PIONEER SETTLER OF SOUTH COWICHAN

Mr. George Bartlett Tells of Results of Agricultural Experiments Extending Over Twenty-six Years

Twenty-six years spent in any district entitles a man to speak with authority on the advantages which it possesses. He is more qualified still to speak, on the agricultural possibilities at all events, when over a quarter of a century is spent in experimenting to find out what the capabilities of the land are.

Mr. George Bartlett, the pioneer agriculturist of South Cowichan is at present visiting Victoria. Twenty-six years ago he took up a large tract of bench lands in that district and since then has been experimenting on a large scale with all sorts of fruit and vegetables. The conclusions he has reached are that South Cowichan (which contains some 4500 acres) is an ideal district for the raising of all sorts of small fruits. For apple growing it cannot be beaten throughout any portion of the Cowichan district of the Island. It is also ideal for poultry raising. The land is all comparatively level, of red clay loam interspersed with alder bottom, and almost free from frost. The district which lies to the south of Cowichan Bay is sheltered on the north by Mount Tsouhalim. The land requires no irrigation, is readily cleared an can be purchased at from $75 upwards per acre. The population of the district is about three hundred, and a number of new settlers have gone in since the commencement of the present year. There are good roads, three schools, two churches, and a rural telephone system. All kinds of fish are caught in Cowichan Bay which bounds the district. At the boom at the head of the bay there is excellent trout fishing. Deer, pheasants, willow and blue grouse abound while occasionally bear and panther are seen.

Through the efforts of Mr. Bartlett numbers have been induced to settle in South Cowichan. He is publicity bureau in himself. And he is something more. The sympathy with which he has listened to the ambitions of new comers and the spontaneous and practical advice he has given to them, have been the means of inducing many to stay on the Island, after they had almost become heartbroken at their prospects. Those people to whom he gave the advice of his experience have invariably prospered and there are those in Victoria and elsewhere on the Island today who owe their fortunes in no small degree to Mr. Bartlett.

On his return to South Cowichan he intends endeavoring to induce the settlers to establish a branch of the Vancouver Island Development League. He believes that the branches throughout the Island are doing good work and he is anxious that the possibilities of his district should be brought to the attention of the world.

FATHER OF MERRITT

MERRITT, Feb. 6.—William Voght, father of the town, and one of the oldest and best known of the early pioneers of British Columbia, is dead at the age of 75 years.

Born in Germany Mr. Voght came to the new world when a young man of tender years. He made the voyage in one of the old types of sailing ships coming around Cape Horn and being at sea upwards of seven months.

He was associated with Edward Stout, better known as "Dad" Stout, the sole survivor of the Indian massacre on Slaughter Flat above Yale, Thomas Earl of Lytton, the pioneer fruit grower of the province, J. B. Greaves, former owner and manager of the Douglas Lake Cattle company's properties, and other well known provincial characters. He was one of the party that came up from California in the early fifties and joined in the Fraser gold rush. Many were the thrilling tales he could tell of fights with the Indians.

Mr. Voght came to Merritt by pack train about '65 and bought out the ranch of a young Englishman named Myers. The latter was leaving for the east to meet his sweetheart en route from the Old Country to be married, and he was drowned while crossing the river near the ranch home. This incident was indelibly printed on the mind of Mr. Voght and its pathos never lost its impress.

As its first citizen, Mr. Voght lived to see the transformation from a hay field to the progressive Merritt of today.

REBELS FAIL

Proposed Attack On Juarez Does Not Materialize—Orozco's Plans Unknown

EL PASO, Tex., Feb. 6.—It was learned definitely tonight that Pasqual Orozco, leader of the insurrectos, is at Rancheria, about 15 miles south of Juarez, with his entire command. Whether he is still menacing the city or is preparing to meet General Navarro, who is advancing from Gallego at the head of 700 men, is purely a matter of conjecture. His plans are unknown.

