

The Semi-Weekly Colonist.

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VICTORIA, B. C. FRIDAY, APRIL 2 1909

FIFTIETH YEAR

CANADA'S SHARE IN NAVAL FORCE

World-wide Efforts Are Being Made to Increase Efficiency of the Sea Forces of Empire—The Spirit of the Colonies

BRITISH PRESS TALKS OF A CANADIAN NAVY

London Chronicle Comments on Action of New Zealand and Australian States—Compliments Laurier on His Willingness to Stump Country on Imperial Defence

London, April 1.—Despatches continue to come in from all parts of the Empire detailing the world-wide efforts being made to increase the efficiency of the sea forces of the Empire. So far no discordant note has been struck by any of the great self-governing colonies, although there appears to be a certain divergence of opinion as to the method which, in the long run, will be the most effective in producing the result aimed at by all.

At first despatches received here seemed to indicate that presents of Dreadnoughts to the Imperial navy constituted the most effective method of dealing with the situation created by the revelation of Germany's ambitious designs. Later it seems that the governments both of the Dominion and Commonwealth are of the opinion that they can best help at present by setting their own houses in order by providing efficient protection for their own ports and commerce.

New Zealand has made a definite offer of a Dreadnought, which has been welcomed with grateful thanks by the British government, but the Chronicle (the leading radical organ) today prints a despatch from Melbourne, which says that the report of an offer of a Dreadnought by the Australian Commonwealth is premature. The Federal premier, Mr. Fisher, continues to refuse to make such an offer on behalf of the Federated States, and the heads of the local governments are themselves still divided in opinion. The premier of the States of Victoria and New South Wales are willing to make such a contribution, while the others are unwilling. The Sydney correspondent of the Standard (Conservative) states that in the event of the other states not joining in some such offer, New South Wales and Victoria will give a Dreadnought on their own account, as foreshadowed in earlier despatches.

The Chronicle today prints a generous editorial appreciation of the fine spirit evinced by Sir Wilfrid Laurier in offering to spend the remainder of his life in stumping the country, should occasion arise, to impress upon his fellow-Canadians the urgency of ensuring the unassailable position of the Empire, though Canadians here seem of the opinion that Canada stands in no need of an educational campaign along these lines.

The Standard editorially voices the opinion this morning that the creation of a Canadian navy would be far more useful to Great Britain and the Empire than an alliance with second-class naval powers.

BRITISH COLUMBIA'S POSITION

Premier McBride believes that the Dominion of Canada should give any assistance possible towards the defence of the Empire. The action should be taken by the country as a whole, and not by the individual provinces, he believes.

In response to a query from the Toronto Star, he despatched the following telegram upon the subject:

Toronto Star, Toronto, Ont.

As states occupy more independent position under Australian Commonwealth than given provinces by Canadian constitution. Dominion as a whole should take any action towards giving assistance to the Mother Country in defence of Empire. People of British Columbia will cordially and patriotically endorse action to this end by Ottawa.

RICHARD MCBRIDE.

TEXT OF THE GERMAN NAVAL PROGRAMME

Berlin, April 1.—The German naval programme provides that between 1909 and 1917 fifteen battleships shall be built, additional to those now on the list—three in each of the years 1909, 1910, and 1911, and one in each of the six subsequent years; also nine cruiser battleships (one each year), eighteen smaller cruisers, and eighteen divisions of destroyers.

The object in view is to complete the intended establishment of thirty-eight battleships, twenty battleship cruisers, thirty-eight small cruisers, and 144 destroyers.

Of the battleships, the Schleswig-Holstein and Schlesien, which are pre-Dreadnoughts, were completed respectively on September 21 and 12, 1908. The Nassau and Westfalen, both Dreadnoughts, were laid down in the spring of 1907, and were launched severally at the Imperial yard, Wilhelmshaven, and the Weser yard, Bremen, in March and July 1908. There was a mishap with the first of these but she is being pushed on energetically, and is expected to be completed by the intended date, which is before the close of the present year. The Rheinland and Posen were begun in the summer of 1907, were launched in September and December 1908 at the Vulkan yard, Stettin, and the German yard, Kiel, both of which establishments, in a return made by German shipbuilders to Count Revenlow, have declared their ability to build ships of

the class in from twenty-four months to thirty months, so that they may be expected to be ready for their trials at the beginning of next year, if not earlier.

Rapid Shipbuilding

The battleships known as Ersatz Olendburg, Ersatz Siegfried and Ersatz Zeovult, to replace those old vessels, were provided for in the budget of 1908-9, and were put in hand in the summer of 1908 respectively at the Germania yard Kiel, the Imperial yard Wilhelmshaven and the Howaldt yard Kiel. The last named establishment has stated its ability to build ships as rapidly as the other private yards, so that these three ships may be ready for their trials early in 1911. The three ships that are to be laid down this year are the Ersatz Priflot, E. Hildebrand and E. Heimdall. They are provided for in the budget of 1909-10. The first of the cruiser battleships is the Blucher, which was begun at the Imperial yard Kiel, in the autumn of 1906, was launched in April, 1908, and is now ready for her trials. "P" and "Q" are both being built by Messrs. Blohm and Voese, at Hamburg, and were laid down respectively in the summer and autumn of 1908. This is another of the firms that have expressed their ability to build ships in from twenty-four to thirty months. The small cruisers, about 4,350 tons, are being built at the rate of two every year, and are completed within about two years; less rather than more. Of the destroyers, twelve are begun each year.

Provision is also made for submarine and fleet auxiliaries.

The great works at the port of Wilhelmshaven, which are to make it second only to Portsmouth and Devonport. Here, are approaching completion, and are expected to be ready this



year. These are some of the facts which have caused the panic in England.

The above are the precise facts with regard to the German naval programme and the measures that are being taken to carry it into execution. They are taken from the provisions of the German Law of June 14, 1908, with the "Novelle" of 1909, which doubled the number of battleships, and that of 1908, which decreased the "Lebensdauer," or period after which battleships and armored cruisers are to be replaced as obsolete in from twenty-five to twenty years. The dates of the launch and completion of ships and in the Press, the principal interest attaches this year to the amount voted for new construction and to the Admiralty's shipbuilding programme. This programme is as follows: 4 battleships (Dreadnought type) 6 protected cruisers, 20 destroyers and 144 submarines. A number of submarine boats, for the latter of which a sum of half a million is allowed.

More Armoured Cruisers.

In addition to the above provision for ship construction His Majesty's government may, in the course of the financial year 1909-10, find it necessary to make preparations for the rapid construction of four more large armoured cruisers, beginning on the 1st of April of the following financial year. They therefore ask parliament to entrust them with the powers to do this effectively. Such powers would enable them to arrange in the financial

NAVAL ESTIMATES FOR THE COMING YEAR

London, April 1.—The naval estimates for the forthcoming financial year, show that the amount required for the navy for the year is £25,447,700, as compared with £22,319,500 for the current year. The principal increase occurs under the heads of pay of personnel, victualling, ordnance works, and the three sections of the shipbuilding vote.

In view of the controversy that has been raging for some time past in public and in the Press, the principal interest attaches this year to the amount voted for new construction and to the Admiralty's shipbuilding programme. This programme is as follows: 4 battleships (Dreadnought type) 6 protected cruisers, 20 destroyers and 144 submarines.

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(Continued on Page Three)

THE SITUATION IS BECOMING ACUTE

Longshoremen's Strike at Vancouver Is Developing Some Startling Features—C. P. R. Will Import Men

TROUBLE RESULTS IN FREIGHT TIE-UP

MR. CHAMBERLAIN TO ARRIVE TOMORROW

Will Confer With Provincial Government Before Going to Prince Rupert

Longshoremen Have Been

Vancouver, April 1.—Developments

will center with the government on

some matters which require adjust-

ment before the townships at Prince

Rupert is placed on the market, and

it is thought that he may be able to

make some important announcements

while here. It is likely that an effort

will be made to have him address the

higher money and included some of the leaders of the strike.

It was at once decided to close the shed and stop the loading process and an altercation took place between the Canadian-Mexican officials and representatives of the Vancouver and Victoria Stevedoring Company, which is the principal company concerned in the strike. As a result of the argument the loading was allowed to continue until 6 o'clock when the shed was closed.

Today no work was carried on. While the Georgia can hire all the men she wants at whatever figure the ship likes to arrange, yet the C. P. R. controls the dock and shed and seems determined to refuse to allow any men to work in its sheds that have been concerned with the demand for higher money or are in receipt of it from any source.

The Clan Macfarlane discharged sugar with the aid of Lascares at the rate of thirty tons an hour yesterday and is working today. The Blue Funnel liner Ganfa is pouring out freight slowly but surely with the aid of her crew and the Montague is loading with the aid of her crew.

Mr. Chamberlain to arrive tomorrow.

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EXPLOSION AIRSHIP THE SPORT OF WINDS

ABOARD BARK

Twelve of Crew of French Tank Vessel Jules Henry Perish When Oil Fumes Become Ignited

SIX BODIES ONLY HAVE BEEN RECOVERED

Craft Plied Between Philadelphia and Cotte in the Oil-Carrying Business—Was Being Examined

Marseilles, April 1.—The French tank bark Jules Henry, Captain Escoffier, engaged in the oil trade between Philadelphia and Cotte, blew up this morning, and was practically totally wrecked. Twelve members of her crew were killed and many were wounded. The bark arrived at Cotte on March 22 from Philadelphia.

The Jules Henry is a modern tanker, built at Havre for carrying petroleum in bulk, in 1906, by Forges and the Company de Mediterranee, for A. Vi-mont & Co. She was a large vessel of 2,088 tons gross, 250 feet long, 40 feet beam and 23.5 feet deep.

The crew of the bark are probably all Frenchmen. Nothing is known here concerning them, but shipping men say that as a rule foreign vessels in the oil trade carry crews shipped abroad.

Fumes Caused Explosion

The Jules Henry sailed from here for Cotte on February 18, loaded with 85,812 gallons of crude petroleum, valued at \$74,844. As the vessel arrived at its destination on March 22, it had been discharged, and that the explosion was caused by a light coming in contact with fumes of the oil remaining in the tanks.

A representative of the Yvanias agency accompanied by the second officer, was inspecting the vessel at the time she blew up. In the course of their work the two men entered the tank hold. Immediately after there was a tremendous explosion. The entire deck of the bark was lifted and the forward portion of the ship was wrenched off. Twenty men of the crew were at work painting and repairing. They were all blown into the air.

Great sheets of fire shot up from the vessel, and in a few seconds she was enveloped in flames. Prompt aid came from neighboring ships in the harbor, but it was impossible for the sailboats to get close to the burning vessel. Six burned and mutilated bodies have been recovered from the floating wreckage.

Count Zeppelin's Craft Beyond Control Tossed About by Elements While Thousand Gaze Aghast

ITS NAVIGATORS IN DEADLY PERIL

Troops Follow Its Errant Course to Aid in Landing—Germany's Effort Shows Point of Weakness

Munich, April 1.—All Europe was thrilled today and the inhabitants of the territory surrounding this city driven into a state of panic and horror through the circumstance that the famous Zeppelin airship had become the plaything of the winds and, quite beyond control, was being rapidly driven before a high gale.

The airship with Count Zeppelin himself on board, had arrived here at 3 o'clock this afternoon.

AIRSHIP LANDED SAFELY

Dingolting, April 1.—The Zeppelin airship landed safely near here at 3 o'clock this afternoon after having been eleven hours in the air. The circumstances of the journey were perilous. The rear motor refused to work and the forward motor alone could not develop sufficient strength to drive the airship against the high wind. Several anxious hours were spent by the pilots before an opportunity offered to make a safe and successful landing.

This morning from Friedrichshafen, which point she left at an early hour. Shortly after arrival the wind commenced to increase in strength, and the watchers on the earth beneath soon saw that the Count was making efforts to descend. These were not successful, or the Count may have thought the ground in the vicinity unsuitable for the airship to alight on a slightly higher elevation. At this moment the wind materially increased in intensity, and the watchers beneath uttered an involuntary cry of horror as they saw the huge machine, instead of responding to her mechanism dart forward abruptly out of her course, completely at the mercy of the wind.

Spectators in Panic

The spectators were seized with sudden panic and great confusion ensued.

(Continued on Page Three)

OUR MOTHERLAND

(By W. H. S.)

Long has she borne the burden, our old grey mother at home;

Worn and bent and harassed, her brows are furrowed with the care;

And she looks afar at her children as over the earth they roam,

Wistfully crying, "Children, my burden is hard to bear!

"I have watched over you, children, when ye were young and weak,

And freely have I given the milk ye drank from my breast.

Now ye have reached your manhood—stern are the words I speak—

Your oft-pledged love, my children, will ye put it to the test?

"To naught but my blood I'm trusting, to none but the hearts I know;

To you, my sons, I am looking, the seed that I have sown.

Come, will ye help me, children, to keep the fire aglow,

The flames of Love and Freedom, that light up my old hearth stone?"

"Aye, gladly will we help you, and this is the message we send

To all who harass our mother and threaten the home we love;

We will stand by our mother, aye, stand by her to the end,

As long the earth's beneath us and God's blue sky's above."

Old in truth is our message, it spoke in the arrow's song,

And it speaks today as clearly in the boom of the Dreadnought's gun.

That while our hearts are beating, and while our hands are strong,

No one shall harm our mother as long as the ages run.

AND

Spring Apparel. the last minute to choose from.

