

## Provincial Parliament

### A Long Debate on the Report of the Railway Committee.

#### Mr. Curtis Scores the Government Supporters on the Eight Hour Law.

Wednesday, August 15th.

The clever speech of the member for Rossland on his eight-hour resolution, was almost the only oasis in the desert of points of order which marked the proceedings in the House this afternoon. Some sharp encounters took place, especially on the long discussion over the report of the railway committee, but they could scarcely be considered as enriching the records of the House.

Prayers were read by Rev. Rural Dean Barber.

A. W. Smith presented the report of the mining committee, the following amendments to the Mineral Act being recommended:

**Section 8. Mineral Act.**  
"Every person who mines for any minerals for his own sole use and benefit on any Crown lands in the province of British Columbia without having taken out and obtained a free miner's certificate shall, on conviction thereof in a summary way, forfeit and pay a penalty not exceeding twenty-five dollars, besides costs."

**Section 25B** be repealed and the following substituted therefor:

"25B. Upon the failure of any one of several co-owners to contribute his proportion of the expenditure required by section 24 of this act, the co-owner or co-owners who have performed the labor or made the expenditure may, at the expiration of the year, give such independent co-owner notice, by publication in a newspaper published and circulating in the division in which the claim is situated, or, in the absence of such local paper, in the one nearest thereto, for at least once a week for ninety days, and if at the expiration of the ninety days of publication such delinquent should fail or refuse to contribute his proportion of the expenditure required by said section 24, together with all costs of advertising his interest in the claim shall become vested in his co-owners who have made the required expenditure, pro rata, according to their former interests, on the filing with the mining recorder of the division in which the claim is situated, such notice in full, and there shall be attached thereto an affidavit of the manager or publisher of the newspaper, stating the date of the first, last, and each insertion of such notice therein, and where and when the newspaper was published during that time, and the name of such newspaper. Such notice shall be recorded as aforesaid within one hundred and twenty days after the first publication thereof."

**Section 127** be repealed and the following substituted therefor:

"127. The owner of a mineral claim who has had his claim surveyed, and has filed in the office of the mining recorder in the mining division in which the claim is situated a declaration by the provincial land surveyor, stating that he has surveyed the claim as required by subsection (c) of section 39 of this act, and has delivered to the mining recorder a plat of one copy of the said notes to the owner, then the owner of such claim shall be entitled to have the cost of such survey, not to exceed one hundred dollars, counted as work on the claim, as required by section 24 of this act."

Sub-section (h) of section 39 of chapter 135 of the Revised Statutes, 1897, is hereby repealed, and the following inserted in lieu thereof:

"(h) Twenty days after the expiration of the term of the said publication, unless a notice that an action has been commenced and a copy of the writ in such action have been filed in the office of the mining recorder in the mining division in which the claim is situated, the mining recorder shall forward to the owner or agent, under Form L of the schedule to this act, the documents referred to above, together with a certificate that the notice provided by section 36, subsection (d), has been posted in his office, and the field notes, and plan deposited for reference therein from the date of the first appearance of the said notice in the British Columbia Gazette, and continuously thereafter for a period of at least sixty days. The recorder shall also set out in Form F, in the name of the recorder, the name of the claim at the date of signing the same."

The report was received.

Mr. Pooley presented the report of the railway committee, which declared the preamble not proved of Bill (No. 16) intitled "An Act to Incorporate the Lake Bennett Railway, on the grounds that the expediency of the said railway had not been satisfactorily shown, and that it was against the interests of this province to grant the charter prayed for at the present time.

Mr. Pooley moved the adoption of the report.

Mr. Stables moved that the report be received, but he referred back to the committee with instructions to pass the preamble. He did so, he explained, on behalf of his constituents who were paying very high rates on the White Pass road, and who wished additional railway facilities. Some sufficient reason should be given why the bill was thrown out.

The Minister of Finance explained the government's position was due to a desire to discourage any project which would carry any of the trade of Canada to an American port to the detriment of an all-Canadian route. From what they had seen it was evident the United States would spare no means of diverting the Northern trade from British Columbia. Although its influence would be temporarily beneficial, this road would assist in injuring Canadian trade in the long run. He himself was not a shareholder in the road, but he was a shipper over it, and he had experienced no excessive rates. He knew that if two years

ago British Columbia shippers had been offered the rates now prevailing over the White Pass road they would have jumped at the chance. When a corporation had risked its money on such an enterprise they should not be unnecessarily hampered.

Mr. McInnes said it was always serious to interfere with honest competition, and especially serious when it was attempted to smother out an enterprise in a hole and corner manner in this House. There was no doubt that the rates on the White Pass road were exceedingly excessive, \$400 being charged for freight per ton, while the rate from Montreal to Victoria was only \$14.