WASHINGTON, Feb. 6.—The Mexican embassy here received the following telegram today from Enrique C. Creel, minister of foreign relations at Mexico City:

"Colonel Rabago arrived in Juarez last night after encountering the disturbers and causing them heavy loss, Juarez is free from any danger. Rumors that reach Mexico City that armed fillibusters have crossed the border are absolutely false, as the watch of the United States troops prevents any breach of the neutrality laws. The reports published by some papers of a general uprising in Texas to help the disturbers in Mexico has no foundation at all."

To Use Aeroplane

SAN ANTONIO, Tex., Feb. 7.—Lieutenant Foulders, the army aviator stationed at Fort Sam Houston, has been instructed to hold himself and the army Wright aeroplane in readiness to proceed to El Paso, and there make observations of the military operations around Juarez.

PREMIER McBRIDE TO TURN FIRST SOD

Formal Opening of Construction on Island Section of Canadian Northern Pacific Takes Place Next Week

Arrangements are being made for the formal opening of construction on the Island section of the Canadian Northern Pacific Railway Company, which will take place early next week with the turning of the first sod in the neighborhood of the Colwood hotel. Premier McBride will be asked to officiate at the ceremony, and a number of prominent local people will also be in attendance.

In the meantime active operations towards the building of the road are being advanced. Within thirty days from 800 to 1,000 men will be employed on the work, engaged in clearing the right of way as well as in actual construction. The camp at Peddar Bay is rapidly being constructed, a store also being added as a base of supplies. In the course of the next few days other camps will be established along the route of the first twenty miles and construction will be commenced in five or six different points at once.

The numerous surveys carried out prior to the final location of the best grade will make construction work comparatively easy and the contractors, Messrs. M. Carlin, and Grant Smith & Company, anticipate no difficulty in having the first forty miles of the Island section complete before the end of the present year.

TO CHECK INROADS OF TIMBER WOLVES

Hunters Despatched To Deal With Pest Which Threatens Destruction Of Game On Island

The rapid increase of timber wolves toward the north end of the Island and the serious inroads that these animals are making among the deer and smaller game, has resulted in the despatch by Game Warden Bryan-Williams of two experienced hunters and trappers to investigate conditions and adopt the best means presenting themselves in dealing with this pest, bu which even the wapiti herds are now threatened. The increase in the bounty to $15 has not been sufficient to induce the inauguration of any vigorous or systematic campaign against the wolves, and they now overrun the Island in the northern districts .

VICTORIA ASHORE AGAIN

Steamer Meets With Second Mishap on Her Last Voyage From Seattle to Alaska.

CORDOVA, Alaska, Feb. 7.—The steel steamship Victoria, of the Alaska Steamship Company's fleet, went on the rocks on Hinchinbrook Island during a thick snowstorm tonight. The Victoria, which was carrying passengers and freight from Seattle, hung on the rocks a short time, the rising tide lifting her off. A large hole was crushed in her bow and she made water rapidly, but the forward bulkhead held, and Captain Davis at once crowded on all steam and headed the damaged vessel for Nuchuck Bay, where she arrived late tonight.

As soon as the Victoria struck the rocks wireless distress calls were sent out. These were picked up by the navy wireless station here and the operator on the steamship Bertha, of the Alaskan Coast Company's fleet. The Bertha was only ten miles from the Victoria, and hurried at once to the latter's assistance.

Wireless reports received at the navy station here say that the the Victoria is making water fast. Captain Davis, fearful that the pressure of the water in the forward hold would burst the bulkhead and sink his ship, transferred the passengers to the Bertha, which proceeded to Cordova after accompanying the Victoria to Nuchuck Baoy. The last report received here said that the water in the Victoria's hold was four feet deep.

Hinchinbrook Island is a mile inside Hinchinbrook lighthouse, the entrance to Prince William sound. The furious snowstorm made it impossible to see the light, and the snow muffled the sound of the fog horn. Those on the Victoria did not know the peril of their position until a moment before the ship struck, when the rocky island loomed out of the snow directly ahead. The Victoria is shifting her cargo in order to permit of an examination of her forefoot, and if she is in condition to make the trip, will proceed to Cordova tomorrow.