For You

fashion's very latest dictates. wish to impress upon you condition that the styles are garment. Our prices are the

self striped panama in is cut graduating in length long in front to 40 inches in ck being finished with but- lar inlaid with black satin, t with silk. Skirt cut plain mel trimmed with buttons ce \$47.50

de of pretty fawn and worsted. Coat is 40 inches i-fitted back finished with covered buttons, roll collar d with bronze green satin, t with silk. Skirt is plain rice \$45.00

nes at \$19.75 we have about twenty-made up of very pretty all the new colorings. In garments are absolutely they are well made, nes are ordinarily worth \$35.00, but they were special price, enabling us se suits at the special \$19.75

Popular parasols that there has been d parasols to match the suits used, for later wear white ones ts of fancy effects to use with of silk applique and chiffon, 75 and \$9.75 S—In pongee, with floral d tan and navy, with fancy \$2.50 S—In newest stripe and with patent frame—in all 3.00 \$3.50 PARASOLS—With lace and d double row tufts, non-natural wood handles . . \$1.75 PARASOLS—In Jap taffeta \$2.00, \$2.50, \$3.00, \$3.50, \$4.00, \$4.50 \$4.50 SOLS—In lawn and silk, with natural handles, \$1.50, \$1.75, \$2.00, \$3.50 and \$3.75

CHILDREN'S AND MISSES' SILK PARASOLS—Some with frilled edges. \$1.50, \$2.00 . . \$2.25

BLACK MOIRE ANTIQUE PARASOLS — Beautiful quality silk, with crook handles. \$3.50, \$4.50, \$5.75

Necessary

An expert fitter is also here. is an up-to-the-minute style, sly to fit average figures. as high bust, very long front, ng back, and accentuates the ect below the boning. One of values. Price \$2.50

Room at Our Tea Rooms

PORTER & SONS SELL TO P. BURNS & CO.

Consideration for Four Shops Said to Be in Neighborhood of \$300,000

R. Porter & Sons' two most markets here and two in Vancouver have been recently destroyed by fire...

The five Porter brothers will continue to manage the business under the new proprietorship...

The business and the five sons, Robert, J., Henry, Charles, Fred and George...

Mr. Porter, senior, is 74 years of age. He came to this country over 68 years ago...

HAD NARROW ESCAPE

Richard Bray Nearly Met With Serious Accident

Thrown from his buggy and kicked in the face by a frightened horse...

SHEEP CREEK'S FUTURE

This Summer Will See Remarkable Development in New Kootenay Mining Camp

That this coming summer will see the properties generally and those directly adjacent to Salmu in particular...

STARTLING DISCOVERY

Many Marriages Performed at Church in Buckinghamshire Found to Be Illegal

London, March 31.—The county of Buckingham has been thrown into a fever at the discovery...

Wm. O'Brien Retires

Cork, March 30.—A sensation has been created here by a letter from Wm. O'Brien...

CANADIAN NORTHERN

Vice-President Mann Predicts that through Trains Will Be Running in Five Years

Winnipeg, March 31.—C. S. Douglas, mayor of Vancouver, passed through here yesterday...

WILL ADD TWO MORE STOREYS TO BLOCK

Pemberton Structure To Be Much Finer One Than at First Proposed.

The new block to be erected by Pemberton & Sons is that recently destroyed by fire...

COMPLETE DEADLOCK

Newfoundland Legislative Assembly Unable to Elect Speaker—Coalition Ministry Talked of

St. John's, Nfld., March 31.—The storm session of the legislature on record closed after two hours' sitting yesterday afternoon...

LONG PRISON TERMS.

Nolan and Smith, Who Stole From Indians Get Ten and Five Years Respectively.

Vancouver, March 30.—Severe arrangements followed by severe sentences were handed out yesterday by His Honor Judge Grant...

RUBE WAS HASTY

Seattle Negro Arrives to Kill Wife But Runs Foul of Police.

When big, burly Rube Williams, a Seattle negro whose character and complexion are much of the same...

Smallpox in Steerage

New York, March 30.—The steamer Potsdam, which has been here today from Rotterdam and Boulogne...

JAPAN OFFENDED

Chinese Proposition in Regard to Manchuria Does Not Commend itself to Tokio.

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Tokyo, March 30.—The Japanese government has asserted in the most positive terms...

PROSPECT OF PEACE IN ANTHRACITE FIELD

Expectation that Strike Will Not Follow Termination of Agreement

Philadelphia, March 30.—The anthracite coal strike committee's award, which resulted in six years industrial peace in the hard coal field...

WORK ON G. T. P.

Elevator and Station Construction to Be Pushed During Coming Summer—Mr. Chamberlin's Trip.

Winnipeg, March 30.—There will be between thirty and thirty-five new elevators under construction along the G. T. P. within a few weeks...

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WESTERN CANADIAN WOOD PULP & PAPER CO., LTD.

Head Office: 638 View Street, Victoria, B.C.

PLANT UNDER COURSE OF ERECTION AT QUATSINO SOUND, VANCOUVER ISLAND

The company have acquired 55,669 acres of Pulp Land on Quatsino Sound, Vancouver Island.

In addition to the vast Pulp Limits acquired, the company have also secured 20,000 inch water record on Marble Creek, at Quatsino Sound.

The plant when fully complete will have a capacity of 600 tons of news and wrapping per week; we are rushing the work along and feel confident that we will have the pulp plant with a weekly capacity of 100 tons in operation by December 1st, of this year.

With our tremendous pulp limits, which enable us to secure our pulp wood at a nominal figure, and splendid water power, the cost of manufacture of news and wrapping paper should not exceed \$30.00 per ton.

The local market of the company extends east a thousand miles to Moose Jaw and tributary region. Within the above territory the annual consumption of paper is estimated at a thousand tons exclusive of that used by printers and newspapers.

The foreign markets of the company consist of China, Japan, New Zealand, Australia, Hawaii and the Philippines. In 1908 the above countries imported over \$10,000,000 worth of paper.

A freight rate of from \$3.00 to \$5.00 per ton can be secured from British Columbia to China, Japan, New Zealand and Australia, on wood pulp and paper as against a rate of \$7.00 to \$10.00 per ton on the same commodities from Eastern Canada and Europe.

We are proceeding as fast as possible with the work. The erection of the plant has been placed under the exclusive supervision of Mr. Chas. B. Price, of Appleton, Wis., one of the most distinguished authorities on the erection of pulp and paper mills in the United States.

Progress of Work. The annual meeting of the Midland Division of the Equitable Electors District will be held at Colwood Hall on Monday, April 5, 1909, at 8 p.m.

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TRAINS TO PACIFIC WITHIN FIVE YEARS

Vancouver Mayor Informs by Canadian Northern Head on Policy

Winnipeg, April 1.—C. S. Douglas, mayor of Vancouver, passed through here yesterday, and stated while he had an interview with I. Mann, vice-president of the Canadian Northern Railway...

While east Vancouver's mayor has swift courtship and a speedy marriage reached the Capital on Feb. 10, and about March 10, he will leave for Montreal...

After taking a trip to Montreal New York, Mr. Douglas returned Toronto on Wednesday, March 24th, the trip being a very successful one.

Manley in the St. Andrew's church, newly-wedded couple will leave Vancouver immediately after the ceremony via Chicago and Minneapolis.

There was a discreet silence at end of Mrs. Manley's telephone. "Are congratulations in order?"

"She has nothing to say. Ask Douglas for particulars."

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300,000 PREFERENCE SHARES. IN BLOCKS OF 100 SHARES AT \$1.00 PER SHARE. WE NOW OFFER FOR SUBSCRIPTION THE REMAINDER OF THE FIRST ISSUE OF

SEEDS. FERRY'S SEEDS. There is scarcely any limit to the possible improvement in seeds...

THE MONARCH ACETYLENE GAS MACHINE. The fact is undisputed that our machine is the cheapest and best on the market today.

THE HICKMAN TYE HARDWARE CO. PURE BIRD LIVER OIL. STANDARD BLEND S. C. White Leghorn...

Wanted. WANTED—Persons to grow mushrooms for us at home or farm can be made to yield \$15 to \$25 per week...

Wanted. WANTED—Persons to grow mushrooms for us at home or farm can be made to yield \$15 to \$25 per week...

That Tired "Spring" Feeling. BOWES' WATER AND DIGESTION CURE. Is a splendid remedy for these ailments...

JOHN JAMESON'S THREE STAR WHISKEY. PURE POT STILL WHISKEY, made from the finest Home-Grown Grain and Corn...

Lawn Mowers. CANADIAN AND AMERICAN. Garden Hose. COTTON AND RUBBER.

Wanted. WANTED—Persons to grow mushrooms for us at home or farm can be made to yield \$15 to \$25 per week...

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WOOD, LTD.

VANCOUVER ISLAND

Corporation will be selling at a hand-py stock in any corporation is six not after it in operation.

Manufacture has yielded as large and permanent Pulp and Paper, and there is now erecting should not pay at least much less favorable conditions, he are paying from 10 to 25 per should be able to make a profit of paper, \$20.00 per ton on wrapping and pulp boards. The Pacific Coast, making a net profit, after deducting, etc., of approximately \$15.00 per ton on pulp boards, and this after or wood. In 1908 the Laurentide the Kellner-Partington Pulp and of \$12,522,000. The official United Washington, D.C. July 23rd, 1907, the State of Oregon made a profit of all expenses. The three mills plus of goods over all expenses, of International Paper Co. for the year \$35,918.

Mr. Hermann Ridder, President of association, filed charges against the in his disposition to Hon. Chas. J. United States, said: "The paper is entirely modern are now making more than \$20.00 per ton on the International Paper Co. \$25.50 per ton, in New York, up-to-date mills are present on the cost of manufacture, giving a profit of more than 40 per cent capital required for a modern

market, there is no reason for 10 per cent more dividends than in 1908, Australia imported over eastern Canada and Europe. Why go to Eastern Canada, Eastern in a position to control it our the Orient should be furnished mills to produce the goods, what the trade of the Orient than able to manufacture News and lower than Eastern Canada 2,000 to 3,000 miles nearer is near, China, Japan, Australia, and sent upon this Province for its the big dividends that the paper our immense timber limits, cover-permanent supply of wood at a should not pay even larger divi-

cumulative dividend of 7 per cent, the ordinary stock. After 7 per cent and ordinary shares, both

RES Cumberland and Courtenay. Manager National Bank of India. R. Smith & Co., Ltd., Victoria. Agent British Canadian Wood Pulp



MESON'S STAR WHISKEY

LIMITED, DUBLIN. M. the King.

LOWERS AMERICAN Hose RUBBER

HARDWARE CO., F. O. Dwyer 512, VICTORIA, B. C.

LOST—A dark brown, two-year-old short horned heifer, with several small holes in each ear. A suitable reward will be given for information leading to the recovery of the animal. J. W. Finlay, Strawberry, Yale P.O. m29

WANTED—Persons to grow mushrooms for us at home. Waste space in cellar, garden or farm can be made to yield \$10 to \$25 per week. Send for illustrated booklet and full particulars. Montreal Supply Co., Montreal. m27

TRAINS TO PACIFIC WITHIN FIVE YEARS

Vancouver Mayor Informed by Canadian Northern Head on Policy

Winnipeg, April 1.—C. S. Douglas, mayor of Vancouver, passed through here yesterday, and stated while here that he had an interview with D. D. Mann, vice-president of the Canadian Northern Railway, who informed him that the company would have trains running between Vancouver and the Atlantic within five years. Three survey parties will be put on the work this coming spring.

While Vancouver's mayor had a swift courtship and a speedy marriage, he reached the Capital on Feb. 27th and about March 5th he met in Ottawa Mrs. Manley, widow of the late Major Fred Manley, former principal of Jarvis street Collegiate.

After taking a trip to Montreal and New York, Mr. Douglas returned to Toronto last Monday.

On Wednesday, March 24th, the enterprising Westerner will marry Mrs. Manley in St. Andrew's church. The newly-wedded couple will leave for Vancouver immediately after the ceremony via Chicago and Minneapolis.

"I've lost all track of time," said the happy man over the telephone this morning. "Our Western methods are probably new to the East."

There was a discreet silence at the end of Mrs. Manley's telephone. "Are congratulations in the air?" came a feminine voice over the wire.

"Yes, I would like to hear what Mrs. Manley has to say." "She has nothing to say. Ask Mr. Douglas for particulars."

Although an introduction did not take place till March 6th, Mr. Douglas knew of Mrs. Manley through her friend and his sister-in-law, Mrs. Sinclair, 46 Roxborough avenue, Toronto.

NAVAL ESTIMATES FOR COMING YEAR

(Continued From Page 1)

year 1909-10 for the ordering, collection and supply of guns, gun mountings, armor, machinery, and material for shipbuilding, thus making possible the laying down on April 1, 1910, of four more ships to be completed by March, 1912.

For some years past, it has been the practice for ships of the new programme to be laid down very late in the financial year. An obvious effect of this system is to postpone for some two years a large portion of the financial burdens of the programme to which the ships belong. In the programme of the new financial year two battleships are to be laid down in July, which is the earliest date on which they can be laid them down, having regard to the necessary notices to contracts for the supply of certain parts of the ships. Two more battleships are to be laid down in November, and in respect of the latter a sum of £1,521,500 is taken in the estimates. There will then be heavy payments required for four battleships during the first financial year of the construction, the excess of this item over the corresponding charge of last year being £2,774,215. On 1st April, 1908, and 31st March 1909, the following ships will have been completed and become available for service:

- 3 battleships (Lord Nelson, Agamemnon, and Bealophon).
 - 4 armored cruisers (Indomitable, Invincible, and Defence).
 - 5 destroyers, tribal class, 3 delayed from last year.
 - 17 first-class torpedo boats (coastal destroyer type).
 - 7 submarines.
- On the 1st April, 1909, there will still be under construction:
- 4 battleships.
 - 1 armored cruiser (Invincible type).
 - 3 unarmoured cruisers.
 - 5 second-class protected cruisers.
 - 4 first-class torpedo-boats (coastal destroyer type).
 - 11 submarines.

