with great difficulties in traveling as he and his companions continually had to dig out the ponies and tents when snow fell.

Sir Ernest Shackleton, in an article contributed to the Chronicle, says that the dogged determination and incessant toil against disasters and difficulties, which members of the Scott party displayed, must forever place this expedition among the great efforts of mankind.

Sir Ernest Shackleton refers to the early troubles with ponies and also to a mysterious disease which killed some of the dogs. He then analyzes the journey toward the pole, which started on November 2nd. Low temperatures and bad surface were early difficulties encountered and sixty miles to the south the motor sleds were abandoned.

Furious Snow Storms

In latitude 83 the weather still was bad and snow storms were furious. Land rarely was seen. The misty light made it difficult to move in a straight course, but the ponies still were in good condition. The parade from the ice barriers to the Beardmore glacier was accomplished in twelve hours. On December 21, the party reached latitude 85.7, a height of nearly 700 feet. Up to December 17 terrible weather was encountered. The explorers struggled through masses of snow making only five miles daily, although laboring ten to twelve hours. After that the weather improved.

Captain Scott sent back all but eight men at latitude 85. Approaching the 87th parallel the surface grew difficult. On January 3 they reached 87.32. Sir E. Shackleton notes how closely Captain Scott followed his own movements in the same region and says it is remarkable how the sets of observations coincide.

At this point Captain Scott sent back the last party of three men, advancing with four others: Dr. E. A. Wilson, chief of the scientific staff; Capt. L. E. G. Oates, in charge of the ponies and dogs; Lieut. H. R. Bowers and Lieut. E. R. Evans. They were provisioned for one month and in Sir E. Shackleton's opinion ought to succeed.

PROVOCATION OF PARLIAMENT

H. R. H., in Speech from Throne Reviews Legislation of Session—Far Reaching Measures are Enacted

OTTAWA, April 1.—The first session of the twelfth Canadian parliament is over. At 4 o'clock this afternoon His Royal Highness the Duke of Connaught, the Governor-General, in the senate chambers, read the formal speech from the throne, which contains the announcement that the labors of the legislators are finished for the present. Considering the number of members who, with their wives and families, have gone home, there was a brave showing in the upper house. For the first time the Right Hon. R. L. Borden, the Prime Minister, appeared in his Windsor uniform. The bright uniform of the officers on the headquarters staff and the dainty costumes worn by the ladies, added to the brilliancy of the scene.

FIRST WOMAN LAWYER

At the meeting of the benchers of the Law Society yesterday, Mr. G. E. Corbould, K. C., the senior benchers, was elected treasurer in succession to the late Mr. Pooley. A resolution of condolence with the family of Mr. Pooley, and expressing the loss which the Law Society sustained by his death, was passed, and Mr. E. V. Bodwell, K. C., seconded by Mr. E. V. Bodwell, K. C., passed, and offered to the transmitted to Mrs. Pooley.

The results of the following examinations were announced. Preliminary: Messrs. M. G. Thomson, J. H. McLeod, and Alex. McE. Young. Students for call: Messrs. E. L. Tait, L. C. Boulton and W. D. Gillespie.

Articled clerks for admission: Messrs. E. L. Tait, L. C. Boulton, W. D. Gillespie and C. H. Pitts.

B. C. barrister for admission: Mr. C. B. S. Phelan. B. C. solicitor for call: Mr. Alex. Campbell.

Eastern Canadian barristers and solicitors for call and admission: Messrs. W. D. Carter, G. A. Grant, J. W. P. Ritchie, J. B. Jackson, O. Ritchie, T. Robertson, F. P. H. Layton; Miss Mabel P. French, Messrs. A. Macneil and J. McD. Mowat.

English solicitor for admission: Mr. G. Jones. Irish solicitor for admission: Mr. R. McKane.

Scottish solicitors for admission: Messrs. H. Campbell, W. H. McFarlane and J. A. Davidson. English solicitor and Australian barrister and solicitor for call and admission: Mr. A. F. Crossman.

Those eligible including Messrs. John Emerson and W. A. Cairns, who passed their examinations in December, appeared before the benchers and were called and admitted, and were subsequently presented to the court by Mr. H. Dallas Helmsken, K. C., and sworn in before Chief Justice Hunter, who welcomed them in a short but kindly speech.

PRINCE GEORGE HAS A ROUGH PASSAGE

The steamer Prince George, of the G. T. P. Captain Saunders, arrived from Prince Rupert on Sunday morning and left again for the north yesterday. The steamer brought 100 passengers south and will take about 150 north. The passengers who embarked here were: Mrs. M. A. Buck, C. A. Vaughan, W. Ashdown, Green, W. H. Johnson, Dave Critchley, Calvin Cameron, Mr. and Mrs. R. Cameron, Mrs. J. H. Koen, W. J. Jepson, G. Frohisher, Mr. and Mrs. W. Craig, Miss Craig and Master Craig. From Seattle the steamer had 30 saloon and many steerage passengers and about a hundred passengers were taken from Vancouver. The cargo taken north included 75 fireplugs made at eastern American mills for the Prince Rupert water system.

The Prince George reported on arrival that she encountered the roughest weather of the season while crossing Queen Charlotte sound. The blow was practically local in that section, but it was sufficient to cause alarm among the passengers, who tumbled out of their berths and articles of clothing had been pitched to the floor. Passengers declared it to be the roughest trip they had ever experienced crossing the open sea from point to point of land. For about two hours the vessel rolled and pitched, and then, sliding behind the shelter of Vancouver Island, resumed an even keel.

Robert Latham, one of the arrivals on board the Prince George, said that preparations for the construction of the extensive fishery enterprises of the British Columbia Fisheries Ltd., have commenced at Alford Bay, on the south side of Skidgate. He states that Mr. Wilfred Doughty, accompanied by Mr. J. H. Pillsbury, a civil engineer, have gone to the Queen Charlotte islands to complete the survey of two hundred acres of Crown grant land at Alford Bay, where the first of the great Doughty enterprises will be located.

"The plant for Alford Bay," said Mr. Latham, "is to comprise a fish cannery and a large salting plant, and will have a large salting plant and work for the manufacture of fish meal. At Skidgate, on a half mile of water frontage, there will be established a fish oil works and a feature of the new system will be the manner in which by-products are made from all the usable portions of fish caught. When the plant is placed in operation one hundred men will be employed, and this number will be increased as the operations demand. The new Alford Bay cannery is expected to be ready for operations within the next four or five months."

It is understood the fishing concern's expenditure for this year in construction work will amount to \$250,000.

News was brought by the Prince George of a suicide at Ocean Falls. A workman there named McBride, after taking three bottles of "pain killer," committed suicide by fixing a loaded rifle with a wire attached to the trigger and firing the charge into his back. Constable Owens, who was near Ocean Falls at the time, investigated the case.

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His Royal Highness was accompanied from Rideau Hall to Parliament Hill by an escort provided by the Princess Louise Dragoon Guards, and was received on the steps by a guard of honor from the Governor-General's Foot Guards, which was drawn up in front of the Parliament buildings. The customary salvo was fired from Nepean Point by the 23rd battery. Large crowds assembled on the hill to watch the arrival and departure of His Royal Highness and his brilliant cavalry escort.

