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THE PRINCE AND PRINCESS DEL DRAGO. THE NEW WARSHIP



PRINCESS DEL DRAGO

MRS. HUGH A. MURRAY.

New York, May 27.—Prince Giovanni del Drago, a scion of one of the oldest Roman families, was wedded in the Church of the Sacred Heart, Brooklyn, to Mrs. Josephine Schmid, widow of August Schmid, founder of the Lion Brewery, which Mrs. Schmid has controlled since her husband's death.

Mrs. Schmid is popularly supposed to be one of the wealthiest women in the United States. When August Schmid died, in 1889, the Lion Brewery was valued at \$2,000,000. Recent es-

timates of the value of the property run from \$10,000,000 to \$20,000,000.

Some idea of the income derived from the brewery may be gathered from the fact that during one year when the concern was in the hands of a receiver the profits were in excess of \$500,000. Besides, Mrs. Schmid is known to have made investments in real estate that has enormously increased in value.

Mr. Schmid will appointed his widow the sole executrix of the estate, with the power to dispose of it as she saw fit. One-third of the prop-

erty was to go to her and the rest to the two children when they became of age, the profits of their share during their minority to be set aside and added to the principal. One child, a son, died. The other, Pauline, was in a convent when her father died, and came of age in 1896. The year before she had been married to Hugh A. Murray, of the firm of Flower & Co.

In January, 1908, Mrs. Murray brought suit against her mother to recover her share of the estate which she estimated at several millions dollars in value.

SHE IS REGARDED AS WONDERFUL SEA MONSTER.

The Temeraire, Besides Being the Most Formidable Vessel Afloat is a Marvel of Marine Architecture.

London, May 28.—The new battleship Temeraire has just been commissioned at Devonport for service in the main fleet by Capt. Alexander Ludovic Duff, lately a val assistant to the commander of the navy.

By an interesting coincidence, Capt Duff, a midshipman in the last Temeraire when she hoisted her pennant for the first time in 1878.

This vessel, which was one of the "invincible monsters" at the battle of Alexandria, carried fourteen guns, with an extreme range of five miles, steamed at 13.8 knots, had eleven inches of compound armor, equivalent to four inches of Krupp, was 280 feet long, and carried 592 officers and men.

The new Temeraire has an extreme range of fifteen miles, has steamed at twenty-two knots, has eleven inches of Krupp belt, is 330 feet long, and only carries about twenty more men than her predecessor.

Whatever the future of naval design may hold, as suggested by the recent cryptic utterances of the prime minister, the Temeraire is the most formidable completed warship yet upon the face of the ocean.

The first striking impression on boarding her is that of extreme roominess. Her sweep of deck is magnificent, broken only by the wing and centre line turrets, with all upper-structure reduced to a minimum.

Some idea of the magnitude of this war leviathan may be gathered from the number of her decks. She has a flying deck, lower deck, battery deck, main deck, lower deck, armored deck and double-bottom flat. Between each tier is splendid head room and perfect ventilation.

Electricity is the primary factor in the vitality of this wonderful vessel. The switchboard room, with upward of 3000 controlling keys, is one of the sights of the ship.

The installation is on a novel plan. Four dynamos generate the current, which circulates through two gigantic cables weighing fifteen tons, carried entirely around the interior of the ship.

These main cables are tapped at frequent intervals, and 140 miles of wire branching off from them give light and heat, ring bells, operate lifts, cooling machines, ammunition hoists, ventilating fans, work the smaller guns, and actuate the fire-control apparatus of the big ones.

The wireless installation is of the new Mark II pattern, with a radius of 1,100 miles. The operating room is below, instead of on deck, as heretofore, and the wires passing up to the masthead gaffs are caged around, being hung in a cage.

A telephone exchange, with upward of 120 connections to all parts of the ship, is another of the sights of the Temeraire.

Access to the fire-control stations



is through the interiors of the tripod masts. It is a weird climb from the lower deck up through 140 feet of slantwise steel tunneling, lit at intervals by arc lamps. One great advantage of these tripod masts is that all rigging is abolished, enabling a wider radius of gunfire to be attained.

On her recent gunnery trials the Temeraire fired eight of her ten twelve-inch guns in broadside at one discharge, and the observation party in the control stations could follow the flight of the projectiles through glass for fifteen miles by the spouting of columns of spray 500 and 600 feet high to every ricochet.