Distribution of Fleet. The new financial year will be marked by a further development of the Home Fleet. The fleet will be absorbed into it, and there will be rearrangement of the cruiser squadrons and torpedo flotillas. The distribution will be as follows:

There will be 16 fully-manned battleships in the Home Fleet formed in two divisions, and associated with them will be six battleships of the Atlantic Fleet (which will in future use Dover as a base as well as Berehaven), making a total of 22 fully-manned battleships in home waters. Ten fully-manned armored cruisers, formed in two squadrons, will be attached to the Home Fleet, and associated with them will be the squadron of four armored cruisers attached to the Atlantic Fleet, making a total of 14 fully-manned armored cruisers in home waters, inclusive of five armored cruisers employed at sea on training service.

There will also be in the fully-manned divisions of the Home Fleet 12 attached cruisers and scouts, 48 destroyers, and various auxiliary vessels. The nucleus crew vessels, including the remainder of the destroyers and the submarines and the special service vessels with reduced nucleus crews, will be organized as two additional divisions of the Home Fleet, the third and fourth under a vice-admiral. The opportunity will be taken of renumbering the cruiser squadrons in accordance with the new organization. The first and second cruiser squadrons will form part of the first and second divisions of the Home Fleet. The named third cruiser squadron is reserved for the armored cruisers of the third and fourth division of the Home Fleet when combined.

The fourth cruiser squadron will be the training squadron as at present. The cruiser squadron attached to the Atlantic and Mediterranean Fleets will be the fourth and fifth respectively. Of the four new Dreadnoughts it may be said that the design is not yet settled, but it has been decided to build one at Devonport and one at Portsmouth. On the former a total of £287,767 will be spent during the financial year, and on the latter £268,224. Two of the unarmored cruisers will be built at Pembroke.

Jack Johnson was convicted on a charge preferred by Aimee Douglas and a fine of \$200 was imposed.

REPORT OF MINT PRESENTED IN HOUSE

Minister of Finance Brought Down Return Showing Outlay and Output

Ottawa, April 1.—Mr. Fielding yesterday brought down a return showing the outlay, cost of maintenance \$12,758, salaries \$58,181; paid for copper bullion \$8,948; silver \$204,933; gold \$742, making a total for bullion of \$212,684.

The amount of coinage done was \$23,290 copper; \$313,228 silver; and \$28 gold sovereigns. The net profit on the gold coined was \$13; on silver \$176,709; on specimen coins \$745; on copper \$19,708. The total capital expenditure on the Mint to the end of last year was \$326,377.

LORD STRATHCONA'S MUNIFICENT GIFT

Text of Letter of Chief Commissioner to Ottawa Government

Ottawa, April 1.—Lord Strathcona's munificent gift of \$250,000 to encourage and promote the physical and military training of the youth attending the public schools of Canada is one of the absorbing topics of the day on Parliament Hill. It is felt that this is one of the most important of the many benefactions the Dominion has received at the hands of the High Commissioner.

Lord Strathcona's letter, which was read in the House of Commons, March 24, is as follows:

"Grosvenor Square, W. London, March 24, 1909.

"My dear Sir Frederick Borden,— You will recollect that when we met in London during your recent visit, I was greatly interested in the account you gave me of your efforts to get a system of physical training and military drill, including rifle practice.

Administration of Grant. "While the fund as a whole should be administered and money grants allotted by the executive committee in general, proportionately to the school population of the various provinces of the Dominion, it would, I think, be desirable that the administration of the grant within the several provinces should be made by local committees appointed under the authority of the provincial committees. The local committees might be composed, for example, of the military officer commanding the district, as chairman, and two members nominated by the minister of education for the province and three military members nominated by the minister of militia.

"While I attach the highest importance to the advantages of physical training and elementary drill for all children of both sexes, I am particularly anxious that the special value of military drill, including rifle shooting for boys capable of using rifles, should constantly be borne in mind. My object is not only to improve the physical and intellectual capabilities of the children by inculcating habits of alertness, orderliness and prompt obedience, but also to bring up the boys to patriotism and to a realization that the first duty of a free citizen is to be prepared to defend his country.

Restricted to Public Schools. "The Dominion at the present time, and for many years to come, can hardly hope to give so long a period of training to her military forces as by itself would suffice to make them efficient soldiers, but if all boys had acquired a fair acquaintance while at school with simple military drill and rifle shooting, the degree of efficiency which could be reached in the otherwise short period which can be devoted to the military training of the Dominion forces would, in my opinion, be enormously enhanced. I will only add that I should prefer that, for the present, the whole of the money grant should be devoted to these educational establishments which are maintained entirely out of public funds. I think further that administration of the fund should be such as to enable both sexes, whether teachers or pupils, to share in the rewards, and that the allotments of money should be so made as to afford an inducement for both sexes to instruct and the pupils to perfect themselves in the training desired. Believe me, etc. (Signed) "STRATHCONA."

AIRSHIP THE SPORT OF WINDS

(Continued From Page One)

sued. Among the crowds were a number of army officers, and they at once took possession of automobiles and followed in the wake of the balloon, which was now being driven very rapidly in the increasing wind.

Crowds of people ran rapidly along the roads and over the fields in an attempt to keep the ship, which was proceeding in the direction of Erding, in sight, forming an unprecedented spectacle.

In the meantime word had been sent to a neighboring village, and a splendidly equipped cavalry company, eight and set off along the road in the direction of Erding, and in the meantime they all the apparatus they could hastily get together to assist at an emergency.

The airship speedily passed out of range of the watchers at Munich and soon her movements were reported from neighboring cities in the direction of which she was being driven. The wind was continuing to increase in intensity. The town of Erding was passed at 11.45. It was noted that the ship was apparently trying to force the gate but without success. It disappeared in the direction of Landshut and flew over that city at ten minutes past twelve, going to the northeast.

To Land Before Regent. The airship left Friederichshafen early this morning, and five hours later appeared in the air over the outskirts of Munich. A distance of 111 miles was covered in the five hours. The left Friederichshafen with the intention of trying to sail from there to Munich and back. It was his intention to land here in the presence of the prince regent and the entire garrison of Munich, but owing to a squall and increasing wind the manoeuvre was impossible. The attempt was made over the parade ground outside the city, but as soon as it was seen to be impossible the ship lifted again into the air. The count then tried to return to Munich, but by this time the wind was so strong that he could make no headway against it, and it was noted that the airship was being driven sideways down the country.

When the seriousness of the situation was realized the troops were ordered to follow the airship and be prepared to render any assistance possible. The count endeavored to overpower the resistance of the wind by rising to a greater altitude, but this manoeuvre apparently was not successful, for the balloon was driven rapidly from the sight of the people in Munich in a northeasterly direction.

At a quarter past eleven, two hours after its first appearance here, the airship was over Freyung. The airship is manned by Count Zeppelin, Major Sheeling, several officers of the engineer corps and a crew of soldiers from the balloon battalion of the German army.

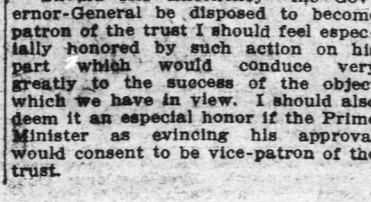
To the northeast, it disappeared quickly in a snowstorm that has arisen suddenly. It is understood that there are 18 or 20 officers and men on board. The count has dropped out a note addressed to the commanding officer of the three squadrons of Cavalry that are following his route.

This message reads: "Beloved comrades: Many thanks, please remain in the neighborhood until the wind falls and I can return to Munich. Landshut is forty miles east of Munich. The next large town in the direction of the flight is Straubing, 35 miles beyond Landshut. The Austrian frontier, marked by a range of mountains called the Bohemian wall is miles beyond Straubing.

Players to Remain. New Westminster, April 1.—New Westminster lacrosse team may again contain the same men as last year. The first practice of the season will occur next week, when the following will appear: Alex. Grey, C. Galbraith, T. Gifford, R. Rennie, Jas. Gifford, J. Rennie, P. Feenay, W. Turnbull, I. Wintemute, A. Turnbull, I. Turnbull, J. Bryson, C. Spring and G. Spring.

Regina Settler Assigns. Regina, April 1.—W. G. Pettiford, transacting a book and stationery business under the firm name of the Pettiford Book Co., has made a voluntary assignment for the benefit of his creditors.

Should His Excellency the Governor-General be disposed to become patron of the trust I should feel especially honored by such action on his part which would conduce very greatly to the success of the object which we have in view. I should also deem it an especial honor if the Prime Minister as signifying his approval would consent to be vice-patron of the trust.



Lord Strathcona

Campbells

Everything Ready-to-Wear for Ladies Misses and Children

Campbells

Superb Display for Easter

TO INTRODUCE the latest and most fashionable creations in Ladies', Misses' and Children's ready-to-wear garments—at popular prices—is the principle on which we have built up our business. Our superb display of feminine finery for Easter—to inspect which, we hereby cordially invite you—will enhance our reputation as the "fashion-centre" of Western Canada. The extreme moderation of the prices will delight all who demand to be well dressed at little cost. This publicity only mentions a few leading items, our windows always indicate fashion's finest features, but our showrooms—always open to you in business hours—contain a magnificent exposition of feminine finery.



Linen Costumes

CHARMINGLY DESIGNED, strictly tailor-made linen costumes; cut on the latest and most fashionable highest models, in the very latest shades of the season's new shades; every lady can select her exact color requirements; deep turnover cuffs, notched collars, tailor-stitched strapings, the seams of the coats are designed to give roundness to the bust and slenderness to the form, the skirts are the new circular model eleven gored, many are very handsomely buttoned trimmed, all are remarkably low in price, excellent values at \$12.75, \$11.00, \$9.75 and\$6.50

Silk Underskirts

A GALAXY of dainty underskirts in taffeta silk of a most superior grade, all are tastefully trimmed in so many new styles that it is impossible to do justice to all; but see them for yourself. Special Values at \$7.50 and\$5.50

IMPORTANT—We are showing the very latest silk moirette Skirts in the stylish allover accordion pleated models with high directoire waists at \$7.50 and\$6.75

Finest Silk Coats

STRIKING AND DISTINGUISHED MODELS, in thoroughly tested silks, gray, cream, and champagne, extra large silk-covered buttons. These are full length, the very cream of this season's most useful, attractive coats. The collars and cuffs are in self colors and also in delicate Oriental silk braiding; prices range from \$30 down to\$17.50

Burberry's Famous Motoring Coats, \$20 and\$27.50

Smartest Short Coats

NOTHING MORE DRESSY, nothing more stylish. Without style, your coat is dear at any price, with this in mind, we have secured a splendid assortment of the ever popular short coats in covert coatings and broadcloths, each tailored with skill and fashioned with exclusive taste. Prices range from \$15 down to\$6.50



New Neckwear

FEATHER BOAS are a dominating feature in this season's Neckwear. For Easter we are offering brand-new shipments, fresh from Paris and London, beautiful feathers exquisitely dyed, or in natural colors; prices range from \$17 down to\$3.25

BUT, we want you to see our two special lines, viz: THE NEW SHORT BOAS, very chic and fashionable\$3.50

OUR SPECIAL, the most remarkable values in feather boas\$5.00

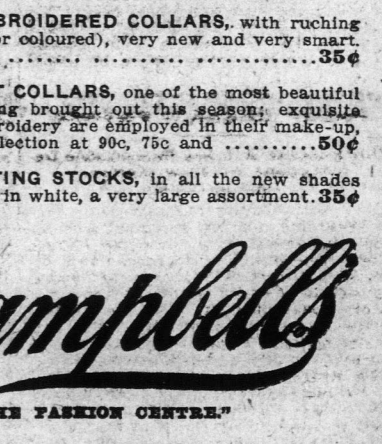


New Neckwear

ENGLISH EMBROIDERED COLLARS, with ruching edge (white or coloured), very new and very smart. Special Price35¢

JABOT FRONT COLLARS, one of the most beautiful and bewitching brought out this season; exquisite lace and embroidery are employed in their make-up, a splendid selection at 90¢, 75¢ and50¢

SMART HUNTING STOCKS, in all the new shades and shapes or in white, a very large assortment. 35¢



Campbells

THE FASHION CENTRE



Bluse-Waists

THE FINEST EXPOSITION of smart bluse-waist ever offered in Victoria; exquisite styles, extraordinary values. We mention a few, but there are hundreds of exclusive models to select from:

EMBROIDERED BLUSE with stiff collar and cuffs1.00

PETER PAN BLUSE, blue or red spots and tie\$1.50

LINGERIE BLUSE, front all-over embroidery\$1.50

TAILORED BLUSE, Gibson models, every shade\$3.00

PONGEE SILK BLUSES, with tailored motif\$3.00

SUPERB SATIN BLUSES, full self-colour, choice\$6.50

Beauty's Belts

THE NEW INFLUENCE—The Medieval, in feminine finery is demonstrated throughout our magnificent display of Belt-wear; the precious metals, silver and gold are prominent and predominate.

GOLD CLOTH BELTS, special line worth 50¢, only35¢

GOLD ELASTIC CLOTH BELTS, elaborately and exquisitely designed medieval in motif from \$1.50 down to50¢

MEDIEVAL GOLD BELTS, with heavy gold-plated buckles, exquisitely wrought; only\$2.25

WASH BELTS, beautifully designed, from 75¢ to25¢

My Lady's Glove

WHERE SHOULD MY LADY purchase her Gloves but at "The Ladies' Store," CAMPBELLS, where only the finest Gloves are sold, always at the lowest prices, such as:

DENT'S SPECIAL, a kid glove of remarkable quality and reputation, at only\$1.00

FINE FRENCH GLOVES, black, tans, grays\$1.00

POWELL'S TWO-BUTTON KID, all shades, Extra value\$1.25

MAGGIONI, two-button, in new fashionable shades\$1.50

TEN-BUTTON FRENCH KID, black, tans, grays. Special Price\$1.75

POWELL'S FABRIC GLOVES, twelve buttons, all shades50¢

WHITE KID GLOVES ARE VERY FASHIONABLE.