SPEECH FROM THE THRONE

The speech from the throne, read by the Duke of Connaught at prorogation of parliament today, was as follows: Honorable Gentlemen of the Senate: Gentlemen of the House of Commons: I am glad that this comparatively early period of the session to be able to relieve you from further attendance in parliament.

The diligence with which you have applied yourself to your public duties calls for my warm acknowledgments. The act to extend the boundaries of Manitoba and to make substantial provision commensurate with the requirements of its enlarged area, will, I am sure, be welcome alike by the present inhabitants of that province and by those who dwell in the added territory now admitted to the advantage of the provincial status.

The enlargement of the limits of the provinces of Ontario and Quebec will undoubtedly contribute to the progress and development of the northern territories, which hitherto have been little known and which will henceforth form part of these great provinces.

Highly important and far-reaching advantages will result from the measure to aid and encourage agriculture in concert with the several provincial governments, which I doubt not will materially contribute to the development and progress of that great basic industry. The act respecting grain, a most comprehensive measure, will, it is hoped, assist the farmer in the marketing of his products, as well as in obtaining better prices, thus relieving him of disadvantages under which he has hitherto stood. Gentlemen of the House of Commons: I thank you for His Majesty's name for the liberal provision you have made for the requirements of the public service.

Honorable Gentlemen of the Senate and Gentlemen of the House of Commons: I am happy to congratulate you upon the many indications of the abounding prosperity of this country, and I earnestly pray that the blessings of Providence may always attend this favored land.

SENATE'S DEATH LIST

The senate, at the bidding of Sir Wilfrid Laurier, signalled the end of the session by killing four government measures. By one of the acts the killing of the highways bill, it has cost the province of Quebec the sum of \$278,964 and British Columbia \$54,660. The senate's death list had on it the highways bill. This was one of Mr. Borden's specific promises in the recent general election and was specifically approved by the people of Canada. It was put before the House of Commons fresh from the people elected in part to pass just such legislation. Sir Wilfrid Laurier fought it in the House of Commons, and ordered his nominees in the senate to kill it. The senate made no end of amendments, some of which the House of Commons accepted. Two, however, it could not accept as they would have rendered the bill unworkable. The senate insisted on every syllable of every change it had originally proposed and the bills are dead. The tariff commission bill was pronounced upon and was approved by the people on September 21. The creation of such a body was advocated on a thousand Conservative platforms. The Liberals fought it in the house and Sir Wilfrid Laurier instructed the senate to defy the mandate of the people. The subsidy to the Great Lakes and Northern Ontario Railway was killed outright. This is the measure of which ample notice had been given before the election.

The bill to amend the inspection and sales act was refused consideration. The debate took place wholly upon the tariff commission bill and occupied an hour which elapsed between the reassembly of the house at 3 o'clock and the prorogation ceremonies at 4 o'clock.

Hon. W. T. White moved that the house adhere to its former attitude on the senate amendments. He clearly demonstrated the unintelligible nature of the amendment upon which the senate was insisting and insisted that the senate and Sir Wilfrid Laurier must accept responsibility. Sir Wilfrid Laurier defended the senate and said that the rejection of the bill would be an un-mixed blessing.

When Mr. Foster rose he had only ten minutes to speak. In a splendid speech, which brought the Conservatives to their feet with enthusiasm he laid

PLAYGROUND OF THE PROVINCE

Government to at Once Commence Systematic Development Work at Strathcona Park—Secures Expert

The intention of the provincial government to lose no time in the systematic and thorough exploitation and development of Strathcona Park, British Columbia's incomparable pleasuring ground in the heart of the Island Alps, is evident in arrangements which are now nearing completion and which fore-shadow an exceptionally busy season devoted to the preliminary work of mapping out the park system and organizing the general roads programme for Vancouver Island with recognition of the park as a focal point and the laying out of trunk roads so as to provide best avenues of communication therewith. It is expected that the entire plan of park improvement and the establishment of road connections will necessarily continue over a period of at least four and possibly five years.

There has this year been provided in connection with the work a sum of \$100,000, and this will be expended in completely surveying the entire two hundred and forty square miles of the park area, both photo-topographically and otherwise, and in the construction of roads, bridges, etc., within the park confines.

In connection with this work the government has sought to obtain the best specialized expert assistance, and has retained the services of Colonel Thomson, chief engineer of the port of Seattle, and one of the pre-eminent road roads champions of the Pacific coast. Colonel Thomson will arrive here this week and on Monday next, accompanied by Deputy Minister Foster of the Public Works Department, will leave for Port Alberni, which point he will make his

base of operations. The entire summer and early autumn will be spent afield and as a result of the thorough investigations contemplated, the chief of the party expects to be in a position upon his return to place all necessary data, together with his recommendations in connection with the full scheme of park development, before the Premier and the government.

From the receipt of Colonel Thomson's report, the carrying forward of the provincial trunk road extension programme, for Vancouver Island will necessarily be held in abeyance.

Incidental to this it may be stated that the Provincial authorities have for some time past been in communication with the chief officials of the Canadian Pacific Railway and the Canadian Northern, the former suggesting co-operative action toward securing the early construction of a first class motor road from Sprout Lake.

Through to Long Beach reputedly (in embryo) the finest seaside resort of Canada. The distance to be traversed is approximately forty miles, and although about one mile of heavy rock-work would be encountered, engineers who have been over the ground assert that a good grade can be secured and that the road when built will be for picturesque second to none in Canada or on the American continent.

Construction of this road—for which an engineering reconnaissance and rough survey will be made during the present season by the provincial authorities—will give Victoria and visiting motorists a direct route, by way of Cameron lake and Alberni, to the seashore, where the warm Japanese current first strikes the Vancouver Island coast, and where the beach extends in unbroken continuity and with scarcely a pebble to disturb the smooth surface of magnetic sand, for a distance of fourteen miles or more.

Besides offering exceptional advantages for all common seaside delights, this beach is spoken of as equal to that of Florida as a motoring ground, the sand Florida so hard that galloping herds of make but the faintest impression upon it with their knife-sharp hooves.

THRILLING ESCAPE

Man Rescued When Suspended By Ropes Over Capilano Canyon

VANCOUVER, April 1.—Clinging desperately to an overhanging bough as it slipped slowly through his hands, Lewis Russell of North Vancouver, was rescued practically uninjured at the brink of the first canyon, Capilano, over which he fell yesterday afternoon. The flume opposite was crowded with Sunday sightseers, but the screams of the man who was staring death in the face went unheard, drowned by the sound of the roaring waters two hundred feet below. Russell was saved by a party of people who were sightseeing along the canyon.

Shortly after noon Russell started out on a fishing expedition and walking along the edge of the cliff he made as though to start down a cliff which is almost sheer. There was a shout for the man to go back, but it was too late. Russell had made the first step down. He stopped on a rock, it slipped, and the man went down with it. He disappeared over the ledge, but the goodness of luck was with him. As he fell he threw out his hands and grasped a bough. It was enough to hold him until he was rescued by some sightseers.

