Twice-a-Week Times

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IMAGINING A VAIN THING.

Apropos, apparently, of a reminder in the Times that the representatives of Victoria gave a written pledge that they would hand in their resignations in the event of the construction of the Victoria & Barkley Sound Railway not being commenced within three months of the ratification of the contract and of construction not being carried on simultaneously with construction on the mainland, the Colonist asks, "why do the heathen rage?" Might we be permitted to supplement the inquiry with the remainder of the quotation, "and the people imagine a vain thing?" The three months have elapsed and three more have been added to them, and the work of constructing the railway is not begun. We are told hundreds of men are employed upon the mainland section of the Canadian Northern Pacific. If that is true, why is it that the resignations of the members involved in the issue have not been forwarded to Mr. Speaker Eberts? Premier McBride also gave the people of Victoria a solemn pledge—although not in writing—that if the railway were not under active construction on the island within three months of the ratification of the contract by the Legislature he would step down and leave the task of governing the country in other hands. Are we to assume that a solemn oral pledge of the Hon. Richard McBride is of no more value than the written obligation of his Victoria supporters? The people of Victoria have not displayed undue impatience in this matter. They have awaited resignedly for some sign that the railway company intended to carry out the terms of its contract. They have given the members plenty of time to insist upon the redemption of their pledges. They have accepted the explanation that opportunity must be given engineers to select the best routes? They have been content from time to time to be put off with intimations that either Mr. Mackenzie or Mr. Mann was about to visit the province, that one or the other had an engagement with the Premier, and that as a result of such consultation a definite announcement might soon be expected. Mackenzie and Mann have come and gone several times, and no specific promise has been given. Is it any wonder that the people are becoming impatient and are seriously considering whether they have been "done" again, and also whether Messrs. Thomson, Davey and Behnsen ought not to be called upon to abide by their written undertakings?

WILL M'BRIDE SUCCEED BORDEN?

No better illustration of the value of advertising could possibly be given the public than the case of Premier McBride of British Columbia. This we do not postulate in any spirit of adverse criticism. The merchant who by advertising concentrates public attention upon his wares is the man who succeeds. The physician who by ingenious devices conveys the impression that his services are in demand extends the bounds of his practice. The lawyer who wins his case in court is sufficiently alive to the value of publicity to appreciate having his name appear in the newspapers. The preacher whose church is crowded at the morning and evening services makes no protest when the fact is chronicled in the press. These human tendencies are not in all cases manifestations of personal vanity. Most of us are anxious to get along in life, and the attainment of one rung in the ladder of business or professional life leads to a desire to reach up to the next rung. We do not say that Premier McBride's reception to Sir Wilfrid Laurier when that distinguished statesman crossed the boundary line into British Columbia, his studied deference to the Prime Minister of Canada upon all occasions when the two public men were brought together in Victoria, was an attitude deliberately assumed for advertising purposes. Far from it. We prefer to assume something altogether different: that Mr. McBride's attentions were due to something higher and nobler, the natural spirit with which youth and inexperience should demean itself before maturity and wisdom based upon long experience. Nevertheless it is the fact that our Premier has received a great deal of advertising as a result of his courtesy to Canada's greatest public man. His conduct has been compared, in every case to his credit, with that of another Conservative Premier, Hon. R. P. Roblin of Manitoba. Mr. McBride has played his part with such success that his name is freely mentioned as prospective leader of the federal Conservative party. Sir Wilfrid Laurier was so favorably impressed by the becoming behavior of our Premier that he is said to have expressed the opinion that it was not beyond the bounds of probability that Mr. McBride might yet sit at the right hand of Mr. Speaker as the leader of the Dominion Parliament. The Times must be excused from expressing an opinion upon this point, inasmuch as its vision may be impaired by the closeness of its perspective. Mr. McBride may be a political prophet not without honor save in his own country. And yet we are fain to confess that there are many in British Columbia who believe he is qualified to take up the task of a Conservative Joshua after Mr. Borden, like Moses, has given up in despair the task of leading his party out of the wilderness of opposition. Should the members of that party once become obsessed by the idea that the member for Halifax is a pronounced failure as leader, they will lose little time in chopping his head off and choosing his successor. But in the meantime the "regulars" of the east are doing little to boom the cause of Mr. McBride.