Angus Campbell & Co., Ltd.

"THE LADIES' STORE"
1010 GOVERNMENT STREET
Victoria, B. C.

Angus Campbell & Co., Ltd.

"THE DRESS BEAUTIFUL"
1010 GOVERNMENT STREET
Victoria, B. C.

The Colonist. The Colonist Printing & Publishing Company, Limited Liability 27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST One year \$1.00 Six Months .75 Three months .50 Sent postpaid to Canada and the United Kingdom.

NAVAL MATTERS

The impression left on the mind by the perusal of the observations made in the House of Commons at Ottawa yesterday on Canada's duty as regards the naval defence of the Empire...

What steps ought to be taken to form a Canadian navy is, of course, a matter for experts to determine, and laymen can do very little more than suggest lines along which action might be taken...

What, then, shall we do? As we have said, the question is for experts to decide. There seems to be little doubt that the transfer by the British government to Canada of several ships now out of commission, but yet sufficiently effective for the most defence purposes, would be the quickest method by which a beginning could be made...

BRITISH INVESTMENTS. An estimate of the amount of money borrowed by Canada from Great Britain is as follows: Dominion government \$250,000,000 Provinces 50,000,000 Railways 500,000,000 Municipalities, etc. 200,000,000

This is a vast sum of money, but we are going to want fully as much more during the next ten years and perhaps even a larger amount. What enormous loans ever left the shores of Britain in actual cash.

So far as Canada is concerned the situation has been clear-cut. We are not going to make a contribution in money; we are not going to build one or more ships and give them to the Home government. We are going to establish a navy of our own in co-operation with the Imperial navy.

It is not for Mr. Borden to say what ought to be done. The responsibility for that rests and must rest with the ministry, and that body can have no other justification for its action...

planation probably is that, as Mr. Balfour realizes, if there is to be a change in the fiscal policy of the United Kingdom we will have to accept the responsibility for it...

TOO SOON TO SAY. Some contemporaries are already speculating upon what the Dominion government will have to do in view of the proposed changes in the United States tariff.

Some contemporaries are already speculating upon what the Dominion government will have to do in view of the proposed changes in the United States tariff. We are told that there will not be the slightest use in making any commercial arrangement with France and Germany because it would be unwise to sacrifice the advantages of the proposed minimum tariff of our neighbor country for any advantages that might follow from improved trade relations with any European countries.

NATIONAL ALTRUISM. We read the other day a long article in an eastern contemporary, which the editor deemed of sufficient importance to print in a double column. That is a fashion some of our eastern friends have. Whether they take them they regard as a broad view of a topic, they do not shoot arrows at them, they want to be emphatic they print their views in capitals. It may be a good plan. It saves readers the trouble of endeavoring to find out whether or not the articles are to be taken seriously.

THE FINE ARTS. The British Columbia Society of Fine Arts has been organized in Vancouver, with Earl Grey as Honorary President.

As the Society has been organized in Vancouver, it is right that headquarters should be at that city, but as it is a British Columbia organization it seems a pity that with the name in hand, and the name in the title, there is no name on the list of "patrons" or officers who is not a resident of Vancouver.

Our fine, large Catalogue for 1909 is printed on the finest paper. The book has almost 2,000 illustrations of good size. Every article is fully described and priced, making it an easy matter to do your shopping at home if you have this book.

Washington, March 30.—Information that Japan soon will be a competitor of the United States in the manufacture of every character of silk goods for which raw material is not imported into the United States entered largely into the consideration of the Senate Committee on Finance.

WEILER BROS. THE "FIRST" FURNITURE STORE OF THE "LAST" WEST WEILER BROS.

SPECIAL SHOW OF BEDS

Some Handsome Brass Styles Shown

WE ARE MAKING a special display of Brass Beds this week and would like you to visit our fourth floor and see the showing. It's an exhibition of the best designs from the best bed makers in Canada, Great Britain and the United States.

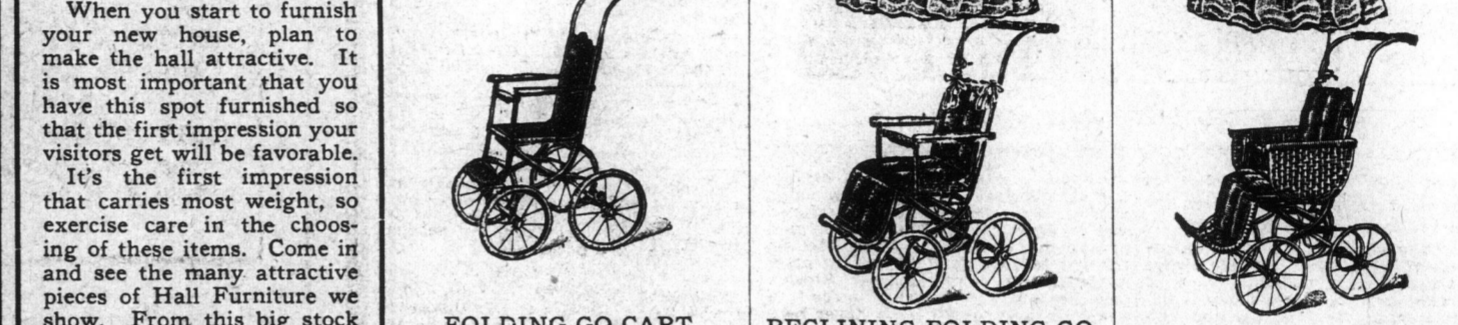
The purchase of large quantities of these beds enables us to quote most interesting prices, prices that'll permit you to add this attractive furniture piece to your bedroom.

MAKE THE MOST OF SPRING SUNSHINE

Get a Go-Cart for the New Baby

YOU MOTHERS should make the most of every sunny Spring day, should keep the little tot out in the bright, warm outside as much as possible. Here are a half-dozen low-priced go-cart styles which should interest you.

These carts are the famous "Whitney" make—the very best made. Come in and let us show you these and other styles. Fourth floor.



- FOLDING GO-CART: Body is steel and hardwood, varnished. Gear is all steel; four 10-in. rubber tire wheels, patent wheel fastener. Dark green enamel finish. Price, \$3.75. RECLINING FOLDING GO-CART: Body is steel and hardwood, wood front and back, varnished; mattress cushion, lace parasol. Gear is all steel, four 10-in. rubber tire wheels, patent wheel fastener. Dark green enamel finish. Price \$8.00.

GOOD VALUES IN GOOD MATTRESSES

The ideal bed isn't a mere "happen-so." You must choose the mattress and springs with care and buy only reliable, well known makes.

- MATTRESSES, full size, wool top and bottom, from \$4.50. MATTRESSES, full size, cotton felt top and bottom, from \$6.00. RESTMORE MATTRESSES, an excellent mattress at each \$12.00. OSTERMOOR MATTRESSES—Sole agents for these. Price \$15.00.

SEE THE CARLTON WARE IN CHINA STORE

Some Beautiful Pieces are Shown—Little Prices

- SALAD BOWLS at \$5.00 and \$3.50. CHEESE DISHES at \$5.00 and \$2.25. CAKE STANDS at \$4.50 and \$3.50. TEA POTS at \$2.25 and \$2.00. VASES at \$9.00 and \$7.50. JARDINIERS at \$9.00.

Get This \$2.00 Book—Free

Our fine, large Catalogue for 1909 is printed on the finest paper. The book has almost 2,000 illustrations of good size. Every article is fully described and priced, making it an easy matter to do your shopping at home if you have this book.

New Pembroke Tea Tables

We have received from our own factory some more of those excellent Pembroke Gate-leg Tea Tables. You should see these serviceable tables if you are not already acquainted with them.

Price at, each, \$15.00. Third Floor

Furnishers of HOMES, HOTELS, CLUBS, BOATS. Weiler Bros. FURNISHERS OF CHURCHES, SCHOOLS, STORES, OFFICES.

"The Right of Powerfu

AN INVITATION

We want you to come in and see our excellent range of handsome new materials suitable for the making of new Spring Curtains.

We do not believe you'll see another such showing outside of cities several times the size of this town.

We have chosen carefully and are offering the handsomest collection ever.

It's a genuine pleasure to show such daintiness, so come in. Second floor.



King Edward and Sir Gilbert

The so-called "mechanical detail" light on the stage has long been the despair of the stage manager, for matter how carefully the piece is rehearsed, the "light" almost always palpably artificial. After a week's rehearsals, the stage fight today is the better than the "rise up and to down" broadsword combat that grad the stage twenty years or so ago.

Into this scene walks Charles Steele, a fat, friendly, monocle, cigarette between his teeth, and a man of care, cynical and insolent, disregarding the warnings of his friends and of Fortuaguer, the manager.

FEAR OF JAPAN AS COMPETITOR

Senate Committee Proposes Impose Specific Duties on Silks.

PROTECTION IS NECESSARY

Provisions of Payne Bill In Favor of Brazilian Coffee Obnoxious.

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WEILER BROS.

INVITATION

want you to come in and see our excellent range of hand-made materials suitable for making of new Spring Cur-

do not believe you'll see such showing outside cities several times the size of this town.

we have chosen carefully and are offering the hand-picked collection ever.

is a genuine pleasure to see such daintiness, so come to the second floor.

SUNSHINE

Baby Spring day, should be as much as possible. Here are the best. Prices are so low. Every best made. Come in



DECLINING FOLDING GO-CART

Body is steel and hardwood, red front and wood back, varnished. Mattress cushion, lace parasol. Clear is all steel, four-in rubber tire wheels, patent heel fastener. Dark green enamel finish.

Price, \$9.50

DECLINING FOLDING GO-CART

Body is red, varnished; mattress cushion, lace parasol. Clear all steel, four 10-in. rubber tire wheels, patent wheel fastener. Dark green enamel finish.

Price, \$14.00

YOUR PARLOR NEEDS THIS SUITE

have a fine, new parlor that'll just fit that parlor, and at a price that'll fit your purse.

is a three-piece suite in fancy. The frames are of latest design and very attractive. The finish is very fine. The pieces are upholstered in green silk plush in finest style.

consists of Arm Rocker, Chair and Settee. Priced at

\$60

Tea Tables

own factory some more of the best Tea Tables. The tables are mahogany finished with a diameter. The whole table

sufficient guarantee of the materials. Third Floor.

Furnishers of CHURCHES, SCHOOLS, STORES, OFFICES

"The Right of Way" Is a Powerful Canadian Play



King Edward and Sir Gilbert Parker, Author of "The Right of Way"

The so-called "mechanical detail" of a fight on the stage has long been the despair of the stage manager, for no matter how carefully the piece is rehearsed, the "fight" is almost always palpably artificial.

Realism in the stage fight has, however, been attained by the producer of the dramatic version of Sir Gilbert Parker's great novel, "The Right of Way." The scene is that in which Charley Steele is attacked by a dozen rivermen who resent his ridicule of their religion and his attentions to La Belle Suzon, the barmaid.

The scene as presented in the play shows the interior of the Cote D'Orion, a river tavern several miles below Montreal, over which Suzon presides, and which is frequented by rivermen, boatmen and timber-drivers.

Members of the committee said that if the Payne provision is adopted, it will place a duty on coffee imported from Brazil equal to the export tax assessed by that country, and the committee would be compelled to pay the difference in cost.

FEAR OF JAPAN AS COMPETITOR

Senate Committee Proposes to Impose Specific Duties on Silks.

PROTECTION IS NECESSARY

Provisions of Payne Bill in Regard to Brazilian Coffee Obnoxious.

Washington, March 30.—Information that Japan soon will be a competitor of the United States in the manufacture of every character of silk goods of which raw material is not imported into the United States entered largely into the consideration of the committee on finance.

The facts placed before the senate committee in regard to the ability of Japan to manufacture every form of silk goods used in the United States were startling as to the cheapness of the manufacture, if the duty on raw silk duty is to be continued, the actual value and the consequent low rate of duty that would be paid would be a greater menace to the American manufacturer than under valuations in European and other countries.

The committee was unanimous in the opinion that the one resource lies in a specific form of duty. Between thirty and forty silk men were before the committee today. Most of these were from Connecticut, New York and New Jersey. They qualified as experts in

AGITATION FOR NAVY INCREASE

Lord Charles Beresford Loses No Time Lending His Assistance.

HAS TALK WITH PREMIER

Prospect that Government Will Start on Eight Dreadnoughts.

London, March 30.—There is a strong prospect that the picturesque and popular figure of Admiral Lord Charles Beresford will be seen immediately in the thick of the political struggle, throwing fresh fuel on the naval agitation.

Lord Charles had a long discussion on naval affairs with Premier Asquith today, the result of which will largely determine his course. He regards the shortage of reserve stores as the chief present worry of the navy.

For the defects Lord Charles blames the economical policy of the cabinet ministers, particularly the Chancellor of the Exchequer, David Lloyd George. He designates him as a "little navy" man, whose interests are chiefly old age pensions and other domestic projects.

The debate in the House of Commons appears almost to have flattened out the little navy party. Newspapers which heretofore have been strong supporters now say that it is impossible for the country to run the risk of being overtaken by Germany in the construction of battle-ships.

Australia's Help

Melbourne, March 30.—The premiers of New South Wales and Victoria have decided to offer one Dreadnought to the imperial government in aid of their respective states.

Mr. Pearce, minister of defence for Australia, said the worst now lying before them regarding Australian defence was one of great magnitude, and one that was not so far as he was concerned, but he was convinced that Australians would take the defence of their country much more seriously than they had done in the past.

WATCHING TARIFF.