The company had shown a disposition to monopolize matters. They had purchased the Bracket trail and the aerial tramway, their only competitors.

It would have seemed probable that there would be no opposition to this railway, especially as it was destined to them that there should be every encouragement to railways. Strange enough up to a certain stage some members had supported the bill, and then on the submission of a certain message from the Premier they had wriggled and squirmed out of their position.

The government had positively avoided declaring their policy, but had put up two plausible members as buffers. He was not now surprised. If this was a specimen piece of their policy they were very wise to keep it quiet.

This policy was familiar to the people. The policy of siding with corporations against the public had been followed by the Laurier government, and was synonymous with Dominionism.

An all-Canadian route from Kitimat to Teslin lake would be 450 miles long. It would be impossible for it to come into competition with the White Pass road, forty miles of road. To build such a road a big subsidy would be required—a subsidy of at least \$10,000 a mile from the Dominion government.

The Dominion House would not entertain such a proposition.

But there was another reason why Canada would not undertake the White Pass road. Canada's contention before the international commission was that Dyea and Skagway were in British territory, and to project the Kitimat road would be an admission that such was not the case.

The present road began and ended in British Columbia, was entirely provincial, and could not be claimed as passing through disputed territory.

It was not the desire to build an all-Canadian route that was actuating the government. It was a desire to hold these franchises for government favorites, and these franchises were being sold to the highest bidder.

But the Premier himself had, until very recently, been a heavy shareholder in the White Pass railway, and although he had withdrawn from it, he could not so readily withdraw his sympathy from the road.

Self-interest possibly, too, had some influence with the Premier, as the Minister of Finance had hinted that the E. & N. might be extended to the north end of the island, and there make connection with a road from Kitimat. It was clearly the duty of the House to grant the charter.

Mr. Curtis was surprised that more sufficient reasons had not been given for throwing out this application. After the committee had considered the matter for days the government had attributed that the granting of the charter was opposed to government policy. He was sorry to see the present administration opposed to the development, and he prophesied as a result deficits every year.

This opposition, he added, he believed sprang from a desire to nurse the White Pass railway.

Yet the report of the president showed that the road paid 25 per cent of its cost in one year. The profits, as stated at the annual meeting, were \$174,000 for four months. The net profit yearly were half a million dollars and seventy per cent. Here was a company earning in four months 25 per cent of its cost, yet it must have a monopoly. Here was an opportunity for the government to cut down the rates by giving a charter to an opposing line.

He complained that any little statement of policy which was vouchsafed was dragged out of the government. Yet a newspaper in which the Premier was interested gave a definite announcement, whereby the trade of the Yukon would be brought to the British Columbia cities. If this was not an announcement of policy the government should deny it.

The Attorney-General asked if the government must constantly be denying newspaper reports?

The Finance Minister had said that charters would not be granted to railways through foreign territory.

Finance Minister—To foreign ports.

Mr. Curtis was glad to see the Hon. Finance Minister seeking refuge in port. (Laughter.)

The Speaker ruled the amendment out of order, whereupon Mr. McInnes moved that the report be referred back to the committee. In doing so he pointed out that the committee did not properly state the reasons why the preamble should be rejected, as provided for in the rules.

No such reasons had been advanced, excepting that the chairman held in his hand a statement from the Premier that the government did not wish the charter granted.

Then Mr. McPhillips took his point of order that the proceedings in committee must not be referred to in the House.

A very long discussion followed, and evidence was tabled reference must not be made to the proceedings in committee. Mr. Martin pointed out that in this House there was no formal evidence taken in committee, and Mr. Gilmour reminded the government that the Premier's letter to the chairman to go on file, and it thus was lost as evidence.

The charge was made by Mr. McInnes that an attempt was being made to keep the facts from the public. He had no intention of entering into details, and therefore the leader member need have reason to be. That gentleman had reversed his position since last year, and

had altered his course even in this year's committee.

Mr. Rogers asked permission to give a reason for the committee's report. It was because appeal would be made shortly for a charter for an all-Canadian route, and it was not desired to give any charters that would conflict with that.

He thought it unwise to waste so much time on this matter.

Mr. Brown pointed out that the length of the discussion had arisen from a desire to burk discussion on the part of the government.

Mr. McInnes at once scored the committee for stating that the preamble was insufficient, while Mr. Rogers had given an entirely different reason.

Mr. Gilmour ridiculed the statement of the Finance Minister that if British Columbia traders had been offered before the construction of the White Pass railway a rate of \$60 a ton they would have accepted it readily. But such was no argument. The conditions which obtained a few years ago and the rates which would have been accepted then, was no criterion for the present. The directors of the White Pass railway were Americans, yet this Legislature was fighting Canadians who sought a charter. The reason why White Pass rates were so high was due to the exorbitant lawyers' fees which they had to charge.