In connection with this matter it may be interesting to all the people of British Columbia, whatever their political views, to read the following opinion of the Montreal Herald, a prominent eastern Liberal newspaper, whose editor accompanied Sir Wilfrid Laurier's party through the west and is therefore in a position to estimate the effect of Mr. McBride's somewhat spectacular welcome to Canada's Prime Minister:

"It is very evident that what may be called the McBride incident of the Laurier tour has given rise to considerable speculation. British Columbia is Conservative; so is Manitoba. In each case the Legislature and the federal representation are overwhelmingly Conservative. In Manitoba the political opponents of Sir Wilfrid Laurier treated him as an opponent and gave him the cold shoulder. There was only one exception, Mr. Staples, M. P., having played the part of host when his riding was entered, which led to his status being seriously canvassed by his more stiff backed friends. For the rest, Sir Wilfrid accepted the situation as perfectly normal, and in all his Manitoba speeches entered upon a direct controversy with Mr. Roblin concerning the boundary extension dispute. In British Columbia it was different. Crossing the boundary from Alberta, Sir Wilfrid got a telegram of welcome from the Conservative Premier, Mr. McBride. Six of Mr. McBride's followers in the legislature appeared in person conveying a similar message. The Conservative member for Vancouver, having been overlooked by the municipal, commercial and other reception committees, went up the line to meet the party and entered Vancouver with them. Conservative members were on hand at Prince Rupert, at New Westminster, at Victoria, at Kamloops. And Mr. McBride himself was not merely on hand, but in command at Victoria. He met the boat and welcomed Sir Wilfrid to Victoria. He had caused a large expenditure to be made in preparation. He had a reception, of the most formal type, arranged for the legislative buildings. Not merely did he provide the entertainment; he officiated as host. Small wonder Sir Wilfrid Laurier began his Victoria speech with a pretty compliment to the younger man. It may be a vanity on Mr. McBride's part to believe that he looks enough like Sir Wilfrid to pass with the mob for the same kind of a man, younger, of course, but willing to improve. It may be without calculation, though none thinks so, that he gets himself up to look so much like the Liberal chieftain as to be sometimes mistaken for him. The ruff of gray, curly hair, the smooth face, the long lip, the high collar, the well-fitting clothes, the placid, friendly countenance, they may all be quite accidental resemblances. Only his admirers do not believe it. They affirm very frankly that Mr. McBride is looking forward; that he accepts the Laurier personality as the secret of the Laurier power; that Mr. Borden has been weighed and found wanting; that Mr. McBride does not see for Mr. Borden a future other than that of defeat, with which he has no desire to be associated. On the theory that there is no Laurier but Laurier and that McBride ought to succeed him when he shall need a successor, Mr. McBride's friends very frankly explain the ardor exhibited by the British Columbia Conservative Premier in doing exactly the opposite of what was done by the Conservative Premier of Manitoba. Moreover, there is no love lost between Mr. McBride and Sir Hibbert Tupper, and Sir Hibbert, not to be outshone, was Sir Wilfrid's host at dinner. It would be worth while to know just what those who were for making Mr. Staples the victim of a heresy trial think of the overt recalcitrancy of Mr. McBride. Whatever they do think, they are not saying anything about it, and that, itself, in all likelihood, will do something to satisfy Mr. McBride of the correctness of his diagnosis. It may not wholly satisfy Mr. Borden."

VALUE OF HUDSON BAY.