The main gun turrets, each weighing 400 tons, with its twin pair of fifty-eight-ton weapons and twelve-inch armored walls, are operated by hydraulic power, the pressure being 1,000 pounds on the square inch.

The abolition of secondary batteries has reduced the number of fighting stations, and the adoption of turbines has greatly simplified engine-room work, hence the Dreadnoughts carry smaller complements than their predecessors.

The magazines of the Temeraire store 242 tons of twelve-inch projectiles and 120 tons of M.D. cordite charges for these same weapons.

The coal bunkers will store 2,400 tons. At full power the Babcock and Wilcox boilers, working at 235 pounds' pressure, consume 500 tons every twenty-four hours.

The Temeraire has ninety-five sets of auxiliary engines. She has ten searchlight projectors, each four feet in diameter, and capable of giving a combined blaze equal to 4,000,000 candlepower.

The officers' quarters are exceptionally spacious and luxurious, the midshipmen's flat being the largest space below decks. The gunroom, wardroom, ante-room and admiral's quarters are all contiguous, just forward of the boiler-room bulkhead.

The bulkheads below the armor deck are unbroken by any doors or apertures, to enhance the invulnerability of the ship against torpedo attack. Three lifts obviate the necessity of making the sixty-foot climb from the engine-room level to the upper deck.

The Temeraire will have cost hard upon \$10,000,000 by the time she hoists the pennant, and in going around her one can well believe it.

Retire or Resign?—No. Conservatives play into the hands of their adversary by suggesting that Sir Wilfrid Laurier's preference is for the ease of private life.

Ease, minus power and plus obscurity, has no charms for Sir Wilfrid Laurier.

Politics has been the only non-domestic interest in Sir Wilfrid Laurier's life for nearly half a century.

Politics rescued Sir Wilfrid from the editorial career or law practice in which his powers could have never commanded rich rewards. Sir Wilfrid Laurier's whole public life has been a venture after the premier ship which the Borden opposition imagines he is willing to throw away.

While life and health last Sir Wilfrid Laurier will never give up the leadership of the Canadian government. It is a poor style of politics this miserable game of waiting for the undertaker to give a party the victory for which it is afraid to fight. May the health and life of Sir Wilfrid Laurier long survive his premier ship.

Will positively cure sick headache and prevent its return. Carter's Little Liver Pills. This is not talk, but truth. One pill a dose. See advertisement. Small pill. Small dose. Small price.

Stumbling over self is bad stumbling.

JOY IN NETHERLANDS

Birth of Heiress to Throne Calls Forth Extraordinary Manifestations of the People's Loyalty and Affection.



Special Correspondent

The Hague, May 3. EXTRAORDINARY to expectation, the little princess, whose arrival has given immense joy to the Dutch people, is not to be called Wilhelmina as her first name.

On Saturday morning her birth was registered in the municipal archives under the name and title of Her Royal Highness Juliana Louisa Emma Marie of Orange-Nassau, duchess of Mecklenburg, etc.

It is the queen of Holland's own choice, and she has expressed her wish that the people of the Netherlands shall henceforth call the new-born child Princess Juliana. The Dutch people, however, who love the affectionate diminutive, are so fond of disobeying the queen as to call the little one "Julie," which means "Little Julie."

Her majesty has dictated an explanation of the historic associations which have suggested a name not yet familiar in modern Holland.

It has been chosen, she says, in remembrance of that ancestor, worthy of all respect and veneration, of the two branches of the house of Orange-Nassau, the Countess Juliana of Nassau, born countess of Stolberg. But second name, Louise, has been chosen by her parents to do honor to the memory of Louise de Coligny, wife of William the Saint, and the three other names of the new princess are those

of her two grandmothers, the queen mother, and the duchess of Mecklenburg, and of the queen herself.

A touching little scene took place in the red chamber of the palace when the child was presented for the first time to the officials who have to notify the fact of birth to the municipal authorities. This chamber, furnished in the style of Louis XV, with a magnificent Persian carpet, is one of the chief audience chambers of the court at The Hague, and here, shortly before eleven o'clock in the morning, assembled the ministers of justice and foreign affairs with the sheriff and the clerk of the archives, in court dress.