Incensed at Canada

LONDON, Feb. 7.—Judge Grantham today at Liverpool sentenced Arthur Baker to five years for forgery. The prisoner had been sentenced to three years in Toronto, and had been deported after serving one year. Anent this the judge said that this was the sort of reciprocity Canada has for England, sending her criminals over here to be punished while in other matters she seeks reciprocity with the United States.

TRAIN COLLISION TAKES SIX LIVES

Passenger Train On Buffalo-Goderich Branch Of Grand Trunk Meets Light Engine Near Paris, Ont.

PARIS, Ont., Feb. 6.—Six lives were lost and one man was seriously injured in a head-on collision, about 9 o'clock Saturday night on the Buffalo-Goderich branch of the Grand Trunk, when train No. 96, running from Buffalo to Goderich, met a light engine running east, three miles northwest of Paris. The victims were members of the crew of the passenger train and one passenger.

The baggage car was piled on top of the wrecked engines, and the mail car broke in two. The wreckage caught fire and was entirely consumed

The dead are: Miss R. M. Crozier of Drumbo, a passenger; Peter McFarlane, Goderich, baggageman; W. B. Tye, Goderich, mail clerk; J. W. Whitelaw, Whitby, express messenger; Richard Turner, Stratford, engineer of the passenger train; J. D. Smith, Stratford, fireman of the passenger train. The injured: John May, Goderich, mail clerk, badly burned, will recover.

The coaches remained on the track, and the other passengers, the conductor and brakemen escaped with a shaking up, as did the crew of the light engine. Tye, the dead mail clerk, leaves a wife, two sons and two daughters at Goderich. McFarlane, who had been in the service of the company over 35 years, leaves a wife. Whitelaw was a young man and had been recently married.

STRATFORD, Ont., Feb. 6.—From what can be learned here, the blame for the fatal Grand Trunk wreck at Richwood, near Paris, rests with the crew of engine 62. Movements of trains on this division are handled from the Stratford despatcher's office, and it is understood the light engine was to have stopped at Drumbo to let the passenger train No. 39, westbound, go by. The engine referred to had been in the Stratford shops for repairs and was on its way back to Fort Erie. Engineer Eckert was in charge.

News and Views

Short Talks With People Who Count

By "The Town Trekker."

"Haill Columbia."

British Columbia would have made optimists of Job and Jeremiah. But of all the self reliant citizens of our land of hope and glory, there are few more sanguine, albeit well-informed optimists than is Mr. H. G. Parson, M. P. P., for Columbia. Mr. Parson is an active member of the legislature who has a long record of public service and a longer one of honorable and useful work for the Columbia Valley, in which he has lived so long.

In an interview with him at the house, he expressed an unbounded confidence in the future, both for the province in general and for the Columbia district in particular. The riding of Columbia Valley has been kept 'in a back street' for a long time, waiting for the Kootenay & Central Railway. Considerable benefit, however, may be confidently expected from the transportation facilities in the Upper Columbia Valley between Golden and Crow's Nest. This is one of the finest valleys in the province, covering about a million acres of land, a great portion of which is admirably adapted for fruit growing. Some of the land, particularly around Windemere, is in need of irrigation. Mr. Parson paid a tribute to the Columbia Valley Irrigated Fruit Lands company, which he said, was doing excellent work in opening up that part, and hopes to have its work complete and lands on market by the summer. A very important sale went through last month of 16,000 acres in the Sinclair Riding. The new purchasers intend to spend a very large sum in irrigation, and will have between 500 and 600 men at work very soon. Several survey parties are already at work.

"These operations," says Mr. Parson, "will undoubtedly involve a wonderful development, more particularly when one consider ssuccess of the same principals (British-Canadian Securities Co.) in opening up Kelowna Valley.