The trip of His Excellency Earl Grey through Hudson Bay is likely to prove of considerable value both from a scientific and practical point of view. Not that science is to be considered as unpractical in any of its accomplishments. The Governor-General was accompanied on his tour by one of the practical scientists of the Department of Mines of the Dominion government, Mr. W. R. Brock, the Deputy Minister. Mr. Brock took notes as the party progressed through the great bay which promises to become one of the most valuable of the natural assets of Canada now that the decision of The Hague Tribunal in the fisheries case has practically settled upon this country the ownership of that great inland sea. The information he gathered and will impart in extended form in due time will do much to remove many false impressions respecting Hudson Bay. In a preliminary report sent by telegraph to one of the ministers at Ottawa, Mr. Brock says, according to the Ottawa Free Press:

"The extended trip through Hudson Bay estuaries was as pleasant as a summer sail upon the Atlantic. Certainly, if we had not known, we would never have guessed that we were on what has been popularly regarded as a Polar sea. We constantly spoke of it as the Mediterranean."

"The run from York Factory to Churchill Harbor, Mr. Brock says, was "most enjoyable, no wraps being required when sitting on deck."

"At 11 o'clock in the evening we were on deck without hats or coats, watching the Northern lights. Summer sailing on the Mediterranean of Canada we found as pleasant as it could have been on the Mediterranean of the old world."

By way of confirmation the athletic young Deputy Minister adds that when they reached Churchill Harbor the next morning "they were on deck at 6 o'clock in pyjamas for coffee."

After this who shall say that the proposed Hudson Bay Railway is not a feasible commercial proposition?

But if that is not enough listen to this:

"Churchill we left at 7 p.m., and the ship was headed for Hudson Straits. The run was without incident, the weather fine, and wraps were superfluous. No ice was seen, not even enough to cool a glass of champagne."

Mr. Brock is led to make the following comments:

"For 178 years the Hudson Bay Company's ships have come in without missing a year, save once. For 300 years it has been frequented by ships of all descriptions, from the pinnace of 20 tons to frigates of 75 guns, and finally to the Earl Grey, of 2,500 tons.

"Scarcely a ship has experienced serious trouble, although the majority have been sailing vessels without auxiliary power to keep them moving through the ice; and although there are no artificial aids to navigation, not even detailed or accurate charts being available, routes are established, currents and magnetism carefully worked out.

"When sailing masters become thoroughly familiar with this route to the east, the safety of navigation will be increased, and the season of navigation may be lengthened over the present three and a half to four months from mid-July to November, which is generally considered by those who have experienced these waters to form the period during which the route is navigable."

Hamilton Times: The Toronto News complains that the N. T. R. will cost much more than was at first expected. Perhaps; there has been a great rise in prices and in the cost of labor, and naturally that will affect it. But why does the News say that when completed "it will be handed over for 100 years" to a private corporation? Does Mr. Willison think that is the saying of a journal desiring to be honest and truthful? Why did he not say that it had been arranged to lease it for 50 years, with privilege of renewal, and that the company leasing was to pay the country a rental on every dollar which the road will cost the people? Did it not suit Mr. Willison's purpose to state the case truthfully?

* * *

As the Nation, of London, points out, it is unfortunate for the Conservative party of Great Britain that it should take up the cause of protection just at a time when high tariffs have fallen into disrepute in every nation which has tried them. We are told that the agitation in Germany against the protective tariff whose effect is intensifying the distress caused by the high prices of meats is growing daily. The working masses are feeling the pinch, and are protesting very strongly against the government's policy.

* * *

The completion of the new Domesday Book has enabled the people of Great Britain to get a correct idea of how the 77,000,000 acres of land in the United Kingdom is divided. It is believed that 40,000,000 acres are owned by fewer than 2,500 persons. Of the 34,500,000 acres in England 28,000,000 acres are in the hands of 28,000 persons. In 1895 it was said that in Scotland 7,782,785 acres were held as game forests, which might have been profitably cultivated. This land was assessed at an average of 10 3-4d. an acre.