New Connection Between New York and Lord Island in Regard to Tariff Available for Traffic.

Washington, March 30.—A meeting of the executive committee of the commission of 100 members, organized in Indianapolis before a series of sessions in this city today.

It is the design of this committee, as voiced by the chairman, to take testimony and consider thoroughly the whole tariff question and to make congress recommendations as to the changes in the tariff schedule.

Two sessions of the tariff convention regarding the tariff question. How long the committee will be in session in Washington has not been determined. The members will present to the president and congress the concrete results of their deliberations.

The committee represents 223 commercial, manufacturing, agricultural and other organizations. Its organization was perfected today by the election of H. E. Mills, of Racine, Wis., as chairman and J. W. Stewart, of Chicago, as secretary.

Still Fast in Ice.

Halifax, March 30.—Steamers Minto and Stanley, which perform winter service between Nova Scotia and Prince Edward Island, are both stuck in the ice, the Stanley off Cape Sable, P. E. I., and the Minto off Georgetown harbor.

York Loan Land Sells Well

Toronto, March 29.—The value of the land assets of the defunct York Loan company is increasing by leaps and bounds this year.

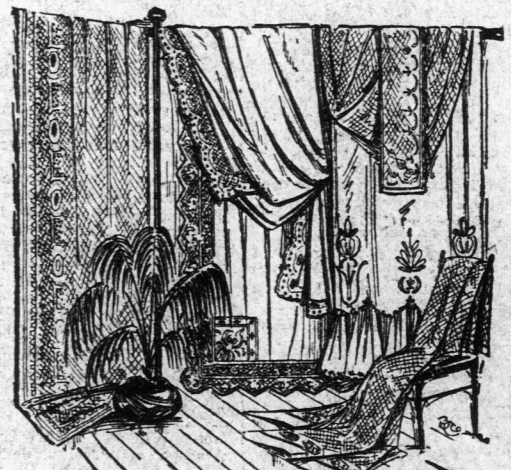
Many Immigrants.

Winnipeg, March 30.—Dominion government immigration officials report the rush of immigration to western Canada as unprecedented.

HOUSE CLEANING SEASON

Our pleasing prices come very aptly just now at the commencement of the house cleaning season. Window draperies, of all things, must be clean and new. Curtains should not only be new and clean, but artistically graceful as the windows are the index of the home within.

- NOTTINGHAM LACE CURTAINS—Three yards long, per pair, \$3.00, \$1.75, \$1.50, \$1.25 and \$1.00.
NOTTINGHAM LACE CURTAINS—Three and one-quarter yards long, per pair \$1.25.
NOTTINGHAM LACE CURTAINS—Three and a half yards long, per pair, \$6.00 to \$5.00, \$4.65, \$4.50, \$4.25, \$3.75, \$3.00, \$2.75, \$2.65, \$2.40, \$2.00 and \$1.50.



Henry Young & Co. 1123 Government Street, Victoria, B. C. Latest ideas in High-class exclusive Millinery. Dent's Gloves. Morley's Hosiery. Dr. Deimel's Linen Mesh Underwear.

INSURANCE BILL

Life Manager Gives Further View to Committee—British Companies' Position

Ottawa, March 29.—When consideration of the insurance bill before the committee was resumed this morning, T. B. Macaulay of the Sun life, emphasized the value of the twenty-year dividend policy.

Dealing with policies that lapse inadvertently, Mr. Macaulay said that in the United States the extended term of insurance plan was adopted, but this was not considered satisfactory.

Mr. Hal Brown, representing British life companies doing business in Canada, said the proposed measure if put into force in its present state, would endanger the life insurance business.

Canadian Regatta.

Toronto, March 29.—It was decided to hold the annual regatta of the Canadian Association of Amateur Oarsmen at St. Catharines on July 30 and 31, at an executive meeting tonight.

Zeppelin's High Flight.

Frederichshafen, March 29.—The Zeppelin airship made a successful flight today to a height of 6,000 feet, the greatest altitude yet reached.

Lake Erie Navigation.

Detroit, March 29.—The passenger train season for 1909 on Lake Erie opened today when the Detroit and Cleveland line steamer City of Detroit left here for Cleveland.

FEW CHANGES IN PRODUCE MARKET

Eggs Expected to Go Still Lower—Easter Novelties Now on Sale

Few price changes have been made in local produce during the past few days. Eggs which have eased off five cents per dozen are expected to go still lower and 25c a dozen is predicted for Easter compared with the present figure of 30c.

Royal Household, a bag, \$1.00. Lake of the Woods, a bag, \$1.50. Wild Rose, a bag, \$1.50. Cream, local, each, \$1.00.

Foodstuffs. Bran, per 100 lbs., \$1.50. Shorts, per 100 lbs., \$1.50. Middlings, per 100 lbs., \$1.50.

Dairy Produce. Eggs, Fresh Island, per dozen, \$3.00. Minn. per bunch, \$2.50 to \$3.00.

Meats. Parsley, per bunch, \$0.05. Halibut, fresh, per lb., \$0.10 to \$0.15.

Butter. Butter, per lb., \$0.25 to \$0.30. Best Dairy, per lb., \$0.25 to \$0.30.

Vegetables. Celery, per head, \$0.15. Lettuce, a head, \$0.05. Cabbage, per lb., \$0.05.

Fruit. Lemons, per dozen, \$2.00. Apples, Oregon, per box, \$2.50 to \$3.00.

Meat and Poultry. Beef, per lb., \$0.08 to \$0.10. Mutton, per lb., \$0.12 to \$0.20.

Other. Walnuts, per lb., \$0.20. Brazil, per lb., \$0.30. Almonds, Jordan, per lb., \$0.70.

For Easter

Everything that is new and stylish—handsome and exclusive—in

- Silk Lined Overcoats
Single Breasted Suits
Double Breasted Suits
Morning Coats
Frock Coats
Trousers

Every garment bears the Fit-Reform label—the guarantee of perfection in quality, workmanship and value.

Stop in and see the spring styles, whether you are ready to buy or not.

Fit-Reform

1201 Government Street, Victoria, B.C.

SCRAPING THE STOMACH

Dangerous and Painful Operation Avoided by Taking "Fruit-a-tives."

Guelph, Ont., Aug. 6, 1908. I suffered for many months with dreadful Stomach Trouble, with vomiting and constant pain, and I could retain practically nothing. My doctor stated that I must go to the hospital and undergo an operation of scraping the stomach and be fed by the bowels for weeks. All the medicine the doctor gave me I vomited at once. I was dreadfully alarmed, but I dreaded an operation and had refused.



I had heard of "Fruit-a-tives" and the great success they were having in all Stomach Troubles, and I decided to try them. To my surprise, the "Fruit-a-tives" not only remained on the stomach, but they also checked the vomiting. I immediately began to improve, and in three days the pain was easier and I was decidedly better. I continued to take "Fruit-a-tives" and they completely cured me.

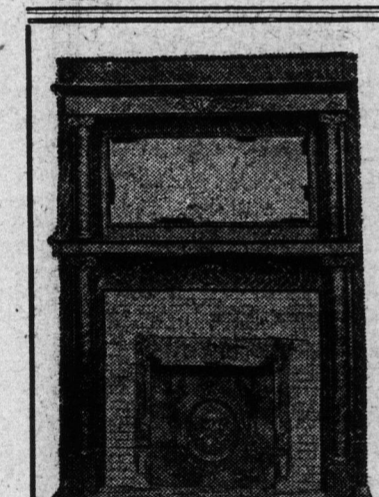
"Fruit-a-tives" are 6c a box, 6 boxes for \$2.50, trial box 25c. At dealers or from Fruit-a-tives Limited, Ottawa.

The Sprott-Shaw BUSINESS UNIVERSITY

VANCOUVER, B.C. 333 KASTINGS ST. W. OFFERS A CHOICE OF TWO TO FOUR POSITIONS

To every graduate, students always in great demand. Commercial, Dictation, Gregg Short Hand, Telegraphy, Typewriting (on six standard makes of machines), plain language, taught by competent specialists.

Corrig College. Session Hill Park, Victoria, B.C. Special High-Class Boarding College for BOYS of 8 to 15 years. Refinements of well-appointed gentlemen's home in lovely BEACON HILL PARK. Number limited. Outdoor sports. Prepared for Business Life or Professional or University Examinations. Fees inclusive and strictly moderate. L. D. Phone, Victoria 1742.



Mantels, Grates and Tiles

Lime, Hair, Brick, Fire Brick and Cement. Sole Agents for Nephthi Plaster, Paris, and manufacturers of the Celebrated Rosebank Lime.

RAYMOND & SON

No. 613 Pandora St., Victoria, B.C.

Dr. H. A. Brown

Veterinary Surgeon, Victoria. Office, Gray's Stables. Telephone 182. Veterinary College. Residence Phone 1173. P. O. Box, 458.

RAW FURS

Highest prices paid for all B. C. and Alaskan furs. Write for our price list containing much information to raw fur shippers.

M. J. JEWETT & SONS

Redwood, New York, Department 13. LIQUOR LICENSES ACT, 1900.

Notice is hereby given that thirty days after date I intend to apply to the Superintendent of Provincial Police for a license to sell intoxicating liquor on the premises to be known as the Parson's Bridge Hotel, situated at Parson's Bridge, Sooke Road, B. C.

PRICE BROTHERS. March 9, 1909.

Subscribe for THE COLONIST

FIFTY THOUSAND FOR NEW WATER SYSTEM

Oak Bay Council Will Submit Loan Bylaw Next Month

(From Tuesday's Daily) The passage of a resolution providing that a by-law be laid before the ratepayers authorizing the borrowing of \$50,000 for a water distribution system and the adoption of two by-laws, the one imposing a license on corporations conducting horse races in the district and the other taxing side-shows and the like, was the principal business transacted by the Oak Bay councillors at their regular meeting last evening.

Deputy Mayor Henderson presided and there were present Councillors Oliver, McGregor, Noble, Newton and Colbert. A letter from the secretary of the Union of B. C. Municipalities which had been referred to the committee by this committee recommend that a fee of \$10 be paid for one delegate.

A letter from the engineer recommending that the rock on the north-west corner of the school grounds and about 100 feet fronting lot 2, 198 and the letter 2290 was read. Resolved that the engineer be instructed to have the rock at the north-west corner of the school grounds removed.

JOHN A. WARD DEAD

Deceased, Was Baggage-man, For C. P. R. During Many Years

The flag of the C.P.R. was at half mast yesterday for John W. Ward, for twenty-one years the baggage master, had passed away. Mr. Ward, who was born in Newcastle-on-Tyne in 1847, passed away at his residence, 925 California avenue, yesterday morning, after a long illness extending from December last. He partially recovered some weeks ago and went again to his post on the G.P.R. wharf, but sustained a relapse which proved fatal.

When a small town—Gastown it was called then—Mr. Ward handed the first baggage on the platform of the C.P.R. in 1861, and two years later, May 25, 1863, he came to Victoria to take the post of "baggage master" with the C.P.R. Navigation Company, which was then in the same position which the company was acquired by the C.P.R. For over two decades he handled the baggage of those going and coming at this city, and was known to thousands of travelers.

He leaves a family of five children, Mrs. Baker of Kane street; Mrs. Seymour Harris, of Fisgard street; Mrs. George R. Larrigan, of Belleville street; and Mrs. Arthur Ward, living at the family residence on California avenue. Arthur Ward is employed in the baggage department of the C.P.R.

The funeral will take place tomorrow afternoon at 2:30 p.m. from the family residence. Rev. Miller will conduct the burial services.

Dr. Alexander MacLaren, of Manchester, who recently attended his eighty-third birthday, is says the Westminster Gazette, beyond question the greatest living Baptist preacher since the death of C. H. Spurgeon. His ministry of half a century has made Union Chapel, Manchester, one of the famous churches of the world, a place of pilgrimage to Baptist visitors from all parts, though he has now retired from the active duties of the ministry and has not preached for many months, he still the "pastor emeritus" of the church.

Since Dr. MacLaren's retirement he has devoted himself to literary work and is engaged in compiling his "Expositions of Holy Scripture," which will extend to a large number of volumes. To celebrate his birthday the Church at Union Chapel is endeavoring to raise \$2,000, half the estimated cost of the MacLaren Jubilee Institute at Rusholme, which is to be a permanent memorial to his ministry in this city. For some months Dr. MacLaren has been suffering from lumbago, but he is so far better that he has been able to attend the morning service at Union Chapel on recent Sundays. Usually he has fled to the warm climate of the south of France in the early spring, but this year he has thought it wiser to brave the cold and the fog of Manchester than to venture the long and fatiguing journey to Mentone.

After the acceptance of a brief report of minor importance, the water committee, Councillor Oliver announced that a subsequent meeting had been held at which it had been decided to submit a resolution which would bring the matter of the installation of

FOUNDER OF SKAGWAY DIES FULL OF YEARS

Capt. William Moore Was One of Oldest Sea Captains on the Pacific

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of the gold find. He had not long to wait—for in 1896 a courier arrived at the coast with the news that gold had been found in great quantities on Eldorado creek, Klondike, by men named Carnation and Henderson in the twinkling of an eye, figuratively speaking, Skagway became the most important port of the entire Pacific coast. How it became thronged with gold-seekers from all parts of the world, and how the larger boys and men move around in boats, while going through the motions of adding their weight to the side of which sharp nails are driven, they scoop the herring out and drop them into boats a dozen or more at a time. When the run started the herring found ready sale at five cents per pound, but now the fishermen can give away their haul, and salmon are also running well, and many good hauls of both have been made by the local fishermen. The presence of the larger fish drives the herring into shallow water until they become a living mass. Hearing an unusual commotion in the water early one morning, camper recently went to the beach and saw the fish actually sticking out of the water, while flocks of two big fish splashed and fought. Seizing a garden rake that lay handy he commenced raking the water and in a few minutes had sufficient herring to fill an ordinary bucket.