Mr. Parson, M. P. P., with characteristic enthusiasm and devotion to the interests of his constituency, has for three years past been engaged on compiling a government bulletin of his district. This is now in the press and when published will be found to give a careful and comprehensive survey of the possibilities of the Upper Columbia Valley.

The Trunk road from Golden (where the hon. member lives) to Cranbrook, has aided materially in the settlement of the country, and is now a much frequented and popular automobile trip. Toby Creek, with its almost unrivalled scenic beauties—where the Governor-General, Earl Grey camped in 1908 for three weeks—is destined to become a favorite residential district with every advantage in fishing and big game shooting. Bear, moose, cariboo, and game birds are plentiful. At the end of Toby Creek road there is a trail over Argenta Pass, leading right down to Kootenay lake in the Kaslo district. This is, of course, through very beautiful mountain scenery, which aroused the unbounded enthusiasm of Earl Grey.

The C. P. R. is beginning to pay special attention to the possibilities of this district from the tourist point of view. Mr. Armstrong, of the C. P. R., conducted a party, including the grand duke (Landgraaf) of Hesse, during last fall. The Landgraaf of Hesse wishes to return and live there.

The agricultural prospects of the riding too, are excellent. A record number of new settlers is expected this summer. Within a few years Mr. Parson looks to the Columbia Valley becoming one of the most populous and prosperous ridings in British Columbia.

A second trunk road from Spillimacheen to Cranbrook on the west side of Columbia river it is hoped will be completed this year. This will also speed the opening up of hitherto inaccessible but very fertile country.

At Golden, the C. P. R. is building a model Swiss village. Here the company intend to locate permanently—with their families—a large number of Swiss mountain guides who have hitherto returned home from the end of each tourist season until the following spring. Mr. Parson, who has inspected the plans of these Swiss houses, says they are very picturesque buildings surrounded by their own grounds. From Golden, tourists with these guides can go east to Laggan and west to Glacier, so that these guides will be on the spot for all tourist purposes in the Columbia Valley.

At present the principal industry is lumbering. The well known Columbia River Lumber company's mill was, of course, destroyed by fire last August. But a better and larger mill, operated by electricity, is now nearly complete. This, for all but size, will be second to none in the province for general excellence and in its producing capacity. This company is also about to start a logging railway from Golden to about 17 miles down the Columbia river. This will be in operation before the end of summer, and is of considerable moment to Golden as it will employ a large number of men in the immediate vicinity to the town.

Up till now there has been, says the member for Columbia, considerable difficulty in settling lands in the Dominion railway belt, owing partly to large areas being tied up by timber limits. Last year the Dominion government reorganized their regulations regarding homestead interests. Hope rose, only to fall! The new regulations were suspended. Meanwhile many settlers are waiting for these to be put into effect, and a land office, under the sub agent to the government agent at Kamloops, has been opened.

The great need of this, as of other ridings is more settlers, particularly agricultural settlers. The Columbia Valley offers to such every inducement.

The town of Golden had a bad set back a few years ago, said Mr. Parson, by the policy of a lumber company in employing Hindus, in consequence of an alleged difficulty in obtaining white labor. There are now indications that this company will follow the lead of the famous Fraser River Lumber company and bring in French Canadians from the east with their families instead of employing Hindus at the mills.

The indefatigable member for Columbia Valley is a tall, thoughtful-looking man, with grey hair, pale blue eyes that are searching and yet calmly reflective with the heavypouches under them that are invariably found with men of ideas and influence in expression. The face is full, the complexion fresh and healthy, the personality that of a buoyant Balfour. Mr. Parson, too, has been through the journalistic mill, having gained his first—and that among valuable—insight into politics—as lobby correspondent in the Dominion parliament to the Toronto Mail. He held this responsible post as a very young man, between 1882 and 1885, while the Kiel rebellion was on. He has lived in his constituency, taking an active part promoting its public interests, for some 25 years. Today he is more than ever confident of its brilliant future and speedy development in all branches of activity. Columbia Valley is at least fortunate in its member, for H. G. P. is a worker with brains whose constituency's welfare is the pole-star of his public life.