* * *

Industrial insurance is compulsory in Germany, and is paid for by the insured, the employer and the state. In the 21 years, 1885-1907, the contributions by employers amounted to $973,300,000; by workmen, $851,587,500; by the state, $121,662,500. In Germany about 20,000,000 persons are protected by accident insurance.

JUSTICE IN BRITISH COLUMBIA.

To the Editor:—The above question is asked by Mr. E. D. D. Allan in last evening's Times, that he was criminally shot near a year ago when out hunting, and in a cowardly manner left to die by the perpetrator. It was reported that Mr. Allan had been remunerated, although this was not considered as carrying out British law, which is supposed to be no respecter of persons, but gives even justice to all—rich or poor. Now, Mr. Allan informs us that no remuneration has been given, and no attempt has been taken to bring the perpetrator to justice by the authorities, whose duty it was to do so. Where is our boast that British law is impartially inforced in British Columbia? Mr. Allan's case is a desperate one and calls for a rigid investigation, and the guilty brought to justice. Will this be done? I fear not, but, like several cases in the past that should have been prosecuted but [illegible] to pass for some reasons not made known to the public. Who is to, blame? Let it be known, which is the greatest criminals, the perpetrators in the first place or those who allow them to pass without bringing them to justice.

A LOVER OF JUSTICE.

ROOSEVELT-HURST COMBINE RUMORED

Such an Alliance Would Probably Carry New York, it is Said

Cincinnati, Ohio, Sept. 10.—Colonel Roosevelt visited informally yesterday at the home of his daughter, Mrs. Nicholas Longworth.

At Torrence station he left the train that brought him to Cincinnati and was driven to the Longworth home, where he spent the morning. Shortly before noon he visited the grounds of the Ohio Valley exposition, where he was a guest at luncheon. Later he spoke in the Cincinnati Music Hall.

Hundreds of invitations were issued a week ago for a reception to Colonel Roosevelt at the Longworth home in the afternoon. The triumvirate that rules the city politically, George B. Cox, Garry Herrmann and "Rud" Hynicka—were bidden to the assembly. What the former president would say to them caused much speculation and scores of Cincinnatians planned to time their minutes at the Longworth house in order to be present when the trio arrived.

Roosevelt was asked if Cox's presence at the reception would make any difference. "You must not ask foolish questions," was the Colonel's response.

He also refused to discuss the attitude taken by William R. Hearst in recent editorials in which he invited the Colonel to come back to New York and help drive the bosses out of New York state. Politicians here are speculating on the possibility of a Hearst-Roosevelt alliance. Hearst, they declare, is anxious to defeat Mayor Gaynor, who probably will be the Democratic nominee for governor of New York. Unless he supports Roosevelt, a four-cornered fight will follow in which Hearst, Roosevelt, the Democrats and the progressives, and the "old guard" will be the combatants. If Hearst and Roosevelt combine it is believed they probably would win in the state.

Roosevelt says he would gladly accept any "sincere aid in the clean politics campaign."

TO ENFORCE BLUE LAWS.

New Jersey Man Wants Sunday Trains Prohibited.

Trenton, N. J., Sept. 12.—William Fitzgibbon, a Hunterdon County justice of the peace, has written to Governor Fort asking him how to proceed to force the Central Railroad of New Jersey to desist from running its trains on Sunday against the sanctity of the Sabbath under the old blue laws.

He says he gave the conductors of the road copies of the complaint commanding them to desist running trains on the Sabbath, and that the men threw his complaint on the ground.

The governor is away on a vacation, so the vexed question remains unanswered.

TRAIN WRECKED.

Two Employees Killed and Militiamen Are Injured.

Indianapolis, Ind., Sept. 12.—Two trainmen were killed, two militiamen severely injured and several others slightly injured when a Big Four train bearing 400 members of the Kentucky National Guard was wrecked at Brightwood, near Indianapolis to-day.

The dead are: Engineer Samuel Densmore, Indianapolis; Fireman E. C. Ike, Anderson, Ind.