ATTEMPTED SUICIDE

After making two attempts to commit suicide, first jumping overboard from the steamship Princess Charlotte as she en route from Vancouver, B. C., to Seattle, and later by choking himself with his handkerchief, Albert Farrar, 38 years old, was tied up in the stateroom of the vessel, and when the vessel arrived in Seattle Sunday morning he was sent to the city hospital. Physicians there believe that Farrar is either insane or suffering from the effects of a drug.

SANTA BARBARA, CAL., APRIL 1.—The oil steamer Rosocrama, which went ashore on March 12, was safely floated by tug tonight and will start tomorrow for San Francisco, in tow for repairs.

PLAYGROUND OF THE PROVINCE

Government to at Once Commence Systematic Development Work at Strathcona Park—Secures Expert

The intention of the provincial government to lose no time in the systematic and thorough exploitation and development of Strathcona Park, British Columbia's incomparable pleasuring ground in the heart of the Island Alps, is evident in arrangements which are now nearing completion and which fore-shadow an exceptionally busy season devoted to the preliminary work of mapping out the park system and organizing the general roads programme for Vancouver Island with recognition of the park as a focal point and the laying out of trunk roads so as to provide best avenues of communication therewith. It is expected that the entire plan of park improvement and the establishment of road connections will necessarily continue over a period of at least four and possibly five years.

There has this year been provided in connection with the work a sum of \$100,000, and this will be expended in completely surveying the entire two hundred and forty square miles of the park area, both photo-topographically and otherwise, and in the construction of roads, bridges, etc., within the park confines.

In connection with this work the government has sought to obtain the best specialized expert assistance, and has retained the services of Colonel Thomson, chief engineer of the port of Seattle, and one of the pre-eminent road roads champions of the Pacific coast. Colonel Thomson will arrive here this week and on Monday next, accompanied by Deputy Minister Foster of the Public Works Department, will leave for Port Alberni, which point he will make his

base of operations. The entire summer and early autumn will be spent afield and as a result of the thorough investigations contemplated, the chief of the party expects to be in a position upon his return to place all necessary data, together with his recommendations in connection with the full scheme of park development, before the Premier and the government.

From the receipt of Colonel Thomson's report, the carrying forward of the provincial trunk road extension programme, for Vancouver Island will necessarily be held in abeyance.

Incidental to this it may be stated that the Provincial authorities have for some time past been in communication with the chief officials of the Canadian Pacific Railway and the Canadian Northern, the former suggesting co-operative action toward securing the early construction of a first class motor road from Sprout Lake.

Through to Long Beach reputedly (in embryo) the finest seaside resort of Canada. The distance to be traversed is approximately forty miles, and although about one mile of heavy rock-work would be encountered, engineers who have been over the ground assert that a good grade can be secured and that the road when built will be for picturesque second to none in Canada or on the American continent.

Construction of this road—for which an engineering reconnaissance and rough survey will be made during the present season by the provincial authorities—will give Victoria and visiting motorists a direct route, by way of Cameron lake and Alberni, to the seashore, where the warm Japanese current first strikes the Vancouver Island coast, and where the beach extends in unbroken continuity and with scarcely a pebble to disturb the smooth surface of magnetic sand, for a distance of fourteen miles or more.

Besides offering exceptional advantages for all common seaside delights, this beach is spoken of as equal to that of Florida as a motoring ground, the sand Florida so hard that galloping herds of make but the faintest impression upon it with their knife-sharp hooves.

THRILLING ESCAPE

Man Rescued When Suspended By Ropes Over Capilano Canyon

VANCOUVER, April 1.—Clinging desperately to an overhanging bough as it slipped slowly through his hands, Lewis Russell of North Vancouver, was rescued practically uninjured at the brink of the first canyon, Capilano, over which he fell yesterday afternoon. The flume opposite was crowded with Sunday sightseers, but the screams of the man who was staring death in the face went unheard, drowned by the sound of the roaring waters two hundred feet below. Russell was saved by a party of people who were sightseeing along the canyon.

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IT IS THE LITTLE THINGS THAT COUNT Save a nickel here and a dime there by purchasing your Grocery supplies from The Grocers who start out to do things AND DO IT.

Table listing grocery items and prices: Daddy's Favorite Sauce, 2 bottles for 25¢; Rowat's Worcester Sauce, 3 half-pint bottles 25¢; Lea & Perrin's Sauce, per bottle 60c and 35¢; Punch Sauce, per bottle 25¢; Queen City Tomato Catsup, per bottle 20¢; Blue Label Tomato Catsup, per bottle 30¢; Genuine Indian Chutney, large quart bottle 50¢; Rowat's English Pickles, large 20-oz. jar 15¢; Crosse & Blackwell's Pickles, all kinds, per jar 35¢ or 3 jars for \$1.00; Purnell's English Pickles, large quart bottle 25¢ (The best value ever offered); Calgary Rising Sun Bread Flour, per sack \$1.80; Snowflake Pastry Flour, per sack \$1.75; Fancy Shelled Walnuts, per lb. 40¢; Pure New Zealand Jam, all kinds, 4 lb. tin 50¢.

Patronize the Store of the People. COPAS & YOUNG Corner Fort and Broad Streets Grocery Dept. Phones 94 and 95 Liquor Dept. Phone 1632

"Lorna" EXTRACT OF WILD FLOWERS OF KEMBOO A deliciously fragrant and most beautiful perfume—an odor that lasts long. It is made from nothing else but the Devonshire wild flowers. Buy just as much or as little as you please; 50¢ per ounce, sold here only. CHEMIST CYRUS H. BOWES Government St., near Yates.

Builders' and Contractors' Supplies A SPECIALTY The Hickman-Tye Hardware Co., Ltd Phone 59 544-546 Yates Street

You'll Find Every Dainty Here For A Successful Dinner One Whole Roast Pheasant, per tin \$2.00; Lemon Curd, per glass jar 25¢; Pineapple Chunks, per jar 35¢; Camp Pie, in Fluted Glass, per jar 80¢; Cambridge Sausages, per tin 40¢; Compote Fruit in Wine Jelly, per jar 75¢; Stephens' Sweet Mixed Pickles, per bottle 35¢; Heinz Sweet Gherkins, per bottle 40¢; Heinz Sweet Mixed Pickles, per bottle 40¢; Heinz Sour Mixed Pickles, per bottle 40¢; Heinz Onion Pickles, per bottle 25¢; Heinz Spiced Gherkins, per bottle 40¢; Heinz Indian Relish, per bottle 45¢; Heinz Chili Sauce, per bottle 45¢; Heinz Euchred Pickles, per bottle 40¢; Bayley's Sweet Midget Gherkins, per bottle 35¢ and 20¢; Gillard's Pickle Relish, per bottle 35¢ and 20¢; Morton's Red Cabbage, per bottle 35¢; Noel's Mixed Pickles, Globe, per bottle 50¢ and 35¢; Heaton's Pints, Chow, per bottle 25¢; Rowat's Pickles—Onions and Walnuts, per bottle 25¢; L. G. Kunze Home-Made Sweet Spiced Gherkins—Home-Made Sweet Spiced Pickles, bottle 50¢; Morton's Sweet Mixed Pickles, per bottle 25¢; Rowat's Quarts—Mixed Chow, Walnut and Onions, per bottle 35¢.