LIFE CRUSHED OUT BENEATH ENGINE

Lumber Company's Employee Killed at Jordan River—Body Brought to City and Inquest Held

Crushed beneath the logging engine on which he was employed by the Michigan Puget Sound Lumber Co., as engineer, John Higgins was killed on Tuesday afternoon at Jordan River. His body was brought into the city on a tug boat yesterday morning and immediately on arrival here Coroner Hart empannelled a jury and an inquest was held at the Provincial police office, the verdict being to the effect that Higgins had been accidentally killed.

Higgins, who was about twenty-two years of age, fell off the engine on to the track in front and before he could get out of the way the engine bore down upon him. The wheels did not pass over the body but Higgins' life was crushed out by the weight of the engine which pinned him to the ground. When his fellow workmen rescued the body from its position life was extinct.

The deceased, of whom but little is known, is believed to have come from the State of Washington. He had been engaged by the lumber company for but a comparatively short time. The body is lying at the undertaking rooms of the B. C. Funeral Furnishing Company.

HORTICULTURISTS SHOW LACK OF INTEREST

Board of Trade Unable to Obtain Data, Drops Agitation For Establishment of Fumigation Plant Here

Through the apathy of local horticulturists and fruitgrowers in failing to take a sufficient interest in the project for establishing a plant in Victoria for the fumigation and inspection of imported trees and plants, the matter has been dropped by the board of trade. At a general meeting of the board held last November the question came up, and after an extended discussion, in which a number of horticulturists who strongly favored the project took part, it was decided unanimously by the board that a specific statement of claims should be obtained, and to this end a committee was appointed. The committee has reported that a few days after that meeting a letter was addressed to Messrs. R. Layritz, John Bryden, H. Callow, and A. J. Woodward asking them for the necessary information. On December 21st another letter was written to the three parties last named reminding them that the information asked for had not been received. In the meantime a letter was addressed to Mr. Thomas Cunningham, the provincial fruit inspector, asking him for all available information in respect to the fees collected for the inspection and fumigation of imported trees, plants, etc., and also what proportion of the total fees collected the Vancouver island shipments represented. Mr. Cunningham's reply was forwarded to the four nurserymen and florists above mentioned, with another reminder that the information asked for from these had not been furnished, except by Mr. Layritz.

The committee in presenting its report to the council of the board of trade said that it failed to see what more could be done in the premises and requested to be discharged.

Mr. Cunningham in his letter to the board of trade said that the fees paid in by Vancouver island, including Victoria, for nursery stock inspection would not average more than one-twentieth of the entire receipts. At the time of writing he said that the department was now handling the sixteenth straight car of nursery stock for the season, and of these one was for Victoria and fifteen for the mainland. In addition he said that the board of horticulture funds expended in Victoria district during the last three years would exceed by five hundred per cent. all the fees that the board had received from Vancouver island during the last seven years.

With the foregoing Mr. Layritz in writing to the board took issue. So far he said he had paid in inspection fees during last fall and winter on four carloads besides several smaller shipments. Furthermore he stated that it was out of all reason for Mr. Cunningham to say that the funds of the horticultural board expended in Victoria district would exceed by five hundred per cent. the fees charged for the inspection of nursery stock. Mr. Layritz stated he did not wish to say anything in an unfriendly way about Mr. Cunningham, but the establishment of a fumigation plant here was one of public welfare, and the question of expenditure should not stand in the way. He further suggested that the provincial authorities should find it possible to arrange for inspection in conjunction with the Dominion inspectors, and not as a separate body doing the work of the latter over again.