The authorities believe train wreckers opened a switch as the train approached. They are working on the theory that the persons responsible desired revenge on the military authorities.

PEDDLER TO FINANCIER.

Salt Lake, Utah, Sept. 12.—David F. Walker, 72, pioneer merchant, clubman and president, at the time of its failure, of the California Safe Deposit & Trust Company, of San Francisco, is dead following an illness of several months. Walker began life as a peddler of novelties, and rose to the prominence of a financier. He sacrificed nearly all of his personal fortune to aid the defunct deposit company, and died practically a poor man.

GOOD SCRAPPER, BUT LAZY.

New York, Sept. 12.—Willie Lewis is a good scrapper, but lazy. This is the reason assigned by Dan McKittrick, Lewis' former manager, for severing his connection with the fighter. Dan says he can't get Lewis to train properly. "I have quit Lewis," said McKittrick to-day, "because he refuses to train. He is one of the best fighters in the business, but it cannot be denied that he is lazy."

VISITING THE KING.

(Special to the Times.)

Ballater, Scotland, Sept. 12.—A detachment of the Queen's Own Rifles arrived here this morning. Col. Pellatt and a number of officers proceeded direct to Balmoral Castle on the King's wagonette, while the remainder of the troops were escorted to barracks.

JAMES R. KEENE IMPROVING.

Lexington, Ky., Sept. 10.—According to the attending physicians, Jas. R. Keene, the New York millionaire turfman, who has been seriously ill at a local hospital, is now virtually out of danger and should be able to return to New York within a short time. His improvement was especially rapid during yesterday afternoon and last night.

San Francisco, Sept. 12.—Chinatown is quiet to-day following last night's outbreak of the warring highbinder tongs in which two men were shot in a running street fight. Neither of the injured men has died and no further disorder is expected until their fate becomes certain.



1910 Fall Opening of Millinery and Costumes To Be Held To-Morrow



A CORDIAL INVITATION is extended to all to visit this store To-morrow and inspect the many beautiful creations in Millinery which will be on exhibition. Imported models direct from the leading style artists of the world will be seen in endless array, as well as many clever adaptations from our own workrooms. It is truly a wonderful showing, and will be found interesting as well as educational. Not only will you see the largest assortment but many exclusive patterns will also be shown.

NOVELTIES IN FALL GLOVES

Gloves to match your new Suit or Coat; also the newest for evening wear, including the latest Parisian and London fads. Our 1910 Fall Glove stock is now complete. All the noted makes are represented, such as Trefousse and Perrin, by their newest shades and design.

PERRIN'S "MARCHIONESS" GLACE KID GLOVES, 2 clasp, in colors navy, greys, mode, tans, browns, greens, beaver and black or white $1.00

PERRIN'S "OLIVIA" GLACE KID GLOVES, 2 clasp, in tan or black. This is an exceptionally high grade quality $1.50

TREFOUSSE "DOROTHY" GLACE KID GLOVES, 2 clasp, in navys, new greens, peacock, slates, saxe blue, tans, browns, mode, amethyst, mullberry, reseda, black or white $1.50

TREFOUSSE EVENING GLOVES, in white and black, glace kid, 12 button length $3.00

"TREFOUSSE SUEDE" GLOVE, 2 clasp, in both light and heavy weights, in shades of tans, browns, slate, mode, beaver, black or white $1.50

TREFOUSSE GLACE KID GLOVE, 2 clasp, extra quality, pique sewn, in colors tans, browns, navy, greens, reseda, slate, mode, beaver, ox-blood, black or white. Price $1.75

TREFOUSSE EVENING GLOVES, in white and black, glace kid, 16 button length $3.50

TREFOUSSE EVENING GLOVES, in black and white suede, 16 button length $3.00

ALL OUR GLOVES FULLY GUARANTEED.

Beautiful New Silks

Silk Department is the centre of attraction. These new Silks are bewildering.