On the stroke of eleven the doors opened and a tall, solidly built young man in uniform came in with an officer. It was Prince Hendrick and his adjutant.

The prince was excited with joyful emotion, and, grasping the hands of the two ministers, he said several times, "I am more than happy; I am enormously happy." Then he said, "It will be a great honor for me to show you my child."

It had previously been arranged that the act of showing the child to the ministers according to the law should be a mere formality, and a nurse with the baby in her arms should open the open door of the audience chamber and then return. But by Prince Hendrick's wish—the nurse brought the child into the room.

The ministers of justice and of foreign affairs are both middle-aged men with gray hair and keen eyes. At the first sight of the princess of Orange, that tiny babe with blue eyes, they trembled with emotion and their own eyes were moist, as they bent over this child of destiny, who will one day wear the crown of the Netherlands.

All through the past two days immense crowds of people have been drawn up in the Noord Einde waiting for their turn to sign their names in the visitors' book.

For the first time the doors of the most private and secluded court of Europe have been thrown wide open to the people of all ranks and classes who throng forward to pay their affectionate homage.

It is characteristic of the temporary abolition of all class distinction during this reign of joy that, for instance, the Spanish minister of foreign affairs signed his name next to the porter of the Hotel des Indes, and that peasants in their awkward dress are jostling with the corps diplomatique and the old aristocracy of the Netherlands.

Extraordinary scenes of enthusiasm are still taking place in the streets and restaurants. It is not only the middle classes and peasants who have been dancing in the streets hand in hand and singing and shouting with child-like gaiety. This infection of joy caught hold of every one and one of the most distinguished officers of the court told me, quite simply, how he wept and laughed alternately, as with many other gentlemen and ladies, he danced down the Lange Voorhout.

One amusing scene took place at the Hotel Central, where I have been staying. It was besieged by revellers, who danced on the tables and sang the national anthem again and again. Suddenly they recognized Dr. Konwer, the queen's physician, who was sitting quietly at one of the tables. Instantly a great shout went up and

hundreds of men and women pressed around him, drinking to his health.

It happened that he had not a glass by his side, but with a salt-cellar he dinked the innumerable glasses of his admirers until they joined hands and danced around his table. The poor doctor was nearly killed by the enthusiasm, and his back was slapped by strong hands until he must have been black and blue.

But all these rejoicings are unauthorized and of a merely private character. Ten days from the birth has been appointed for the official rejoicings and illuminations in every city and village in Holland, and then some six weeks hence there will be a great public ceremony when Princess Juliana is christened in the Grote Kerk.

The Dutch people are going to enjoy themselves solidly for many days to come.

All About Neuralgia. Neuralgia is the most excruciating pain that a human being is called upon to endure. Those who suffer from it should never resort to opiates that is making a bad matter worse. The ailment should be radically cured and it can be with Dr. Hall's Rheumatic Cure. Neuralgia is a constitutional disease. Its source is in a disordered state of the blood. Dr. Hall's Rheumatic Cure removes the cause and it so regulates the vital organs as to make the cure permanent. Dr. Hall's Rheumatic Cure is a great blood purifier and spring tonic. In bottles 50c. at Wade's drug store.

ALBERT HOUSE MADE SPECTACULAR DIVE



THE WILLIAMSBURG BRIDGE—DOTTED LINE SHOWS DIVE, JUNE 1902.

Albert House made a spectacular dive of 137 feet from the new Williamsburg Bridge, on May 20th. House has made many other jumps from bridges and it was reported to the police that he had intended to leap from the Brooklyn Bridge. While the police were guarding the latter structure House unmolested, made his dive from the Williamsburg structure.

House, who is married and has followed the occupation of carpenter for a living, has had no experience as a professional diver before, but in the last year he had been practising steadily at high diving, with the intention of making the leap from the big structure when he considered himself proficient enough for the leap. That time arrived on Thursday, when he executed his design with carefully made arrangements.

WHAT THE KIDNEYS DO.

What Booth's Kidney Pills Are Doing For Kingston People.

All the blood in the body passes through the Kidneys every three minutes.

The Kidneys filter the blood, bringing on pain in the back, headache, dizziness, irregular heart, hot, dry skin, rheumatism, gravel, dropsy, deposits in the urine. Booth's Kidney Pills make the filtering right and overcome Kidney trouble. Hundreds of Frontenac county residents have found this out.