THE LOCAL MARKETS

RETAIL

Foodstuffs	
Bran, per 100 lbs.	$ 1.60
Shorts, per 100 lbs.	1.70
Middlings, per 100 lbs.	1.80
Oats, per 100 lbs.	1.75
Feed Wheat, per 100 lbs.	2.10
Crushed Oats, per 100 lbs.	1.85
Barley, per 100 lbs.	1.70
Crushed Barley, per 100 lbs.	1.80
Chop Feed, per 100 lbs.	1.50
Whole Corn, per 100 lbs.	1.65
Cracked Corn, per 100 lbs.	1.75
Feed, Cornmeal, per 100 lbs.	1.75
Hay, Fraser River, per ton	26.00 to 27.00
Hay, prairie,	23.00 to 24.00
Wheat Hay, per ton	24.00 to 25.00
Alfalfa Hay, per ton	24.00 to 25.00
Eggs—	
Fresh Island, per dozen	.50
Eastern Eggs, per dozen	.40
Cheese—	
Canadian, per lb.	.20
Neufchatel, each	.16
Cream, local, each	.15
Butter—	
Alberta, per lb.	.35
Best Dairy	.35@30
Victoria Creamery, per lb.	.50
Cowichan Creamery, per lb.	.55
Comox Creamery, per lb.	.50
Salt Spring Is. Creamery, lb.	.50
Australian, per lb.	.40
Flour	
Royal Household, bag	1.90
Lake of the Woods, bag	1.90
Royal Standard, bag	1.90
Wild Rose, per sack	1.90
Robin Hood, per sack	1.90
Calgary, bag	2.00
Moffet's Best, per bag	1.85
Drifted Snow, per sack	1.85
Three Star, per sack	1.75
Snowflake, bag	1.25
Fruit	
Grapes (Cal.) per lb.	.25
Pears, local, per box	1.50@2.00
Apples, local, per box	1.00, 1.50, 2.00
Figs, table, per lb.	.15@.25
Lemons, per dozen	.25
Oranges, navel	.25@.50
Bananas	.35@40
Grape Fruit (Cal.)	.10@12½
Vegetables	
Tomatoes, per lb.	.30
Artichokes (Globe), each	.12½
Artichokes, Jerusalem, lb.	.05
Parsley, per bunch	.05
Celery, per bunch	.10
Cucumbers	.15@.20
Potatoes, per sack	1.75 and 2.00
Potatoes, Ashcroft, per sack	2.25
Cauliflower, each	.25@.30
Cabbage, new per lb.	.03
Lettuce, head	.05
Carlic, per lb.	.25
Spanish Onions, per lb.	.25
Chickens, per lb.	.25@30
Chickens, per lb., live weight	.13½@..
Onions, 8 lbs. for	.25
Beets, per lb.	.04
Carrots, per lb.	.02
Meats.	
Beef, per lb.	.08@20
Mutton, per lb.	.15@20
Mutton, Australian	.15@20
Veal, dressed, per lb.	.15@20
Geese, dressed, per lb.	.20@24
Ducks, dressed, per lb.	.20@25
Hams, per lb.	.18@25
Pork	.15@20

Davis on Again.

PHILADELPHIA, Feb. 6.—Harry Davis, who captained and played first base on the world's champion team of the Philadelphia American League club, today signed a contract to play with the same club for the coming season.

Play For McFarland.

PITTSBURG, Feb. 6.—Packy McFarland, of Chicago, and Bert Keyes, of New York, fought six rounds in a mediocre display of boxing tonight. McFarland appeared to be toying with Keyes throughout the bout, although the latter, despite his wildness, got in several long range jabs, but with no steam behind them.

INJURED IN RUNAWAY

Knocked down by a runaway horse belonging to the Hasty Messenger service, Cormorant street, Duncan McKinnon, a laborer, sustained serious injuries shortly after 5 o'clock last night. He was crossing Johnson street, near Government street, when the frightened animal dashing from Broad street onto Johnson street, made for Government street. Johnson failed to notice the approach of the animal, which dashed full into him, throwing him a considerable distance with such force that he was rendered unconscious. In making the turn onto Government street the rig crashed into a telephone pole, and was badly smashed. The horse careered along Government street, and in turning onto lower Yates slipped and fell, and was captured before it could regain its feet.