LUX H. ROSS & CO. 1317 Government Street and 1316 Broad Street, Telephones 50, 51, 52.

"It's a Paris." French av London D ly as the i into effect remarkable that the a London to fore—but astonishing In doing decessor a ing taken longer, wh April 12 o In each same type, parallel ci chief pilot that M. P that posi months ag latter flew traveled b ing made vious cro ishing poi don and on the ou tively. Although feat, Salm into he journey in 2.15 for the sake reach to the effe at Berck- for him to Yesterday the jourr days ago, away from housetops, found, wh though a f weather w met starte on his Bl latest type termed to sible, he t petrol. In plementary pilot's seat gallons of going for a precaution the Chann waterproof and other preparation that the m siderable t had rested showing an ator felt co compelled s smooth sea unique lief

FROM LONDON TO PARIS BY AEROPLANE

"It's a fine morning. I think I'll fly to Paris." So remarked M. Henri Salmét, the French aviator, at Hendon, yesterday, says the London Daily Telegraph of March 8. Casually as the intention was announced, its carrying into effect embodied the accomplishment of a remarkable performance. Not merely was it that the aviator made a non-stop flight from London to Paris—that has been done once before—but he accomplished the journey in the astonishingly quick time of 3 hours 14 minutes. In doing so he established a record, his predecessor and compatriot, M. Pierre Prier, having taken 3 hours 56 minutes, or 42 minutes longer, when he flew from capital to capital on April 12 of last year.

In each case the machine used was of the same type, a Bleriot monoplane, whilst another parallel circumstance is that M. Salmét is the chief pilot of the Bleriot school at Hendon, and that M. Prier was his immediate forerunner in that position, which he resigned about six months ago to join the Bristol company. The latter flew via Dover and Calais, but Salmét traveled by way of Eastbourne, and in so doing made a longer sea-passage than any previous cross-Channel airman. Starting and finishing points were, however, the same—Hendon and Issy-les-Moulineaux, flying grounds on the outskirts of London and Paris respectively.

Although he accomplished such a striking feat, Salmét did not achieve the object which he set out—to make the return aerial journey in one day. He started from Paris at 2.15 for this purpose, but late last night a message reached us from our Paris correspondent to the effect that the aviator had come down at Berck-sur-Mer, the wind being too strong for him to continue his journey.

Start from Hendon

Yesterday's was Salmét's second attempt at the journey. In his first effort, made some days ago, he got lost in the fog before getting away from London, and finding himself over housetops, descended in the first open space he found, which proved to be Regent's Park. Although a fresh wind was blowing yesterday the weather was regarded as favorable when Salmét started from the aerodrome at Hendon on his Bleriot monoplane—a machine of the latest type, with a 50 h. p. Gnome engine. Determined to make a non-stop flight if at all possible, he took with him an ample supply of petrol. In addition to the standard tank a supplementary tank was fixed at the rear of the pilot's seat, and together these held seventeen gallons of petrol—sufficient to keep the engine going for at least three hours and a half. As a precaution against the possibility of a fall into the Channel the fabric of the monoplane was waterproofed as far as possible, the wings and other parts being varnished with a special preparation calculated to resist the water so that the machine would keep afloat for a considerable time. In a recent test the machine had rested on the water for four hours without showing any signs of sinking, so that the aviator felt confident of his safety if he should be compelled to descend in the Channel in a fairly smooth sea. Round his waist Salmét wore a unique lifebelt in the shape of an inflated inner-

tube from a wheel of one of the monoplanes in the Bleriot school. A leather cap covering the head and a portion of the face was worn as a protection against the wind and the rush of air created by the flight.

It was half-past seven when the engine was started by the mechanics, and as soon as it was found to be running smoothly the monoplane was released, the exact time being 7.43. It was somewhat slow in rising, this being attributed to the weight of the unusually large quantity of petrol, but after a minute or so a sufficient altitude had been reached to make it safe for the aviator to leave the open stretch of the aerodrome. On the ground level the air was almost motionless, but when the monoplane was about 800 feet up it was seen to rock considerably—an evidence that there was more wind in the upper regions. When he had flown in three wide circles round the aerodrome Salmét had reached a height of something like 1000 feet, and, speeding away at this altitude, he was quickly out of sight.

Arrival in Paris

Paris, Thursday Night.

At three minutes to eleven o'clock this morning a small white Bleriot monoplane landed, after a graceful sweep, on the aviation ground of Issy-les-Moulineaux. Scarcely any attention was paid to the new-comer. It is such a common thing nowadays to see an aeroplane appear from any direction in the sky and land on the field, and dozens of machines come and go on a fine day. This morning, however, the weather conditions were anything but tempting. The wind was still high after the recent cyclone, and the only wonder was that an aviator should have ventured out in the face of a small gale.

But hardly had the aviator stepped on the ground than a report ran like wildfire that he had come from London. The dew of the Channel fogs was still on the wings of his machine, and a crowd at once gathered round him. Everybody became excited. Men ran out of the sheds to see him and to shake hands with him, and before long a motor-car came racing along with M. Bleriot in person. The news was true. The aviator who had thus made the non-stop flight all the way from London to Paris was M. Henri Salmét, the head of the Bleriot aviation schools in England.

Brilliant Performance

The performance deserves to rank as one of the most brilliant in the history of aviation. The temperature was very low, and must have been many degrees below zero at the higher altitudes. M. Salmét still felt numb with the cold when the journalists assembled round him to ask for details. He had left London this morning at 7.45, and alighted on the ground at Issy-les-Moulineaux at one minute to eleven. The distance thus covered in 3 hours 14 minutes is calculated at about 220 miles, and the feat is all the more remarkable, as I have already said, because a strong wind was blowing all the time.

M. Salmét gave an account of this wonderful flight in simple language, as if it were quite an ordinary occurrence. He said:

"The weather was hardly promising, but as pressing business summoned me to Paris to-

day, and as the Channel steamer services are reduced in consequence of the strike, I thought that I should be more certain of keeping my appointment if I flew to Paris on my faithful Bleriot. I left just before eight o'clock, and, favored by a rather keen north wind, I got through the first part of my journey very well. When I had passed by Newhaven, and was over the sea, I had to contend with heavy wind squalls at high altitudes; but everything went on nicely. After Dieppe was reached there was not the slightest hitch, and this is the finest flight that I have ever made."

Aviator's Statement

M. Salmét left his monoplane in the Bleriot shed and drove to Paris in an automobile for luncheon. I asked for some further details of

this wonderful voyage for The Daily Telegraph, and he said:

"What annoyed me most was that shortly after leaving Hendon I had to rise to a great height and had no landmarks to guide me. The Channel was covered by a dense fog, and I think that I flew for the greater part of the time at an elevation of something like 6000 feet. I scarcely saw the earth beneath me until two-thirds of the flight was over. It was only when I had left Dieppe some distance behind me, according to my calculations, that I began to see the earth again, and then I was near Gisors. The wind was very strong, but I was able to complete my journey. It had been my intention for the last month to attempt a flight from London to Paris and re-

turn on the same day. I was on the point of starting several times, but was deterred by the weather. I had to guide myself entirely by the compass almost from the start until I was in sight of Paris."