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While the small boys contents himself with lying flat on the wharf and dropping a net, the washer attached to a string down through the wriggling mass, then jerking it quickly upwards when a herring is usually found stuck half way through the hole, the larger boys and men move around in boats. While going through the motions of adding their weight to the side of which sharp nails are driven, they scoop the herring out and drop them into boats a dozen or more at a time.

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THE LATE WILLIAM MOORE

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Big Dispute Ended.

Montreal, March 29.—The steel-coal case is virtually settled. Mr. Plummer having agreed to meet more than half way the demands of the coal company in regard to determining indirect damages. He authoritatively stated that an agreement will be signed by the coal company, probably tomorrow.

Trade With Britain.

Ottawa, March 29.—Acting Canadian Trade Commissioner T. Roy at Birmingham, England, reports to the trade and commerce department that British imports from Canada for the month of February increased to the value of \$1,835,000, while British exports to Canada during the same month increased in value to the amount of \$1,918,840.

Suing Dominion Government.

Ottawa, March 29.—E. A. Wallberg, of Montreal, is suing the Dominion government for \$105,940. He had a contract for the construction of car and locomotive repair shops at Montreal, N.E., for the intercolonial railway. He claims for the balance of \$105,940 in full for extras. It will come before the exchequer court.

York Loan Shareholders.

Toronto, March 29.—Ten thousand shareholders of the defunct York Loan and Building Association have not yet seen in their pass books, and it will be November before we can determine whether they are entitled to their share. It is said that Hetherington, representing the liquidators, today, we have 304,000 claims indexed, and unless the remaining 10,000 send in their books, they will not share in the dividends. The liquidators are the control of the York Loan shareholders' claims. The assets are all in vacant lands.

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THE LATE WILLIAM MOORE

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When the run started the herring found ready sale at five cents per pound, but now the fishermen can give away their haul, and salmon are also running well, and many good hauls of both have been made by the local fishermen. The presence of the larger fish drives the herring into shallow water until they become a living mass. Hearing an unusual commotion in the water early one morning, camper recently went to the beach and saw the fish actually sticking out of the water, while flocks of two big fish splashed and fought. Seizing a garden rake that lay handy he commenced raking the water and in a few minutes had sufficient herring to fill an ordinary bucket.

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FOUNDER OF SKAGWAY DIES FULL OF YEARS

Capt. William Moore Was One of Oldest Sea Captains on the Pacific

(From Tuesday's Daily) Captain William Moore, the founder of Skagway, one of the oldest sea captains on the Pacific, died at his residence, 315 Kingston street, on Sunday last.

The late William Moore became famous in the Northwest as the founder of the town of Skagway, where he had located with his family long before the outbreak of the Klondike excitement. For years previous to the gold rush Mr. Moore had the most unbounded faith in the future of the Yukon, and he never tired of predicting just such discoveries which afterwards excited the whole world and caused the most wonderful stampede in history. In the early nineties, Mr. Moore, who has prospected the territory now known as the Yukon, repeatedly urged upon the government the necessity of building roads and trails so that suitable prospectors and miners to get in. He declared there was lots of gold in there, but in most instances he was not taken seriously. So great was his faith in the country, however, that he went and occupied the site of the one place on the northern coast which would of necessity be the gateway to the scene

of the gold find. He had not long to wait—for in 1896 a courier arrived at the coast with the news that gold had been found in great quantities on Eldorado creek, Klondike, by men named Carnation and Henderson in the twinkling of an eye, figuratively speaking, Skagway became the most important port of the entire Pacific coast. How it became thronged with gold-seekers from all parts of the world, and how the larger boys and men move around in boats, while going through the motions of adding their weight to the side of which sharp nails are driven, they scoop the herring out and drop them into boats a dozen or more at a time.

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PLETHORA OF FISH

Herring in Great Numbers Visit Harbor of Prince Rupert—Beats Drug on Market

Prince Rupert, March 29.—For almost a week the harbor of Prince Rupert have been turned into a huge spawning ground by the millions of herring that are running in the colder waters outside to lay their eggs and bask in the sunshine and warm waters. From the G.T. wharf the waters can be seen teeming with them and every sort of contrivance is brought into play for the purpose of catching fish.

While the small boys contents himself with lying flat on the wharf and dropping a net, the washer attached to a string down through the wriggling mass, then jerking it quickly upwards when a herring is usually found stuck half way through the hole, the larger boys and men move around in boats. While going through the motions of adding their weight to the side of which sharp nails are driven, they scoop the herring out and drop them into boats a dozen or more at a time.

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TO RESTRICT THE PRESS

Turkish Papers Object to Curtailment of Liberty

Constantinople, March 29.—A great meeting of protest has been held here against the proposed law for the press, which is regarded as equivalent to a restriction of liberty. The delegates proceeded to the Chamber of Deputies, who stated that he had received the project, but that he and all his friends, considering that a free country was impossible without a free press, had decided to reject it. They desire to reduce the system of press liberty for political discussion, coupled with severe punishment for libellous personal attacks.

STRIKE LITIGATION

Hat Company Cites Sherman Anti-Trust Law in Suit Against the Hatters' Union

Trenton, N.J., March 29.—Argument in the case of Samuel Mundheim & Co., of New York, against the United Hatters of America, was heard in the United States court this afternoon. The case is one growing out of the strike of the hatters employed by the Mundheim firm. The position of the law is novel, and have been raised for the first time in the litigation. Counsel for the hatters are insisting on an injunction based upon two points. One is that the label which the union insists upon being used, which is the cause of the strike, is in violation of the Sherman anti-trust law, in that it restrains trade. The other point is that the union is in violation of the Sherman anti-trust law, in that it restrains trade.

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25c Today Is Biscuit Day 25c

We have many new kinds to show our patrons, and in order to introduce them well, we will place them

On Sale Today Per lb. 25c. Huntley & Palmer's, Jacob's, Carr's, Christie's and Danish Rye Biscuits.

COME IN AND TRY THESE NEW LINES, SERVED FREE WITH A CUP OF DELICIOUS "DIXI" TEA

DIXI H. ROSS & CO.

Independent Grocers and Liqu

Is
Day 25c

to show our patrons, and in or-
will place them

Per lb. 25c.

Carr's, Christie's and Danish
scouts.

SE NEW LINES, SERVED
DELICIOUS "DIXI" TEA

ROSS & CO.

Liquor Merchants.
Tels. 52, 1052 and 1590

AM
ATORS

cost of the separator seems an
and causes them to put off its
rough the mistaken idea that

the facts will easily show the
a matter of fact they cannot
perfect cream separator is by far
owner of cows, and would be
imes as great as it is.

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AND BROAD

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QUALITY STORE

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best attention.

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odyne

INAL and ONLY GENUINE

FEVER, GROUP, AGUE,
The Best Remedy for
COUGHS, COLDS, ASTHMA, BRONCHITIS,
NEURALGIA, GOUT, RHEUMATISM,
and all ailments of the
Sole Manufacturers
J. T. DAVENPORT,
London, S.E.

ros. & Co., Ltd., Toronto.

Pineapple

roats—Recommended by the
Fresh pack to hand:

one pound, three tins for 25¢
1½ pounds, two tins for 25¢

Cash Grocery

mer Yates and Douglas Streets

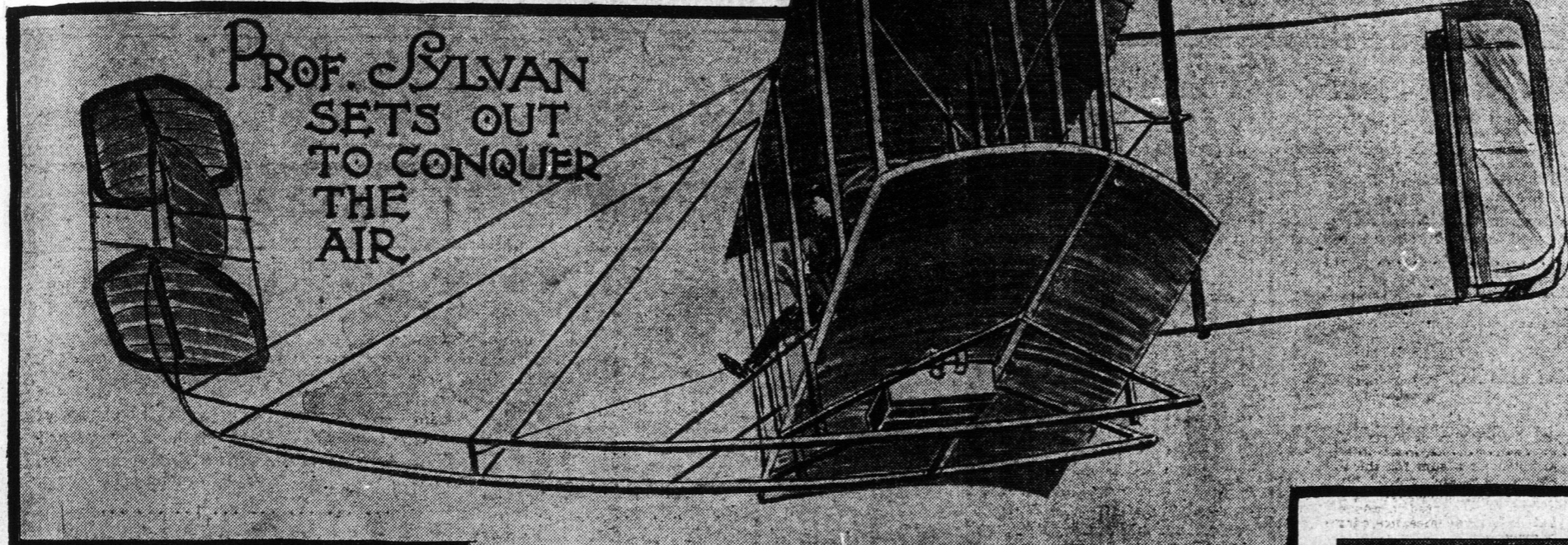
rior of B. C.

Telkwa, Omineca or Ingeles Camot
h. camp outfits and provisions at my
the head of navigation on the Skeena
ing for above points.

HAZELTON, B. C.

The Colonist

AN AEROPLANE For VICTORIANS



VICTORIANS need no longer con-
fine their knowledge of airships
and aviators to what they may
read in the papers or magazines.
Knowledge at first hand is about
to be realized, for Prof. Frank
Sylvan, a local aeronaut, proposes in a few
short weeks to cut figure eights and and pigeon-
wings and other evolutions through our once
peaceful atmosphere.

For this purpose he is constructing an air-
ship. Not a hot air balloon, either figuratively
or literally, but a real flapping, flying, affair
with wings and tail and rudders and all the
other contraptions that go to make up the modern
flying machine.

Victoria will be the scene of its initial
flights. "For," as the Professor says, "there's
just as much air adapted for flying purposes
around here as there ever was around Paris
or the other haunts of noted aeronauts.
And what's more," he continues, "enthusiastic-
ally, 'tis better air."

"The atmosphere of Puget Sound offers
fine resistance to the propellers because it is
heavy and moist; in fact, at some seasons of
the year it is so moist as to consist, I believe,
of about half air and half water. Under such
favorable conditions, a smart skipper could, by
putting on enough canvas and reducing his
ballast considerable, almost sail a fishing boat
through it."

Whenever the Professor returns to earth
for any considerable time, he takes up his
practice of medicine, and then looking at
things through professional eyes, and remem-
bering the appalling list of broken arms and
skulls that attest the perils of aerial naviga-
tion, he sees still another reason why Victoria
should be thus honored. "There's no danger
in flying," says he. "It's landing on the jagged
rocks or solid earth that's dangerous; but,
thanks to our situation, this difficulty can be
entirely overcome by the simple expedient of
sailing over nothing but water."

From these natural advantages, it can
easily be seen that success will probably
crown the efforts of the inventor and the
machine with which he is entered to compete at
the aerial races to be held at the A.-Y.-P. ex-
hibition next summer.

Prof. Sylvan is a balloonist of long expe-
rience, and is remembered by Victorians for his
nervy "sky-larking" feats at last year's provincial
exhibition. His ability to dodge
and towers and avoid settling down
on lightning rods or other sticky places, by
frantically pulling this guy rope or slackening
that one, or doing any of a score of acrobatic
feats that might tend to change the slant of the
fast-descending parachute, and thereby alter its
course, is responsible for his innovation in
aeroplane construction.

This consists of placing a rigid parachute
at either end of a ship built on the general
lines adapted by the Wright Brothers. A
petrol engine of the type used in the "Silver
Dart" will furnish sufficient motive power to
keep the thing afloat, and all steering, guid-
ing and other manoeuvres will be controlled by
these two parachutes, which can be tilted in
any direction that circumstances may demand
or the agile Professor may wish. The engine
being placed under the ship, gives better bal-
ance and is out of the way, thereby allowing
a clearer space for the five levers which will
control the motions of the vessel. The wings
and rudders and after gear being practically
finished, there remains only the assembling of
the various parts and a few preliminary spins,
for the education of the almost proficient in-
ventor, and then the citizens of Victoria shall
see for themselves the Romance, the Comedy,
and maybe the Tragedy of aerial navigation.