McKinnon was picked up and taken to the police station in the patrol wagon. Dr. George Hall was summoned, and after making a brief examination of the injured man ordered him sent to the Jubilee hospital. Besides severe bruises on the body and head McKinnon suffered a fracture of the bones on the left hand.

FOR PROMOTION OF INDUSTRIAL PEACE

American Association Organizer Addresses Public Meeting at Institute Hall—Branch to be Formed Here

A meeting in the interests of the Industrial Peace Movement, which had its origin in the United States and has spread to Canada, was held in the Institute Hall last night, with the Right Rev. Bishop Perrin in the chair. Tomorrow night a final organization meeting will be held in the Dominion hotel.

The speaker of the evening was the American organizer, Mr. P. H. Scullin, who dwelt upon the objects of the association. Its aim was to interfere in the case of labor troubles in behalf of the public interest between employers and employed, and try if possible to effect an adjustment of difficulties. The movement hoped to bring about justice for both sides and for the general public. Strikes meant wasted time and wasted money. Labor and capital did not think of the third party (the public) in their differences. One of the most important features of any movement was public opinion, and there was little doubt that this factor was the one which should rule. The speaker graphically described the results of strikes in big cities, pointing the moral that any movement which led to their alleviation was conferring benefactions on mankind.

The chairman, Bishop Perrin, spoke briefly on the movement, describing the cause as a worthy one, and one which had already obtained the endorsation of the Ministerial Association of the city. The Right Rev. Bishop McDonald moved a vote of thanks to the speaker, seconded by the Rev. A. J. Stanley Ard which carried unanimously. The meeting concluded with the singing of the National Anthem.

Earthquake Recorded

SAN JOSE, Calif., Feb. 7.—A slight earthquake was registered on the seismographs at Santa Clara College observatory this morning between 5:19 and 5:21 o'clock. The period of the shake was one and a half seconds, and the college observers computed its centre of disturbance as being 81 miles southwest by west of this city. A light shock was felt here and at Gilroy.

ST. RONALD TO HAVE WIRELESS

New Freighter for Canadian-Mexican Line to be Equipped—Is a Modern Vessel.

The British steamer St. Ronald, now at Portland, which is to be added to the Canadian-Mexican Pacific line to replace the chartered steamer Henley is to be equipped with wireless telegraphic apparatus. The steamer, which is commanded by Capt. Shrine, is a new steamer of less than a year old, and is one of the most modern steamers of the tramp type afloat. She is equipped with electric lights and a telephone system. The St. Ronald is owned by Rankin & Gilmour, of Liverpool, and Capt. Shrine has been in their employ for thirty years. He is a lieutenant in the Royal Naval Reserve. After completing discharging at Portland the St. Ronald will come here and to Vancouver, and after discharging there will be turned over to the Canadian Mexican line.

Cruelty Costs Money

Dick On Tye, a Celestial teamster, was fined $15 and costs yesterday, on complaint of Inspector Russell, of the S. P. C. A., for driving a horse with a sore shoulder.

"FRUIT-A-TIVES" WILL CURE RHEUMATISM

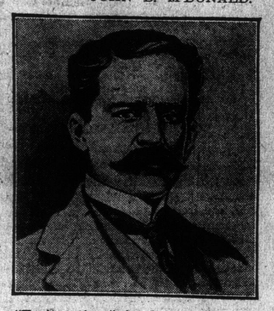
McMillan's Corner, Ont., Sept. 30, 1910.

"Your remedy, "Fruit-a-tives" is a perfect panacea for Rheumatism. For years, I suffered distressing pain from Sciatic Rheumatism, being laid up several times a year, and not being able to work at anything. I went to different doctors who told me there was no use doing anything, it would pass away.

Fortunately, about two years ago, I got "Fruit-a-tives" and they cured me.

"Since then, I take them occasionally and keep free from pain. I am satisfied that "Fruit-a-tives" cured me of Rheumatism and they will cure anyone who takes them."

JOHN B. M'DONALD.