M. Salmét had given orders to have his aeroplane got ready for the return flight while he was lunching, and a little before two o'clock he drove back to the field at Issy-les-Moulineaux. The machine was ready, and at 2.15 he started off on his return flight to London amid cries of "Bon voyage!" from hundreds of spectators, among whom was M. Bleriot. But the wind had meanwhile changed, and M. Salmét took a more northerly direction. He disappeared over Argentueil, and his intention was to cross the Channel somewhere near Calais.

I telephoned to the Bleriot works at four o'clock, and they had not yet received any news from him. The inference was that everything was going well, and that he was probably by that time nearing the Channel.

M. Salmét Descends

Paris, Thursday Night (Later).

I have just learnt that M. Salmét landed at five o'clock at Breck-sur-Mer, after nearly three hours of a heroic struggle with the wind. He still had a fair quantity of essence with him, but in view of the fact that the crossing was much wider at that point than he had expected, and also because the wind had increased in violence, he preferred to be on the safe side, and landed. He intends to leave for London tomorrow morning.

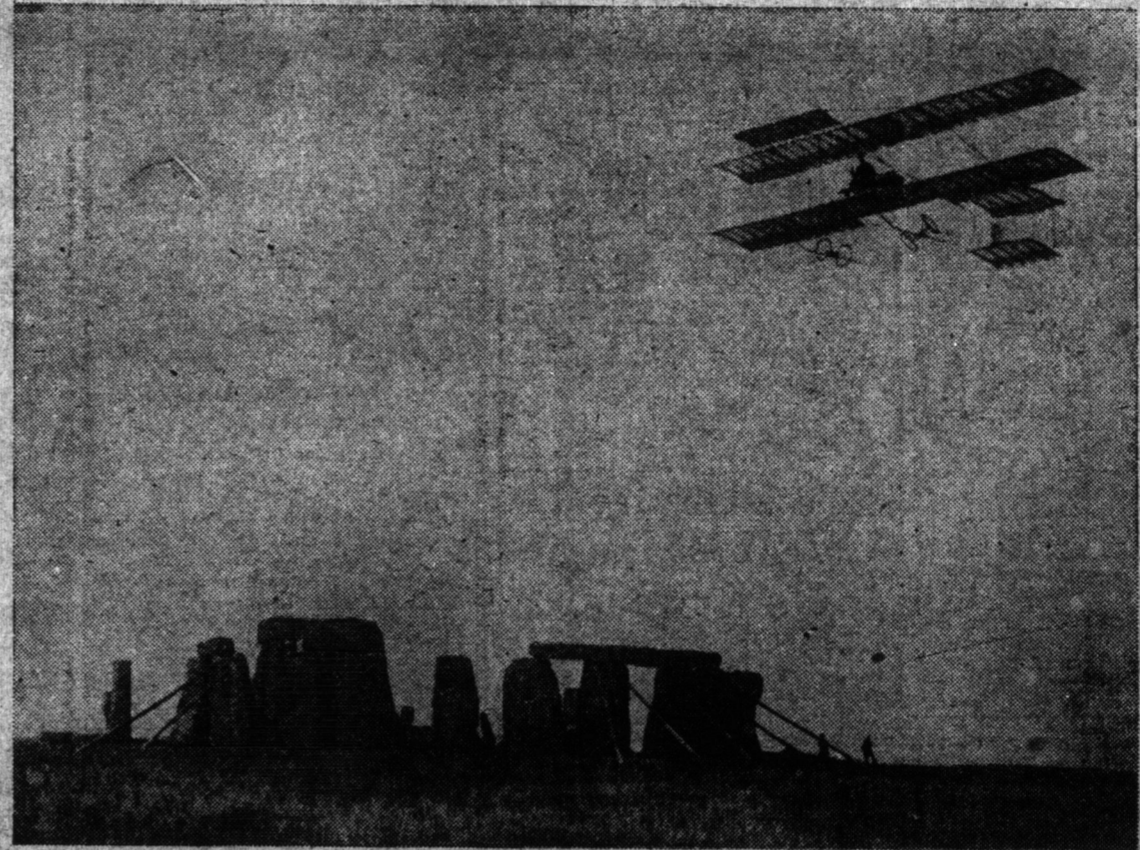
Anxiety at Hendon

At Hendon it was fully expected that Salmét would accomplish the return journey and arrive there in safety soon after six o'clock, the anticipation being based on the facts of the receipt of a telegram intimating that he had left Paris, and of the weather being fine, with very little wind. As it grew dark, however, optimism gave place to anxiety, as there was neither sign nor news of the monoplane.

At seven o'clock petrol flares were lighted in the centre of the aerodrome as a guide to the aviator, but it was felt that even with these aids there was not much prospect of his finding the place, even assuming he had reached the vicinity of London. The anxious vigil of the officials was shared by Madame Salmét, the aviator's wife, who lives at a short distance from the aerodrome.

Salmét's Career

Henri Salmét was a pupil of the Bleriot school at Hendon. Although a very skilful pilot, it was only last June that he took his official aviator's certificate from the Royal Aero Club. For this he qualified at Hendon with a Bleriot on June 27, 1911. He was born in Paris on July 22, 1878, so that he is 33 years of age. Salmét is the holder of the British height record of 8070 feet, which he accomplished on November 28 last year. His speed for yesterday's journey from London to Paris was seventy-two miles an hour. Prier's average was sixty-three miles an hour. The difference is about in keeping with the previous pace shown by the machine, which, as indicated, has been found to be some seven or eight miles an hour faster than that used by Prier.



Aviation on Salisbury Plain—A Biplane Flying Round Stonehenge

Lord Haldane, Minister of War, deals with aviation in the army estimates made public as follows: "Sufficient experience has now been gained in military aviation to warrant advance on less tentative lines, and after careful consideration by the Committee of Imperial Defence it has been decided to establish at once a joint army and navy school of aviation at which officers of both services shall be taught to fly before proceeding to the separate army and navy establishments at which they will be exercised in the more specialized requirements of their respective services. A site for the school has been selected on Salisbury Plain, and the purchase of the necessary land will be completed at the beginning of April. Building to plans which have been already prepared will be pressed forward rapidly, and it is hoped

at a very early date to have accommodation at the school for officers and men, instructors and mechanics, as well as the necessary sheds for aeroplanes and workshops for their repair and adjustment. Provision has also been made on an extended scale for purchase of aeroplanes and other necessary equipment for the school. Officers of both services will be employed on the staff of the school, and its expenses, other than cost of land, will be shared between army and navy votes. The estimates further provide for continuing the experimental and other work of the army aircraft factory, for further buildings required for airships, for an addition of personnel to army establishments for aeroplane work, and for a considerable number of aeroplanes as a first instalment of the equipment of the field army."—The Sphere.

A Scientific Celebration

One of the most important celebrations of the year, especially to scientific men the world over, will be the 250th anniversary of the Royal Society.

There is no higher honor in the world of science than a fellowship in the society.