42 INCH SHOT CHIFFON effect ... $2.00
42 INCH SHOT CREPE effect $2.00
42 INCH "NINON" the latest $1.50
42 INCH CHANTECLER SILKS. Per yard, $5.00 to $2.50
42 INCH CHANTECLER SILK, satin finish, shot effect $5.00
42 INCH MOIRE SILK, in all shades. Per yard $3.50
44 INCH CREPE DE CHINE, in all shades. Per yard $1.50
44 INCH MATAVIA SATIN, in all shades. Per yard $2.50
PAISLEY SILKS. Per yard, $2 to .. $1.00
PAISLEY AND CHANTECLER VELVETS at $1.75
MOIRE VELVETS, in all shades $1.50
PANNE VELVETS, in all shades ... $1.50
SILK VELVETS. Per yard, $1.50 ... $1.00
VELVETEEN, $1.00, 75c 50¢

New Styles in Women's Fine American Shoes at Moderate Prices

These remarkable values are only possible where an enormous buying power, such as we enjoy in our three stores, exists.

PATENT BUTTON BOOTS, mat kid tops, genuine Goodyear welt soles, Fifth Avenue style $3.50
BLACK CLOTH TOP BUTTON BOOTS, gun metal foxing, Goodyear welts, swell fall style $4.00
PATENT BUTTON BOOT, cloth top, plain toe, Goodyear welts. Price $4.00
VICI KID BLUCHER BOOTS, patent tip, genuine Goodyear welts. Price ... $3.00
GUN METAL CALF BLUCHER BOOTS, Goodyear welts $3.50
PATENT BLUCHER BOOTS, dull kid top, Goodyear welts. Price $3.50
VICI KID BUTTON BOOT, patent tip, Goodyear welts. Price $3.50
TAN CALF BLUCHER BOOT, Goodyear welts. Good style $3.50

Newest Evening Wear Accessories

THE NEW FANCY SHOULDER SCARF, in all the newest colorings. Prices from $8.75 to $3.75
THE NEW SILK LACE SHOULDER SCARF, Colors, brown, sky, jackdaw, black and white. Prices from $6.75 to $4.50
THE LATEST PARISIEN EVENING SCARF, or silver beads, in colors ecru or silver grey. A special importation $25.00
LADIES' LONG SILK GLOVES, tucked arms, black and white only. This is the latest London fad. 20-inch $1.25
27-inch $1.50
LADIES' PLAIN SILK EVENING GLOVES, heavy make, black or white, 20-inch ... $1.00
27-inch $1.25

net, heavily embroidered in silk, fringed ends.
fine silk embroidered net, fancy scalloped ends.
fine net, richly embroidered in silk and gold

STAPLE GOODS PRICED TO SUIT ALL

Our Staple Department is making a special display of New Blankets, Comforters, Fancy Linen Tabling, etc., at very special prices.

"MAISH" COMFORTERS, in beautiful designs and patterns, $15 to $4.00
ALL-WOOL BLANKETS, full size. Per pair, $15 to $2.75
ALL-WOOL GREY BLANKETS. Per pair, $7.50 to $2.75
ALL-WOOL RED BLANKETS. Per pair, $8.50 to $5.00
BLEACHED DAMASK TABLING. Per yard, $1.50 to 75¢
BLEACHED SHEETING, 50c to 35¢
READY-MADE DAMASK TABLE CLOTH, $15.00 to $1.50
READY-MADE DAMASK TABLE CLOTH, with napkin to match. Set, $22.50 to $6.50
HAND-EMBROIDERED MUSLIN BED SET, bedspread and pillow shams. Per set $22.00
SWISS EMBROIDERED BED SET. Per set $5.75
PURE IRISH LINEN TOWEL, Damask border. Each 90¢
EMBROIDERED RUNNERS AND SQUARES. Each, from $1.50 to 50¢
WHITE TURKISH TOWELS. Each, from $1.00 to 15¢

David Spencer, Limited