"Fruit-a-tives" is the greatest cure for Rheumatism, Sciatica and Lumbago in the world.

"Fruit-a-tives" cures, because like fruit juice it purifies the blood—regulates kidneys, bowels and skin—and thus keeps the whole system free of uric acid. Take "Fruit-a-tives" and you will find instant relief and a prompt cure.

50c a box—6 for $2.50—trial size 25c. At dealers or from Fruit-a-tives Limited, Ottawa.

PAINS THAT MAKE MISERY

A Talk With Our Lady Readers

Have you ever noticed how miserable and unhappy the little pains and aches make one? A stinging cut, badly chapped hands, a nasty burn, a sore foot, a poisoned finger—none of them wounds or ailments ever likely to cause serious trouble, which come to every woman—and man too—and are just sufficient to take the edge off one's temper and give on a "grouch."

Zam-Buk is just the thing at such times. As soon as you put it on to a sore, a cut, a burn, or any skin injury, it stops to pain, and the smarting, and starts up healing. Don't make the mistake that because Zam-Buk is so widely used by medical men, by nurses and for serious skin diseases and accidents, that it is only for serious cases. Keep it handy and use it immediately you get some trivial injury or have some little sore.

Mrs. Charles H Barrett, Harmony road, Truro, N. S., says: "I had an ingrowing toe nail, which caused me acute agony. Sometimes the pain was so severe I could not sleep. It became so bad that I feared blood-poisoning had set in. I was advised to try Zam-Buk and bound up the sore toe with it. In a few days it was much easier, and I continued the treatment. The result is that today the toe is sound and I have no more trouble with it. We always keep Zam-Buk in our house, and I would strongly recommend it to every housewife."

Zam-Buk is just the thing, too, for the little ones. Pure in its composition and herbal in nature, it is suitable for the most delicate skin. It also cures piles, eczema, varicose ulcers, cold sores, abscesses, blood poisoning, ringworm and all similar skin diseases. Sold everywhere at 50c a box, or post free from Zam-Buk Co., Toronto, upon receipt of price.

Births Marriages Deaths

BORN.

SYLVESTER—To the wife of W. B. Sylvester, of 1438 Fort street, a son.

GIBSON—At 600 Gorge Road, on Friday, February 3rd, 1911, to the wife of Wilfred Gibson, a son.

BISHOP—On Saturday, February 4th, to the wife of C. R. Bishop, a daughter.

MARRIED.

PURDY-GORDON—On the 1st inst., at Christ Church Cathedral, by the Dean of Columbia, Richard Carmon Purdy of Vancouver, to Cecilia Emma, daughter of Mr. and Mrs. Gordon of "Eureka," 1138 Richardson street.

YOUNG-LEE—At Williston, North Dakota, on January 28th, 1911, by the Rev. K. Bloom, Alfred John Young, eldest son of Mr. and Mrs. Young, of Athol, North Dakota, to Josephine Lee, youngest daughter of the late Mr. Thomas Lee and of Mrs. Lee, of Victoria, B. C.

DIED.

ARNOLD—At the residence of her daughter, Mrs. Adeline Hughes, 2643 Blanchard street, on January 31st, Louisa, relict of the late Samuel Arnold, aged 71, and a native of Weymouth, Eng.

ELLIOTT—On February 2nd, at Jubilee hospital, Donald Elliott, second son of Geoffrey and Mrs. Elliott, Westholme, aged 4 years 3 months.

LLOYD—On February 4th, after a long illness, at 1322 Stanley avenue, Mary, beloved wife of Rev. Arthur Lloyd, M. A., of Japan.

Gotch on Mat Again.

SIOUX CITY, Iowa, Feb. 6.—Frank Gotch returned to the mat here tonight in a finish match for the first time since his retirement a year ago. In a bout with Karab Osman he made quick work of the Turk, throwing him twice in twenty-five minutes. He displayed his old-time skill and alertness and indicated by every movement that he has not forgotten the game, although he was a little overweight.