In keeping with the august character of the society, the celebration will be on the extensive scale.

Invitations will be issued to the principal universities and scientific societies, both at home and abroad, to send delegates for the occasion. King George will entertain his fellow members of the Royal Society, and its native and foreign guests; the Lord Mayor and Corporation of the City of London are to give a banquet in their honor at the Guildhall; while among the features of the celebration will be their welcome by the Universities of Oxford and Cambridge.

The Royal Society was founded in 1645, but it was not until 1662 that it was chartered under its present name by King Charles II.

Sir Robert Moray was elected president after he had brought word from King Charles that he warmly approved of the scheme and was much interested therein. The membership of the society was limited to fifty-five, fellows of the Royal College of Physicians, and the Professors of Mathematics, Physics and of Natural Philosophy of the Universities of Oxford and Cambridge being admissible as associates. The following year King Charles applied for election as an ordinary member, and that seems to have been the origin of the title of the organization as the "Royal Society."

Until the great fire of London, the society continued to hold its meetings in Gresham College. But when, after that conflagration, the premises of the Royal Society in Gresham College were required for the use of the burned-out city authorities, it was invited by Henry Howard, sixth Duke of Norfolk, to establish itself under its roof at Arundel House. At the same time he presented it with the valuable library collected by his grandfather, Thomas, Earl of Arundel, the nucleus being thus formed of the important collection of scientific

works—numbering some hundred thousand volumes—which are today owned by the society.

Newton Was President

One of the most famous members of the society was undoubtedly Sir Isaac Newton, who was elected in 1671, the journal book recording that "the Lord Bishop of Salisbury proposed for candidate Mr. Isaac Newton, professor of mathematics of the University of Cambridge." Exactly thirty years later Newton was chosen president, an office which he held for a quarter of a century—that is to say, until his death in 1727. It was during Sir Isaac's presidency that the members of the society were appointed by the crown to be visitors and directors of the Royal Observatory at Greenwich. In fact, the Royal Observatory at Greenwich remained under the sole charge and direction of the Royal Society until the reign of William IV., who added the president and six of the Fellows of the Royal Astronomical Society to the board of management.

In 1780 the government of the day placed at its disposal a handsome and extensive suite of apartments in Somerset House, where the Royal Academy and the Royal Society of Antiquaries were also quartered. In 1857 the three societies were moved by the government to Burlington House, Piccadilly, where the Royal Society has met ever since, and where, next summer, the chief celebration of its 250th birthday will take place.

The Royal Society has a patron saint in the person of St. Andrew, and invariably holds its annual election of officers on St. Andrew's Day.

In World's Work

These comprise the members of the council, who number twenty-one, and from whom are chosen the president, the treasurer, and the two principal secretaries, and the foreign secretary. The revenues of the society are derived from various endowments, such as the lands in the Chelsea district bestowed by Charles II., from bequests such as that of Sir William McKinnon, and donations such as those, for instance, of Sir Benjamin Thompson; from the annual contributions and composition fees of the Fel-

lows, and from an annual grant by the government. That these funds are administered, not selfishly, but for the public weal, is best shown by the fact that each year the society devotes many hundreds of pounds to the promotion of scientific research, especially in defraying the cost of experimental work by scientists whose lack of means interferes with their useful activities.

The Royal Society has, during the 250 years of its existence, been at all times the principal adviser of the state in all scientific matters; and it still has the custody of the standard copies of the Imperial Standard Yard and Pound; also control of the National Physical Laboratory, an institution established by the government in 1899, on the recommendation of the society. It superintends the work of the Kew Observatory; and it was in response to its initiative that the government inaugurated the Geodetic Survey of 1784; the General Trigonometrical Survey began in 1791; the expeditions of Captain Cook to observe the transit of Venus, and the same commander's circumnavigation of the globe; the various Arctic expeditions under Ross, Parry, Franklin and Nares; the Challenger expedition, the international seismological investigation system, tidal observations, protection of buildings, lightning and tropical diseases, color blindness, with especial regard to railroads and ship signals.

Indeed, there is practically no end to the number of matters about which the government seeks the advice of the society, or concerning which the society of its own initiative makes representations to the state, keeping at the same time in touch with learned society in all parts of the globe.

A Chicago banker was dictating a letter to his stenographer. "Tell Mr. Soandso," he ordered, "that I will meet him in Schenectady."

"How do you spell Schenectady?"

"S-c-e-n-e-t-a-d-y." "Tell him I'll meet him in Albany."—Argonaut.

"I told him there were dozens of people right here in town who had never heard of him."

"I guess that took him down a peg or two."

"I guess it didn't. He started right out to find them and borrow money."—Houston Post.

Commercialism--Idealism

Professor Peabody addressed the Montreal Canadian Club on "Commercialism and Idealism." In introducing him President Dunstan recounted his many qualifications and merits, concluding:

"Such brethren—but he got no farther, a roar of laughter interrupted the rest of the sentence—"is the reputation of the honored guest we have today." President Falconer, Principal Gandier, Principal Hutton, Archdeacon Cody and Dr. Goggin were among the other guests.

"I will only congratulate your president with the remoteness of his connection with President Dunstan of Harvard," said Prof. Peabody in beginning. President Dunstan had been ejected from his office by the authorities "because he had fallen into the grip of Anti-Paedo-Baptism." (Laughter.)

"While I think you made a mistake about commercial reciprocity, I am glad you do not object to reciprocity of ideas," he remarked to the silent audience. "We are all Americans sharing this vast continent with kinship of traditions and kinship of ideals."

What was the fundamental issue which confronts the two nations? It was the issue, he held, between commercialism and idealism. Most of those before him were probably engaged, either in making money, advising others about making money or spending money. Industrialism was not commercialism. Money making was not a bad thing in itself. But he condemned the spirit which measured all goods and all good things by money values. In commercialism men were possessed by the things they were supposed to own. America was incurably diseased with the spirit of commercialism. It was a distinct malady of our civilization.

Ill fares the land to hastening ills a prey. Where wealth accumulates and men decay, he quoted from Goldsmith. "Little nations like Greece and Judea still carried the precious cargoes of the ideals of the world, while Rome Carthage and other mighty traders were, but imperial delinquents."

The spirit of romance, chivalry and mis-

sionary zeal had spread itself over the continent. He instanced Parkman's account of the founding of Montreal, when the question is asked, was it a romance of Christian chivalry or actual history, and the answer is that it was both.

Ruins and titles and picturesqueness and charm were sought by many who drew their incomes from commercialism while they avoided democracy and spent their time imitating Europe. The continent, however, tended to assert the principles of idealism. They had to think broadly. A large environment called for a large kind of men, and no one could do business in the conditions of today who had not the larger vision. Theoria, in the Greek sense, was simply seeing, and the theorist was the man who saw things clearly and saw them whole. Does he had in plenty. What they wanted was seers. The most practical man in commercial affairs today was the visionary.

We need guidance not so much about profit as about right and wrong, about the ideas of mercy, justice and truth. No man hears aright the cry of the working classes who does not hear in it the demand for justice for equity for compassion, for fraternalism, for social and industrial peace.