MECHANICAL FLIGHT

(By F. W. Lancaster)

The interest that attaches to the subject
of flight at the present time is mainly con-
nected with the problem of dynamic flight, and

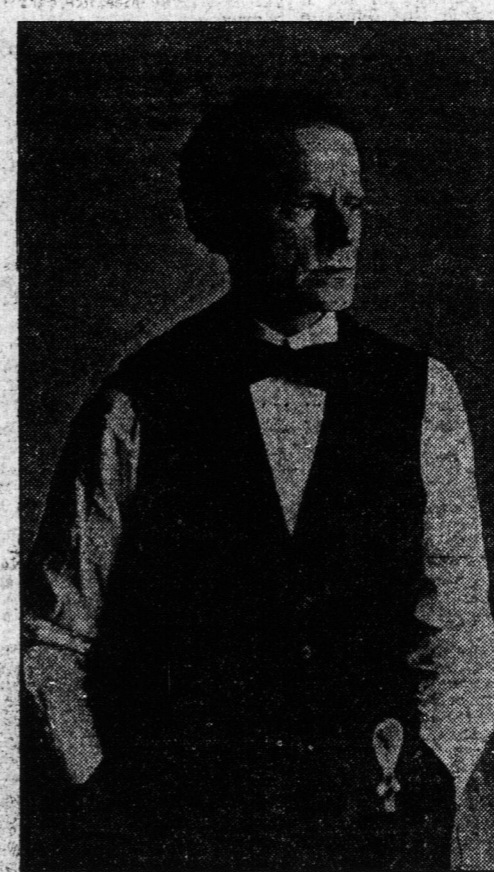
in particular with the flying machines that
are being tested and used experimentally
by aviators on the other side of the Chan-
nel. At the same time, it cannot be denied
that up to the present the dirigible, or naviga-
ble balloon or "air-ship," has shown itself
to be an instrument of far greater capacity,
alike as to speed, endurance, and safety, than
would have been thought possible a few years
ago. The dirigible has its advantages and
its drawbacks in comparison with the dynamic
flying machine, even allowing for the latter
being perfected to a point not yet in sight,
and after paying due regard to the rapidity
with which the flying machine has come into
existence and developed to its present stage,
it may be anticipated that where the total
useful load raised is a consideration, where
the rapidity of rising is a point of importance,
and where the duration of the flight is in
question, the dirigible will be more than able
to hold its own for very many years to come.
On the other hand, the flying machine has
taken the lead, and will probably continue
to hold the lead, in the matter of flight velo-
city, and in general convenience and compact-
ness, so that it may with some confidence be
predicted that both types of aerial machine
will survive, each utilizing to some extent the
experience gained with the other, and each
being employed in certain definite directions,
to which it will be confined by its limitations.

The present position of the flying machine
is not so far advanced as is popularly supposed.
The flights that are made rarely exceed a few
minutes' duration, and those occasions on
which an hour has been exceeded can be
counted on the fingers of the hands. The fre-
quency of mechanical and other failures is
such as to render a cross-country journey
highly dangerous—in fact, at the present time
any such attempts should be discouraged, and
the offering of prizes for the crossing of the
Channel or for flights involving the passing
over or in the neighborhood of large cities
should be discontinued. There is no greater
merit from the engineering point of view
in flying over 25 miles of the English Chan-
nel than in doing the same distance over a
prepared ground—in fact, the straight flight is
if anything the less meritorious of the two;
the only excuse for prescribing such a con-
dition in the offering of prize money is the
assumption that fulfilment is a definite proof
of the reliability of the machine—which it
certainly is not. On October 30 last Farman
on his Voisin machine made what was prac-
tically the first cross-country flight—from
Chalons to Reims—a distance of about 17
miles; this flight was made under the most
favorable conditions, a great part of the route
being over the extensive military grounds of
Montmelon-le-Grand, and thus the risk was
reduced to a minimum. The return was made
by road, the machine being packed and
brought back on a motor-lorry. There was
no other reason for returning in this igno-
minious way than common prudence, and
common prudence is a quite sufficient reason
for not undertaking feats of this kind—at
present. Mr. Farman stated after his return

that personally he would not have been at all
afraid of attempting the return journey, but
that it would be unfair to risk giving a set-
back to the movement, however slight that
risk might be, without adequate reason. It
is greatly to the credit of Mr. Farman in this
connection that previously to undertaking his
cross-country flight he made a series of
four flights in succession, all exceeding his
projected effort in duration, and so had proved
his title to make a public demonstration of a
more sensational kind; all this bespeaks an
admirable self-restraint.

The performance of M. Bleriot the day fol-
lowing the Chalons-Reims flight of Farman
forms with it a striking contrast, it is an ex-
ample of what it should be the object of every
same man to avoid. M. Bleriot had made a
large number of short flights before his cross-
country attempt on October 31, many of which
had ended in disaster to his machine, while
his longest successful flight had been of very
brief duration. On October 30 a flight was
made which, as usual, ended in disaster, but
the machine was repaired during the night,
and on the 31st, after a short trial lasting 4
minutes, 15 seconds (the most successful
flight that up to that time M. Bleriot had
made), a cross-country flight was undertaken
from Toury to Ardenay and back, a total dis-
tance exceeding that of Mr. Farman by per-
haps a mile. M. Bleriot had to make two
stoppages en route on account of temporary
ignition failures, the first stoppage being near
the turning point and the other during the re-
turn journey. It is impossible to regard M.
Bleriot's performance other than in the light
of a mad freak; the risks involved may be best
gauged by the facts that an involuntary stop-
page when flying at a low altitude may mean
total destruction if no suitable alighting
ground is at hand, and that a few days later
the same machine lost its equilibrium and was
completely wrecked, M. Bleriot, by something
little short of a miracle, emerging from the
wreckage unscathed. It is unfortunate that
because one man, after taking all possible pre-
cautions, performs a notable feat, he must be
followed by others who take no precautions at
all and throw prudence to the winds; but such
is very commonly the case. The men who are
doing the real pioneer work understand the
dangers; those who merely emulate their feats
do not. Thus Mr. Wilbur Wright is one of
the first to deprecate cross-country flights in
the present state of the art, yet it is he, if we
may judge from actual performance, who is
best qualified to undertake such a feat. That
the foregoing remarks are justified is shown
by the following paragraph quoted from the
account of M. Bleriot's flight in Le Matin:

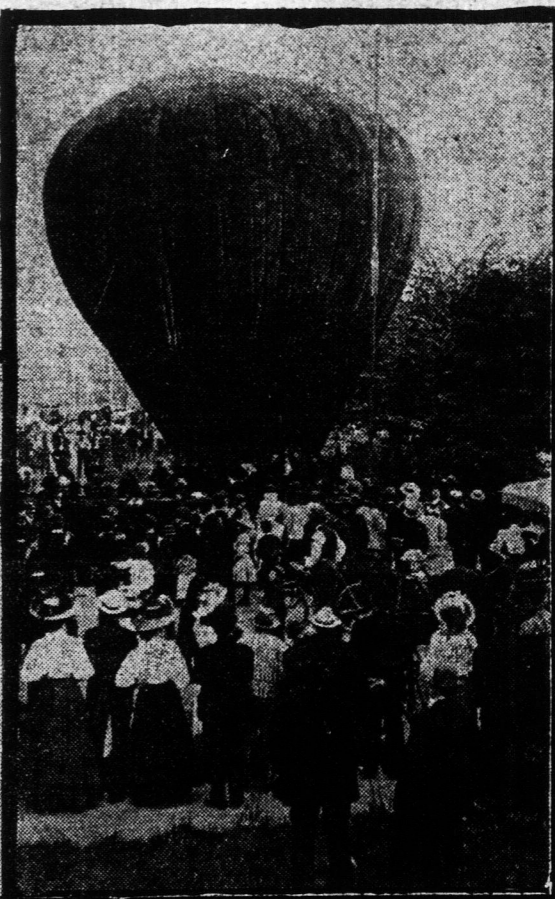
"Satisfait de ce premier essai, l'aviateur
prend tout a coup la decision de battre le
record de Farman, etabli avant hier de Mour-
melon a Reims; et qui parait avoir souleve
chez lui une réelle jalousie."
At present the performances prescribed by
the donors (and prospective donors) of prizes
and other awards in this country are not alto-
gether satisfactory from the point of view un-
der discussion. Such feats as the cross-Chan-



AERONAUT FRANK W. SYLVAN

nel flight, or the London to Manchester flight,
could only be undertaken at present or in the
near future at considerable risk, and risk that
is really quite needless. If the same distance
were laid out on a course, possibly along the
coast, where no difficulty would be experi-
enced in alighting at almost any point, the
same result would be achieved with less risk
of disaster; the conditions of the cross-country
flight could be simulated to any desired de-
gree by disqualifying, for example, an aerona-
ut who descends at other than the stated
point or points from further competing—he
might be counted as dead for the purposes of
the competition in question—or some similar
plan could be adopted. Whether any such
scheme is feasible or not—there are enormous
stretches of sand along the east coast exposed
at low water that might well be utilized—it is
certain that the conditions of these prize offers
as they stand will prove a serious temptation
to the foolhardy and thus constitute a
menace to the progress of the movement; a
few fatal accidents would have a most detri-
mental effect in this country and would do
incalculable harm. The whole question should
be taken up without delay by one of the vari-
ous self-constituted authorities that now exist
—possibly a joint committee might be formed
—with a view to rendering the conditions as
safe as possible and to prevent ill-equipped and
inexperienced competitors from entering the
lists; failing some measure of this kind, the
prize is for the gambler who holds his life suf-
ficiently cheap and who has the good luck to
get through. It would also be well to acquire
such control over the future of the "sport" as
will ensure further offers of prizes and cups
being put on a proper footing as to the condi-
tions under which they will be contested.

The recent development of the dirigible or
"airship," though less sensational than that of
the dynamic flying machine, has been scarce-
ly less rapid. The principal improvements
since the days of Tissandier consist in the
application of the modern petrol motor in place
of the electro-motor, in the employment of
double rubber proofed "Continental" fabric
in place of the varnished cambric or silk for-
merly employed, and in the use of directive
surfaces at the after end of the balloon by
which its attitude of flight is rendered stable
—that is to say, the tendency to turn into a



ONE OF PROFESSOR'S BALLOONS

broadside position is obviated. The greatest
speed attained in the days of the electro-motor
was approximately 15 miles an hour; the petrol
motor, first adopted by Santos Dumont in
1898, immediately showed its superiority,
speeds of 20 miles per hour being very soon
reached; the velocity attained by the modern
airship is now well over 30 miles per hour, and
as each new machine makes its appearance
higher and higher speeds are recorded. The
Zeppelin is stated to have touched 35 miles
per hour. The limit of speed of a dirigible will
in the future in all probability be due less to
the difficulty in obtaining the horse-power
needed than to the limit of the strength of
the fabric that can be used, this at least must
be the case with the non-rigid system. When
a balloon is kept in shape by its internal pres-
sure, the pressure required increases as the
square of the velocity of flight; it has to be
maintained at a point in excess of that of the
regions surrounding the nose and tail (for the
tail is a pressure region) in order to prevent
the envelope from caving in, and thus there
is a very considerable bursting stress on the
fabric of the body of the balloon form, around
which the pressure when in flight is less than
normal—that is, less than atmospheric. To
what extent the velocity is limited by con-
siderations of this kind is yet to be determined;
the danger is of the "cold explosion" of which
Santos Dumont sometimes expressed fear.

At the present time the most controversial
question that exists in connection with the
dirigible touches precisely on the point under
discussion; there are two rival systems, the
rigid and the non-rigid. In the former, of
which Zeppelin is the leading exponent, the
envelope is stretched over a cagnoline or cage
made of aluminium, and the form of the bal-
loon is maintained by the said cage, the gas
inside being at approximately atmospheric
pressure; in the latter, which is the system
more generally adopted, the form of the bal-
loon is maintained by the pressure of the en-
closed gas and to some extent by the use of a
long keel to which the car is attached, while
the internal pressure is maintained by one or
more air bladders contained within the bal-
loon and fed by a centrifugal fan driven either
from the motor or independently. The advan-
tages claimed for the rigid system are, first,
less danger of a "cold explosion" owing to the
comparatively low pressures employed, and
counterpart to this the practicability of higher
speeds than are possible with the rigid sys-
tem; secondly, a less rate of gas leakage owing
to lower pressure differences; and, thirdly,
the abolition of the centrifugal fan, lessening
complication and conducting to safety. Against
these advantages must be set down the great
weight and unwieldy nature of the rigid frame
and the greater liability to irreparable injury,
both of which objections recent events have
shown to be only too well founded. The dura-
tion of the flights made with dirigibles during
the last couple of years have very greatly ex-
ceeded anything previously known; the Zep-
pelin (rigid) and the Parseval (non-rigid) in
Germany, and the "Patrie" and the "Ville de
Paris" (both non-rigid) in France, have shown
that there is no difficulty in remaining in the
air at cruising speeds for several hours, flights
of about eight hours and upwards having been
made with all these machines. The improve-
ment in this respect is mainly due to the use
of the modern rubber-proofed fabric. So
perfectly is this material now manufactured
that a balloon may be stored and retain its
charge of hydrogen for several weeks.

Figures go to show that the area of the
accessible coal fields of the United States, ac-
cording to an article which appears in a re-
cent issue of the Scientific American, com-
prises about 327,000 square miles; while their
content available for future use approaches
nearly 2,000 billions of tons. The rate of con-
sumption cannot be predicted with certainty;
but if the rate of increase which has held for
the last fifty years is maintained, the supply of
easily available coal will be exhausted before
the middle of the next century.

This article is headed, "Coal fields of the
United States—2,000 billion tons of coal avail-
able."

Special Values for Friday's Selling

For Friday we enumerate a large list of specials, and we wish to call particular attention to the articles of wearing apparel, which the approaching Easter season makes particularly interesting. These items are typical of the remarkable values that every section of The Big Store offers. Your Easter outfit can be bought here, everything that you will need and at surprisingly moderate prices. We were never in a better position than now to fill your every want.