Mrs. F. Young, No. 128 Queen street, Kingston, Ont., says: "I caught a heavy cold over a year ago and it settled across my back and kidneys. I became so stiff and sore that I could not turn in bed. A dull burning pain settled in my sides, the kidney secretions were very irregular and specially frequent at night. My sleep was so disturbed that I would awake just as fatigued as on going to bed. Nothing benefitted me and I had consulted the best specialists in the city. I learned of Booth's Kidney Pills through a friend and procured them at Mahood's Pharmacy. I commenced their use and was cured in less than five weeks of each and every symptom of the dread Bright's Disease. I am well and strong and feel like a new person."

Sold by dealers. Price, 50c. The R. T. Booth company, limited, Fort Erie, Ont., sold Canadian agents.

Advanced considerably; but their assistants, the "instructors," of whom the college staff is largely made up, are worse off than their predecessors were twenty years ago. At Johns Hopkins the average instructor gets \$725 a year, at Brown's \$734, and at some other colleges \$1,000 or a little more.

MAN-A-LIN



MAN-A-LIN is An Excellent Remedy for Constipation.

There are many ailments directly dependent upon constipation, such as biliousness, discolored and pimpled skin, inactive liver, dyspepsia, overworked kidneys and headache.

Remove constipation and all of these ailments disappear.

MAN-A-LIN can be relied upon to produce a gentle action of the bowels, making pills and drastic cathartics entirely unnecessary.

A dose or two of Man-a-Lin is advisable in slight febrile attacks, la grippe, colds and influenza.

THE MAN-A-LIN CO., COLUMBUS, OHIO, U. S. A.

Forest, Stream, and Seashore

General Passenger Department INTERCOLONIAL RAILWAY MONCTON, N.B. Enclosing ten cents for postage.

FOREST, STREAM AND SEASHORE is a book of over 300 pages, illustrated in colors and half tones, giving well written descriptions of the country contiguous to the line of the railway in Quebec, New Brunswick and Nova Scotia, replete with historic incidents, legend and folklore. It has also chapters of Prince Edward Island, the Magdalen Islands and Newfoundland, and is worthy of a place in any library.

GRAND TRUNK RAILWAY SYSTEM

Home-seekers' Excursions To the Canadian North-West, Manitoba, Saskatchewan and Alberta. Low round-trip second-class tickets will be issued via Chicago, North Bay or Sudbury, on following dates: June 1st, 15th, 29th; July 13th, 27th; Aug. 10th, 24th; Sept. 7th, 21st. Good to return within 60 days from going date.

ALASKA YUKON PACIFIC EXPOSITION

Seattle, Wash., June 1st to Oct. 31st, 1909. Special round trip tickets on sale daily, May 20th to Sept. 30th, good returning on or before Oct. 31st.

Military Tournament

Montreal, May 28th, 29th. Round trip tickets will be issued at \$5.50, including one admission coupon to Tournament good going on P.M. trains Thursday, May 27th and all trains Friday and Saturday, May 28th and 29th. Good returning on or before Monday, May 31st. For full particulars, J. F. HANLEY, Agent, Corner Johnson and Ontario Sts.

Living And The Salaries.

Guido H. Marx points out in Science that while the cost of living has been rising the salaries of American college instructors have actually fallen. While none too large yet, the salaries of full-fledged professors have ad-

KINGSTON & PEMBROKE RAILWAY

IN CONNECTION WITH Canadian Pacific Railway \$83.90 Pacific Coast AND RETURN. Wide choice of routes. Liberal stop-overs. Through good going MAY 20TH TO SEPT. 30TH. Return limit Oct. 31st. HOMESEEKERS' EXCURSIONS Low Round-Trip Second-Class Rates will be issued on following dates: June 1st, 15th, 29th; July 13th, 27th; Aug. 10th, 24th. Good to return within 60 days. Full particulars at K. & P. and C. P. R. Ticket Office, Ontario St., Phone, 50. F. CONWAY, Gen. Pass. Agent.

BAY OF QUINTE RAILWAY.