The leader of the opposition stated that when this bill was reported favorably, he himself was the only one to take the point that it was inadvisable to grant such a charter while international boundary negotiations were in progress. It had been announced at Ottawa that the Dominion government would not grant a charter to a railway having a port on Lynn canal.

Mr. McInnes said that the promoters of this railway proposed to make their ultimate port at Dyea. The high commission had not then completed its labors. He had taken that stand without the support of any member of the House.

He had been told that the present bill was based upon the reasons he had advanced. If such were the case he was prepared to support it. But the House was entitled to know these reasons. He would not vote for a report susceptible of so many different interpretations. The report ought to be a clear and definite statement of the facts as they were, and not a collection of statements which were contradictory.

It was a serious matter to throw out an application for a charter when no aid was solicited, and ordinarily he would not assume such a position.

He attacked the principle of alluring committees to go into questions before the House without the presence of a member of the government, and he said that the government's policy might be known. The whole debate had arisen from the fact that the government had the nerve to announce their policy while they whipped their supporters into line in caucus and forced them to come into the House and vote for them.

Mr. Turner—Name him.

Mr. Martin replied that it was very well for the member for Cariboo to call for names. He had no scruples and would do whatever the government ordered him to.

The leader of the opposition, added that the report was not from the committee but from the chairman. The reasons given by the report were not those which would influence the member for Cariboo as he had explained. They were not the reasons which would influence him. The government should give some reasons for their policy and not place those who opposed the charter in a false position.

Mr. Oliver held that the evidence laid before the committee by the White Pass management was unreliable and untruthful. The gross earnings were for four months \$350,000; the running expenses \$88,000, and the net earnings \$47,000. It had been held that the earnings on the B. C. end were only a fraction of that on the other part of the road. The disparity was so great that it was palpably misleading. The application was supported by the two members for Cassiar, which itself led him to support it. As far as its conflicting with the Dominion government policy was concerned, the disallowance power lay with them and they could exercise it if necessary.

Mr. Pooley repudiated the suggestion that the report was his and not the committee's.

Speaking of rates, Mr. Curtis said that the freight rate on the road from Trail to Rossland was \$3 a ton, as compared with \$60 on the White Pass line. He believed the White Pass railway would have made concessions rather than see this charter granted. The present rate was 25 cents a mile, instead of 5 cents, on the C. P. R. The government should have insisted at least on a lowering of these high rates.

Mr. Brown said that if reasons were given, such as indicated by the leader of the opposition, by the government he would vote against the bill, but until it was such a vote on his part would appear to be one to perpetuate a monopoly.

Hunter, while he would like to have been able to support the Lake Bennett railway, opposed it because he preferred an all-Canadian route. This was not a matter of rates, or of discrimination or monopoly, but one of an all-Canadian rail route to the Yukon.

The member for North Nanaimo had made a statement, and the Premier had said that he was the only member who had given his reasons in the committee.

Mr. McInnes—I did not state that.

Mr. Hunter—That was what he said, all the same.

Mr. McInnes—I have corrected the hon. member. He should have the courtesy, if he knew better that the policy of the House, to withdraw.

The amendment was lost on the following:

Yeas—Messrs. McInnes, Gilmour, Stables, E. C. Smith, Oliver, Brown, Martin, Curtis, Munro, R. Smith, 10.

Nays—Messrs. Hunter, Nelson, Green, McPhillips, Henderson, Turner, Dunsinuir, Eubanks, H. W. Smith, Ellison, Clifford, Fulton, Hayward, Garden, Prentice, Wells, McBride, Pooley, Murphy, Rogers, Hunter, Taylor, Dickie, Mounce, 24.

Mr. Pooley then presented the report of the Pacific Northern & Omineca Railway Company.

Mr. Martin on a question of privilege, drew attention to the report in the morning paper of the debate on his amendments of the previous day. One of his amendments had been ignored and the debate which appeared in connection with it seemed correspondingly ridiculous.

While the House was indebted to the press for its reports, reasonable care should be taken to prevent mistakes such as occurred in the Colonist.

Mr. McPhillips also had an objection to the Colonist report. He was stated to have referred to the "presumptuous arrogance of a contemptible handful of an opposition, etc." He had said no such thing.

Mr. McInnes—That was the expression of your face. (Laughter and applause.)

On the motion of Hon. Mr. Wells, bill (No. 51) intitled "An Act to authorize a grant to the Corporation of Crown Lands situated in said City" was introduced and read a first time.

On the motion of Hon. Mr. McBride, bill (No. 52) intitled "An Act to provide for the Settlements of Disputes as to Mining Claims in the Porcupine District of the Bennett Lake Mining Division" was introduced and read a first time.