"I suggest to you that in the last decision regarding reciprocity there may have been the interference of sentiment in the economic question which led to the final refusal," remarked the speaker.

Not a dozen people had a right to an opinion on the question of bi-metalism, but with clever handling the question had been erected into a struggle between capital and labor, and there was no salvation possible for the man who did not accept the dogma of 16 to 1. The moral sentiment of the people required that these political issues should be translated into terms of the latest and innate idealism of the plain people.

"How is your business these days?"

"Not as flourishing as it used to be," replied the professor of penmanship.—Pack.

What Shall I Wear This Eastertide?

Men and Women, Young or Old, Will Find a Satisfactory Answer In Our Ready-to-Wear Depts.



It's a Pleasure To Wear Dainty Underwear. Some Good Values For Girls

Tempting Values In Children's Rompers

These are just what you want. They are strong, easy to change, wash well, look smart and are as comfortable as a garment can be made for the child. They save far more than their price in the laundering of the child's underclothing. Here are some of the styles that we are offering:

- Navy and Blucher Blue Prints, with small white spots, made up for children from 1 to 6 years old. May be had at per garment **50¢**
- Rompers, in gingham of an extra heavy quality. These come in plain blue and may be had in sizes for children from 1 to 6 years old. Per garment **65¢**
- Drill Rompers—These are exceptionally strong and attractive garments, and may be had in light or dark tan. The dark garments are finished with pocket and white pipings, and the light garments are finished with red pipings and bands. Per garment **65¢**
- Check Gingham in blue and white, made up into attractive garments, finished with white pipings and pockets. There are sizes for children from 1 to 7 years old. Per garment **85¢**

If You Like Smart Belts These Will Please You

No doubt you will require a new belt to wear with your new garments, and you will be interested to know that we have made a special effort to meet the exacting demands of our patrons, and have now a larger assortment than ever for you to choose from. The styles are serviceable and so well-assorted that choosing should be an easy matter. Ask to see them—Main floor near the elevator.

- White Embroidered Belts—With fancy buckles and a choice assortment of patterns. Price each **25¢**
- Elastic Belts—In fancy floral designs. Colors myrtle and black. They are fitted with gilt buckles and are a rare value at **35¢**
- Elastic Belts—In fancy designs. These are in black only and have black buckles. Price **50¢**
- Elastic Belts—In grey, brown, navy, white and black. These have fancy nickel and gilt buckles. Each **75¢**
- Elastic Belts—Made of plain white elastic of good quality. They are fitted with fancy gilt buckles. Each **\$1.00**
- Buster Brown Belts—In colors navy, cardinal, white and fancy stripes. These are excellent value at, each **25¢**
- Women's Leather Belts—Fine quality, and may be had in brown and black, fitted with gilt and black buckles. Price each **25¢**
- Women's Belts—Made of fine leather. These come in a neat black and white stripe. Price, each **25¢**

More Easter Millinery—Another Shipment of Tailored Hats Has Just Arrived

IT'S a big pity that this shipment has been delayed, and although it is late in the day, you have still time to choose your hat and wear it on Sunday. Your personal appearance depends so much on your choice of a hat that very few women care to make their choice alone, and this is just the time and place where we can help you most. Our staff of experienced milliners are at your service to give you all the advantages possible to help you to make the best selection. Call and inspect this new shipment today.

There's Much Satisfaction in a Stylish Long Coat

YOU'LL be satisfied with these, you can't help it, the garments are so well made and the styles so handsome that they positively command interest. There are tweeds and plain cloths to choose from, made up in fancy novelty styles. Some have large collars and wide revers, and others are in smart, one-sided effects. All the newest trimmings are included, but perhaps those trimmed with materials of a contrasting color are the most popular at present. The utility of one of these garments is so great that you would hardly suppose that there were so many occasions on which they can be worn to advantage. A splendid investment, and all sizes are here.

PRICES START AT \$12.50 AND RANGE UP TO \$50.00

Smart Costumes and Just The Styles You Like

NEVER have we had such a large and choice assortment of costumes, and judging by the pleasure that is expressed by the crowds that have been keeping our staff as busy as bees during the last few weeks, we have more than met the expectations of the women of Victoria. This is very gratifying. Our buyers had much difficulty, but eventually succeeded in securing the services of a firm of expert tailors, who make up nothing but the best of garments. An important and interesting feature of this service is the fact that if we haven't a costume in stock that will fit you, we will measure you and have the garments made without extra cost to you.

Plain tailored and fancy costumes are here. Every garment is a copy of the best fashion artists' latest and most popular work, and there is not the slightest reason why you should not find garments that will give you the greatest degree of satisfaction in this assortment.

Our prices are sure to please you, and we invite you to inspect the garments.

Men's Furnishings—Easter Holiday Suggestions

Here is everything that a man can require, but as space will not permit us to give you a full list, the following items will give you some idea of the quality that we can give at a nominal price. The man who desires the best goods and just the class of service he likes will be pleased with his purchases here.

- Men's Lisle Sox—These are a silk finish and may be had in a fine assortment of plain shades and black. Sizes 10, 10½ and 11. Per pair **25¢**
- Black Cashmere Sox—Plain and embroidered. These are all wool and are comfortable and durable. Per pair **35¢**
- Cotton Sox—These come in black, tan and a variety of other plain colors. An excellent value. 2 pairs for **25¢**
- Men's Leather Belts—In colors tan, grey and black. There are narrow and wide belts to choose from. Price each, 50c. **75¢**
- Fancy Elastic Braces—With kid and leather ends. Per pair, 50c, 35c and **25¢**
- Negligee Print Shirts—With collar band, soft front and starched cuffs. They are cut coat shape and may be had in light or dark fancy stripes. All sizes. Per garment 1.50, \$1.25 and. **\$1.00**
- Fancy Outing Shirts—A choice assortment is here. They have turndown collars attached, and are here in plain blue, cream, white, tan and a variety of fancy stripes. All sizes. Per garment **1.00**
- Taffeta and Ceylon Flannel Shirts—They have turndown reversible collars and soft cuffs, and may be had in plain cream or fancy stripes. All sizes are here. Per garment \$3.50. **\$2.50**

White Cotton Underskirt on a Waist—These garments are neatly finished with tucks and a frill of white cotton. There are sizes here to fit girls from 1 to 10 years old. Prices 50c and. **65¢**

White Cotton Underskirt on a Band—These garments are finished with a handsome embroidery flounce. Sizes to fit girls from 6 to 16 years at, each, 50c and. **75¢**

Dainty Cotton Waists made on a Waist—The skirts are trimmed with clusters of tucks, insertion and frills of fine embroidery to match. These are dainty and serviceable garments. Sizes for girls from 1 to 10, at per garment, 85c and. **\$1.00**

White Underskirts on a Waist—Made of white cotton. They are trimmed with tucks and a frill of embroidery. Prices 65c. **75¢**

A Pair of New Gloves Will Complete Your Easter Outfit

A PAIR chosen from this assortment will prove satisfactory. Every pair that we are offering now is new, well up-to-date in style and color, while the quality is just what you would expect to get here. The Perrin, Trefousse and Dent Gloves are too well known to require much introduction. They have a history, but what is still more important, they have a reputation built on the solid foundation of quality that satisfies the customer.