\$18.75 Carpet Squares for \$13.75

TWENTY ONLY, BRUSSELS SQUARES, in as many different designs and colorings, size 6ft. x 6ft. Value \$18.75. Friday each **\$13.75**

Stair Oilcloth, Special

A SPECIAL IN STAIR OIL CLOTH, suitable for stairs or hall runners, in narrow widths. One yard wide, value 30c, Friday **25c**
One-half yard wide, value 20c, Friday **15c**
Three-quarters yard wide, value 25c, Friday **20c**

\$2.50 Odd Portiers for 90c

AN ODD LOT OF PORTIERS, in one-half pairs only, in tapestries, art loom and Bagdad effects, in a variety of designs and colorings. Regular, each, up to \$2.50. Friday, each **90c**

\$2.50 Lace Curtains for \$1.75

100 PAIRS NOTTINGHAM LACE CURTAINS, extra strong net, in an assortment of designs, 3½yds. x 54in. Value \$2.50 per pair. Friday, per pair **\$1.75**

Rose Hat Pins, Special at 75c

ROSE HAT PINS, the season's hat pin novelty, colors white, pink, red and yellow. These pins are very pretty and extremely novel. Special price for Friday, each **75c**

Buckle Hat Pins at 50c

ANOTHER HAT PIN NOVELTY, these are made of large buckles in gilt and oxidized and are very smart and attractive, and are also different from anything previously shown. Special price for Friday, **50c**

Hair Barrettes, Special at 25c

HAIR BARRETTEs, a fine assortment of the newest styles in barrettes, very large sizes in plain and carved shell, some extra good values for Friday at **25c**

White Leather Belts, Special 75c

LEATHER BELTS, some very handsome styles in white leather, a nice quality in both stamped and plain leather, with mother-of-pearl buckles. These belts are beauties and are wonderful value at, each **75c**

New Millinery Just Opened

"Gage" Hats in Tailored and Dress Styles Just Received

Our Best Chocolates, None Better 25 Varieties, per lb., 60c

Women's Covert Coats, Special \$6.75

WOMEN'S COVERT CLOTH COATS, in fawn, semi-fitting back, single breasted with outside pockets, turned seams, finished with double stitching. Length of coat 25 inches. Special price for Friday **\$6.75**

Friday Specials in the Annex

ENAMEL RICE BOILERS, four pint size, worth \$1.00. Friday and Saturday **50c**
MRS. POTTS SMOOTH IRON HANDLES. Special Friday and Saturday, **10c**
TIN FLARING TEA KETTLES, two quart size. Special Friday and Saturday at **25c**
SELF BASTING ROAST PANS, special Friday and Saturday **65c**

Women's Undervests, Special at 25c

WOMEN'S UNDERVESTS, a nice weight for wearing at present. These vests are made of white fleeced cotton and have high neck and long sleeves. They come in various sizes. Special Friday at **25c**

Muslin Blouses, Special at \$1.25

ANOTHER BIG LOT OF WHITE MUSLIN BLOUSES, that are extra value. These were specially bought and are extra value. In the lot is an assortment of about twenty styles and all of them are good. They are made with handsome embroidered fronts and have the new long sleeves, they are also trimmed with laces and embroidered, all sizes, and waists worth up to \$2.00. Friday **\$1.25**

Women's \$30.00 Costume for \$19.75

WOMEN'S COSTUME, in blue diagonal serge, with very small white stripe. Coat ¾ length, with semi-fitting back, single breasted, cut away front, roll collar and cuffs, lined throughout with silk. Skirt plain, circular cut, finished with buttons down front seam. Value \$30. Special Price Friday **\$19.75**

Women's \$27.50 Costume for \$19.75

WOMEN'S COSTUME, in light and dark grey serge, with self stripe. Coat 32 inches long, tight fitting back, finished with buttons at waist line, single breasted with side pockets, roll collar and revers, turned seams finished with stitching, lined throughout with silk. New circular cut skirt with button trimmings. Value \$27.50. Special Friday **\$19.75**

A Line From Our Furniture Dept.

\$35.00 Dressing Bureaux for \$25.90
FIFTY-TWO HANDSOME DRESSING BUREAUX, in style No. D.S. 112. Size of top is 44in. x 23in. Size of British plate mirror is 30in. x 24in. Shaped front contains three long drawers, the top drawer being divided into sections. Solid quarter cut oak throughout, hand made and hand polished, finest workmanship. The value is \$35.00. Friday's price is **\$25.90**

Beauty Pins, per Set 10c

AN ASSORTMENT of plain and fancy beauty pins, extra special value for Friday at, per set **10c**

Women's Covert Coats, Special \$10.00

WOMEN'S COVERT COAT, smartly tailored, 27 inches long, tight fitting back, single breasted, roll collar, double turned seams finished with silk stitching. Special Price Friday **\$10.00**

Friday Specials in the Annex

CANARY DECORATED WIRE CAGES three sizes. Fancy decoration, special Friday and Saturday, \$1.35, \$1.25 **\$1.00**
CANARY BRASS WIRE CAGES, three sizes. Special Friday and Saturday, \$3.50, \$2.00 and **\$1.75**
BREEDING WIRE CAGES, decorated, two sizes. Special Friday and Saturday at \$2.50 and **\$2.00**
PARROT HEAVY WIRE CAGES, four sizes, \$9.50, \$6.25, \$5.00 and **\$4.25**

Women's Coat Sweaters at \$2.50

A VERY SPECIAL OFFERING of these most useful garments. These sweaters are made of an excellent quality of wool in a good weight. They come in white, brown, red and green, and are exceptional value for Friday at **\$2.50**

Women's Cambric Drawers at 35c

WOMEN'S DRAWERS, made of a good quality of soft cambric. These drawers have deep frills, finished with several rows of fine tucks, extra good value for Friday at **35c**

Directoire Corsets at \$1.25

A PERFECT DIRECTOIRE MODEL, made of fine white batiste. It is moulded on the correct directoire lines, has the extreme length and hipless lines, easily worth \$2.00. Friday **\$1.25**

Footwear Values on Sale Friday

These are New Goods, and are values just a little better than we have ever shown before at this season of the year. Your Easter Footwear problems will be easily solved and at small cost by taking advantage of these offerings.

WOMEN'S BOOTS, good quality vici kid blucher boots, light or stout sewn soles. An American made boot on a good last **\$2.50**

WOMEN'S SHOES—Genuine vici kid blucher cut low shoes, smart medium or full round toes, with patent tips, light or stout sewn soles. Black or tan **\$2.50**

MEN'S BOOTS—Men's gun metal calf blucher boots, narrow or medium toes. Genuine Goodwear welt soles **\$4.00**

MEN'S OXFORDS—A real bargain in men's low shoes is this line of vici kid blucher cut Oxfords, medium weight, sewed soles, full medium toes **\$1.75**

MEN'S OXFORD SHOES—Genuine tan Russia calf Blucher Oxfords, straight laced or with strap and buckle. Good-year welt soles **\$4.00**

BOYS' BOOTS—Good, sound, serviceable boots for boys, of superior box calf or vici kid. Sewed extension soles, comfortable and good looking. Sizes 1 to 5 at **\$2.75**

BOYS' OXFORD SHOES—Boys' vici kid low shoes, stout sewed extension soles, shoes of exceptional merit. Sizes 1 to 5 for **\$2.50**

LITTLE GENTS' BOOTS—High grade blucher boots, for little gents, in good quality box calf or dongola kid, cut like father's, with hooks. Sizes 8 to 10½ at **\$1.50**

Without hooks, sizes 5 to 7½ **\$1.50**

MISSES' AND CHILDREN'S BOOTS—Real vici kid blucher boots, patent tips, sewed soles. Sizes 8 to 10½ at **\$1.50** and **\$1.25**

Sizes 11 to 2, at \$1.75 and **\$1.50**

BLACK KID ONE-STRAP SLIPPERS—Stout sewed single soles, spring heels. Very special. Sizes 5 to 7 at **75c**

Sizes 8 to 10 at **\$1.00**

Sizes 11 to 2 at **\$1.25**

Friday's Staple Specials

COTTON TOWELS, 16in. x 30in. Fringed, with red border. Special for Friday, each **5c**

TURKISH TOWELS, large size, fringed with red border. Special for Friday, each **17c**

BLEACHED DAMASK TABLE CLOTHS—Size 66in. x 66in. Hemmed ready for use, border all round. Special for Friday, each **\$1.25**

BLEACHED DAMASK TABLE CLOTHS—Size 66in. x 86in. Hemmed, ready for use, border all round. Special for Friday, each **\$1.50**

56 INCH SEMI BLEACHED TABLE DAMASK, red border, good heavy quality. Special for Friday, per yard, **35c**

Some New Neckwear Specials at 25c and 35c

LACE COLLARS, with Val. insertion, and pretty stripe lawn edge **25c**

LAWN COLLARS, with six pin tucks and tourist ruching peak shape **25c**

LADIES' STOCK TIES, with white pique collars and tie of fancy vesting, **35c**

LADIES' STOCK TIES, with pique collars and tie of fancy striped lawns, **35c**

LADIES' STOCK TIES, with pique collars and gold pin spot vesting tie, **35c**

LADIES' STOCK TIES, with white pique collar, and tie of colored mercerized lawn **35c**

LADIES' FANCY STOCK TIE, white pique collar, with lawn ruch trimmed small buttons on check gingham ties. **35c**

LADIES' SILK BOWS, butterfly shape, in all new colors and black **25c**

LADIES' NET BOWS, with edges of Val. lace and pretty button centre in white and ecru **35c**

Boys' Suits at \$3.50

A LOT OF TWO AND THREE PIECE SUITS, made up in fancy tweeds in a variety of pretty colorings, smart attractive garments that will please you, and very special value for Friday at ... **\$3.50**

Men's Suits, Special at \$15.00

A SMART LOT OF NOBBY SUITS, for men, are offered at this price. They are made up of the new cloths in shades of grey, brown, green and tan. They are well tailored, stylish, perfect fitting garments, and are extra special value for Friday at **\$15.00**

Men's Washing Ties Special 10c

A SPLENDID RANGE OF COTTON WASHING FOUR-IN-HAND TIES, in checks, stripes and fancy patterns. Fawns, blues, greens, greys, blacks, and reds. Special price, on Friday **10c**

Men's Sox, Special at 25c

A SPECIAL LINE OF SOX, fine silk finish, double soles and full fashioned. Nice shades of dark red, grey, green, brown and black. All sizes, 9½ to 11. Special price for Friday **25c**

Men's Braces, Special at 35c

STRONG ELASTIC WEB BRACES, finished leather at back and front, mohair ends, good shades of fawn, blue, brown and grey. Special on Friday at **35c**

Men's Neckties, Special at 25c

MEN'S FOUR-IN-HAND NECKTIES—A fine assortment of fancy shades and patterns in silk neckties, figures, stripes and checks in a variety of colors. Very special value for Friday at **25c**

Men's Print Shirts, Special 50c

MEN'S COLORED PRINT SHIRTS, a special range of print shirts in stripes and checks, blue, brown and black and red stripes on white ground. Sizes 14 to 16½. Extra special Friday at **50c**

Men's Balbriggan Underwear at 50c

MEN'S UNDERWEAR, fine woven two thread balbriggan shirts and drawers, natural shade, also natural shade with blue stripe, another in a fine elastic rib natural shade, also one in a honeycomb mesh. Special value for Friday, per garment **50c**

Gage Hats Just Received

Tailored and Dress Styles—A New Lot Just Opened

Our Best Chocolates, None Better 25 Varieties, per lb., 60c

DAVID SPENCER, LTD.

VOL. L. NO. 237

THEY SM AT OUR PLANE

German Naval Expansion Impressed by Navymates—Ships Order Two-Power Standard

DREADNOUGHTS BUT A LIBER

Every New Battleship Down Practically Without Trained Crew British Supremacy

Berlin, April 5.—German reports are by no means deeply impressed by the British naval conviction exists here that a new ships to be laid down land during the coming financial year will be barely sufficient to maintain power standard. No serious chance is attached to the sentiment that four more Dreadnaughts may possibly, under certain circumstances, be laid down, because clause is regarded as a worst case scenario to British public which demands the absolute assurance of naval supremacy at all times. These provisional terms Dreadnaughts are regarded as a device to soothe the conscience of Liberals who realize that a building programme in its form does not suffice.

Trained Crews Needed According to the German experts, the weakness of the British naval programme for lies in its failure to provide crews to man the new battleships. The opinion prevails here that while the British fleet is a magnificent one, the British navy in this respect is inferior to the German government. The German naval men to conclude the British supremacy at sea would not be so absolute as it is on paper.

British Power Chimeric It is thought here that the battleship laid down by the British government is practically useless, unless produced at the same time to full complement of other vessels under war conditions. Immense sums devoted Dreadnaughts are, therefore, as so much waste, because it has been made to supply whose efficiency transforms useful weapons of war. For other reasons, therefore, the naval power is regarded by many as something of a chimeric.

PERMANENT STOP TO TICKET SC

Buffalo Jurists Allow Final Against Unofficial Ticket Dealers

Buffalo, N.Y., April 5.—An entered in special term by the making permanent the injunction issued some time ago by the Central Michigan court at Plateau railroad companies, Jas. Devlin and other ticket dealers, by buying, selling or distributing tickets. The action taken by default, no one appears to have taken in opposition to the ticket scalpers in opposition.

ELECTRICS FROM ATLANTIC TO CHICAGO

Line From Chicago to York Has Been Completed and Direct Connection Coast Is Established

Chicago, Ill., April 5.—Direct connection between Chicago and New York by trolley became a reality when a two-car train pulled over the tracks of the London and Eastern Railroad, less than fifteen minutes before the line spans the last gap system of inter-urban railroads stretch across the continent from the eastern seaboard to over lines operated by electric power. The route is now possible. The route about, it is true, but it is the dreams of electric road have been realized.