Train leaves union station, Ontario street, 4 p.m. daily (Sundays excepted) for Trent, Hydroaboo, Espanos, Deseronto, Bannockburn and all points north. To secure quick dispatch to Bannockburn, Marysville, and points on Central Ontario, route your shipments via Bay of Quinte Railway. For further particulars apply R. W. DICKSON, Agent, Phone, No. 2.

Quebec Steamship Company LIMITED.

River & Gulf of St. Lawrence Summer Cruises in Cool Latitudes Twin Screw Iron SS. "Campana" with electric lights, electric bells and all modern comforts. SALES FROM MONTREAL ON MONDAYS, at 4 p.m., 7th and 21st June, 5th and 19th July, 2nd, 16th and 30th August and 13th September, for Pictou, N.S., calling at Quebec, Gaspe, Mal Bay, Perce, Grand River, Summerside, P.E.I. and Charlottetown, P.E.I.

NEW YORK FROM QUEBEC

Via the far-famed River Saguenay, calling at Charlottetown and Halifax, S.S. Trinidad, 2,000 tons, sails from Quebec 16th and 30th May, 18th and 27th August, at 5 p.m.

BERMUDA

Summer Excursions, \$20 to \$30, by the Twin Screw SS. "Bermudian", 5,500 tons, sailing 1st, 8th, and 15th June and every 10 days thereafter from New York. Temperature cooled by sea breezes seldom rises above 80 degrees. The finest trips of the season for health and comfort.

STEAMER WOLFE ISLANDER

LEAVES WOLFE ISLAND. MON. 7.30-9.15 a.m. 1.00-3.00 p.m. TUES. 7.30-9.15 a.m. 1.00-3.00 p.m. WED. 7.30-9.15 a.m. 1.00-3.00 p.m. THURS. 7.30-9.15 a.m. 1.00-3.00 p.m. FRI. 7.30-9.15 a.m. 1.00-3.00 p.m. SAT. 9.00-11.30 a.m. 1.00-2.30 p.m. SUN. 9.00-12.30 a.m. 3.00 p.m.

LEAVES KINGSTON. MON. 8.30-11.30 a.m. 2.00-4.30 p.m. TUES. 8.30-11.30 a.m. 2.00-4.30 p.m. WED. 8.30-11.30 a.m. 2.00-4.30 p.m. THURS. 8.30-12.30 p.m. 3.00 p.m. 7 p.m. Walker's Bay and Shirley's Bay. FRI. 8.30-11.30 a.m. 2.00-4.30 p.m. SAT. 8.30-11.30 a.m. 2.00-4.30 p.m. SUN. 9.30 a.m. 1.15-3.30 p.m. Sat-Special trip to Simcoe Island and Sporck's dock at 2.00 p.m. Time Table subject to change without notice. Boat calls at Garden Island going to and from Kingston.

Lake Ontario & Bay of Quinte Steamboat Co., Limited.

STR. "NORTH KING"

1000 Islands—Kingston—Rochester. Commencing May 30th, Steamer leaves for 1000 Islands, Alexandria Bay and Gananoque, at 10.15 A.M., July 20th. Returning leaves at 5 P.M. for Rochester, N.Y., calling at Bay of Quinte Ports.

STR. ALETHA—Leaves for Bay of Quinte Ports at 3 P.M., daily except Sunday.

Full information from E. E. HORSEY, J. P. HANLEY, General Manager, C. S. KIRKPATRICK, Kingston. Agents, Kingston.

ALLAN LINE

TO GLASGOW. S.S. IONIAN, 9,000 TONS, (TWIN SCREWS). This Steamer will carry one class, (second class) passengers, at \$42.50 upwards. Sailing June 2nd, July 2nd, July 31st.

For full particulars of ALLAN LINE sailings to Liverpool (Royal Mail Service), Glasgow, London and Havre, apply to C. S. KIRKPATRICK, J. P. HANLEY, Local Agents, Kingston.

STR. MISSISQUOI

Will run every Tuesday and Thursday, from

Rockport to Kingston

Calling at intermediate points. Leaves Kingston (Crawford's Wharf, foot of Princess St.) at 8 p.m. for Gananoque and Rockport. Service begins May 20th. Time subject to change without notice. CAPT. JOHN A. CARRIDGE.

Red Rose Tea "Is Good Tea"

If you use it you know it is good. Will you tell your friends?