- Perrin's Marchioness Glove Kid Gloves—2-clasp length. Colors tan, brown, navy, green, slate, mode, beaver, black and white. Special for today's selling, per pair **\$1.00**
- Perrin's Dogskin Gloves—1-clasp, and a superior quality. Per pair **\$1.25**
- Dent's Dogskin Gloves—In tan color only. These are 1-clasp gloves and are a reliable quality. Per pair **\$1.00**
- Dent's Dogskin Gloves—1-clasp length. An extra good quality at **\$1.25**
- Dent's Chamolix Gloves—Sizes 3 to 5 at, per pair **50¢**
- Trefousse Dorothy Glove—Made of a good glove kid, and to be had in colors tan, brown, mode, beaver, grey, green, navy, mauve, wine, black and white. Per pair **\$1.50**
- Trefousse and Ja Uvin Suede Gloves—In colors black, brown, tan and grey. An excellent value at, per pair **\$1.50**

SPECIALS IN LONG GLOVES

- Trefousse Dorothy Glove Kid Gloves—12-button length, white only. Per pair **\$2.50**
- Trefousse Dorothy Glove Kid Gloves—16-button length, white only. Per pair **\$3.25**
- Trefousse Dorothy Glove Kid Gloves—20-button length, at per pair **\$3.75**
- A Special Line of Long Gloves in glove kid. These come in colors tan, black and white. They are 16-button length, and are a remarkable value at, per pair **\$2.50**
- Long Silk Gloves—These are the "Kaiser" brand, and may be had in cream and white. Per pair \$1.50 and **\$1.25**

Misses' Dresses—Dainty Garments for Eastertide

The bright weather that we have been enjoying suggests lighter garments for street wear and especially for picnics and holidays. Here are many smart garments that should appeal to you. They are light, strong and always look new after being laundered. It's impossible to give you an adequate idea of their attractions in this advertisement. We would like to tell you more, but you might suppose that we were partial to our goods. See them in the department on the Second Floor. You'll be pleased with them.

A Very Special Line is a sailor style made up in galatea. The material is a striped effect in light blue and white, and is trimmed with dashes of plain blue on the collar, singlet, tie and cuffs. They have a high waisted effect, and may be had in sizes for girls 14, 16 and 18 years old. Per garment **\$3.50**

An Excellent Assortment of Misses' Dresses made of prints, chambrays, gingham and cotton voiles to choose from. They are chiefly striped materials and may be had in a variety of colors. Many are cut on the bias and give the garments a very novel and pleasing effect. A few are in check material. All have short sleeves, some the set-in style and others are the popular kimono. There are Dutch, round and high necks here to choose from, and nearly all have deep flounces, some of plain colored and others in the same material as the dress. Sizes from 14 to 18 years. Prices \$5.75, \$5.00, \$4.50, \$4.00, \$3.75, \$3.50 and **\$2.50**

A Few Sample Pongee Dresses Are Here. You'd Like Them—That's Sure

PARIS says that pongee is to be a favorite material this season, in fact this material will be worn for suits and coats as well as dresses. The virtues of pongee as a Spring and Summer fabric are many and great. It is cool, it wears well, tailors and drapes well, and is an ideal material for traveling and hard service.

These dresses are comparatively plain, but still they are handsome, have smart little collars, Dutch necks and the collars and cuffs are trimmed with a contrasting shade. You must see these garments before you can appreciate them. Price \$10.

Have You Seen These New Silk Waists?

SOME are now being shown in the View Street windows, but we have many more to show you if you will visit the department. You don't want a waist that looks as if it was purchased last Fall, a waist that is right up-to-the-minute in style is the only garment that will give you real satisfaction.

We had this in mind when we made these purchases—that's why we selected entirely new designs. No matter how exacting you may be you will be pleased with them. They are handsomely trimmed, but are by no means extravagant.

Beautiful models in taffeta, messaline, nets and chiffons are here in all sizes, and all that remains to be done is that you come in and make your choice. Why not make your choice today? You can't wish for a more attractive garment to wear on Easter Sunday.

YOUR CHOICE AT \$5.75

Men Take a Pride in Spencer's Clothing and There's a Reason

THE fact is that very few of our customers can be drawn away from this store. Men are now educated in the art of dressing and know a good suit as soon as they see it, and, what is more, they know what good values are.

It's only by paying careful attention to the very smallest details and pleasing our customers that has built up the Spencer reputation for smart clothes that any man can be proud to wear.

There are tweeds in all the leading shades and patterns for the man who desires a serviceable business suit, and a choice assortment of excellent fancy worsteds, chevots and other fancy suitings for street wear. The tailoring is the best that hands can produce for the money, and as all sizes are here, you are sure of a perfect fitting garment.

It's not necessary to have a fat pocketbook before you can wear good clothes—we can fit you up at the following prices: \$12.50, \$15.00, \$18.00, \$20.00, \$22.50, \$25.00, \$27.50 and \$32.50.

Clothes That Make a Boy Feel Like a Gentleman

THE STYLES YOU LIKE AND PRICES EASY

These suits have won so excellent a reputation in the past that it is enough to say that the standard of style, fit and workmanship is maintained—well bettered in some particulars. There are many different models to choose from and many new colors and patterns in fabrics. Norfolk and double-breasted styles are here, also the single-breasted models. Far more style, satisfaction and service than can generally be secured is here for you.

- Buster and Business Suits are here in a choice assortment of patterns, and in colors greys, browns, greens, reds and scarlet. The collars and cuffs are finished with fancy braid and give the suits a smart appearance. You would like to see this showing, and the prices are tempting. All the regular sizes. Per suit \$3.75 to **\$6.75**
- Fancy Worsted and Tweed Suits suitable for Easter are here in a choice assortment of patterns and colors. Every suit represents a splendid investment. The materials are well chosen and the tailoring is the best. See the window display on View street. A few samples are now being shown. Examine them and you will agree that better values are not to be had. They are double-breasted styles and have bloomer pants. All the regular sizes are here. Prices start at \$2.75 and range as high as **\$12.50**

BOYS' FURNISHINGS

- Striped Outing Shirts, with soft collars attached and soft cuffs. These garments are to be had in plain cream and white or in fancy colored stripes. All sizes at, per garment **50¢**
- White Cream and Openwork Boys' Outing Shirts, with soft turndown collars and soft cuffs. Sizes 12 to 14. Per garment **50¢**
- Boys' Outing and Working Shirts, made with soft turndown collars and soft cuffs. Fancy light and dark stripes, black twill and sateen are here in sizes from 12 to 14. Per garment **50¢**
- Boys' Shirt Waists, with soft turndown collars and soft cuffs. These are to be had in black and white checks, blue and white stripes and white ground with dark stripes. All sizes are here at, per garment **40¢**
- Men's and Boys' Linen Collars—All the newest and most popular shapes are here and the quality is well up to the Spencer standard. All sizes. Special value, 2 collars for **25¢**

DAVID SPENCER, LIMITED
STORE CLOSSES AT 6 P.M. TODAY

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