Mr. Curtis moved the following resolution: "Resolved, that this House endorse and affirm what is popularly known as the Eight-Hour law, which provides that 'No person shall be employed underground in any metalliferous mine for more than eight hours in every twenty-four hours, and is opposed to any change in said law whereby contracting out of same may be permitted, or by which the penalties for infractions of the law shall be abrogated or suspended, but favors the enforcement of the law as it now stands in its entirety and without any change.'"

In doing so, the member for Rossland explained that his action was due to unrest in the country over a reference to this matter in the speech from the throne. He was sorry that the government had shirked this matter, as it did others. When a mining commission had been foreshadowed, he understood it to be intended that this law, it had been charged that this law adversely affected mining. He believed that of itself, it had not been prejudicial to British Columbia. In the interests of the health of miners he had always felt that some limitation should be placed on the time they should work. Some of the evils that were attributed to this law were traceable to the reaction from a decline in stocks. He could quote instances to prove this.

The law, he believed, had led to a big saving in Rossland mines, by requiring three shifts instead of two. This meant a larger output of ore, a larger pay roll, and a larger profit to the mine owner. His operation had induced the adoption of the law by Mr. Davis, superintendent of the War Eagle, holding that more men were employed and at higher wages, and yet more economical work was effected.

He had brought up the matter partially because some members had taken strong ground against the law and he felt some effort would be made to emasculate it, if these members were true to their pledges. The Premier himself was practically pledged to the abrogation of the compulsory clauses of the bill, and to the repeal of the law itself. He had even gone the length of promising to support Dr. McKee's amendment to the Coal Mines Regulation act, if the eight-hour bill was repealed.

The Attorney-General had put himself on record as opposed to the law, and the members for Victoria, including the Finance Minister, had in their anti-election speeches favored the abrogation of the compulsory clauses.

He read from the speeches of all these gentlemen to prove this statement. The Provincial Secretary was more fortunate than the other members of the government as he had no policy and made no speeches.

Mr. Prentice—And his opponent lost his money.

The Chief Commissioner of Lands and Works had held that the law was here to stay and should not be interfered with. Yet he occupied a seat in the same government with ministers holding contrary views. The same was true of the members above for Cassiar, Mr. E. C. Smith and Mr. Brown. They all approved of the eight-hour law and yet supported the government. Both the members for Esquimalt opposed the law. The Minister of Mines supported Chas. Wilson, who favored such a law. One by one the member for Rossland took up the election speeches of each of the members, and some of whom favored the law, and others opposed it. Yet all were supporting a common government. He asked the senior member for Cassiar, reading the election address of himself and Capt. Irving, which he said was a literary curiosity. (Laughter.) It concluded "God give us men, men who will not lie, etc." the authors adding: "We are men of this stamp." (Loud laughter.)

Then Mr. Green declared his faith in the law and practically dared the government to touch it.

Mr. Green—Hear, hear.

Mr. Houston also was pledged to support the measure, yet he gave the government his support. He challenged the members of the government to carry out their pre-election pledges to abrogate the law if they dared. If they were honest they would carry out their pledges. In the ringing words of the Cassiar caucus he urged them "be men of honor, men who dare not lie." (Laughter.) If they were not prepared to carry out their pledges let them resign and give way to those who would be true to their constituents.

The Minister of Mines thought a much better purpose would have been served if he, Mr. Curtis, had left the matter alone. No one knew better that the policy of the law had caused trouble. Even his own leader, Mr. Martin, said in Victoria that he didn't believe in the law as it stood. Yet he didn't honorably enough to read that gentleman's utterances when quoting those of government supporters.

The government had no intention of repealing the law. Some men of the excitable and irritable nature as the hon. gentleman had run around the country and sought to leave the impression that a mining commission must repeal the law. There was no intention to repeal it.

Mr. Eberts—Or to inquire into it.

Mr. McBride quoted from the initial speech of the leader of the opposition in which he had stated that he did not believe implicitly in the law as it stood.

Mr. Martin immediately corrected the statement. All through the campaign he

had expressed himself as unqualifiedly supporting the law. His election address stated so. He could not get behind that. The Minister of Mines could not tie him down to the statement of a hostile paper like the Colonist.

Explaining the remarks of the Premier and the other ministers the Minister of Mines said they were individual opinions. The member for Rossland, even when Minister of Mines, had approached—not the workmen, but the mine owners—in regard to the eight-hour law, although he claimed to be a friend of the workmen.

Mr. Curtis explained that he met the mine owners in reply to a representation for a hearing.

Then there was a plank in Mr. Martin's platform saying that the referendum would be invoked. This was a crafty step to shift the responsibility to other shoulders.

In conclusion the Minister of Mines said the question was settled—it was a dead issue, and yet his opponent was so anxious for political capital that he received a matter on which the government had no direct policy.

Mr. McInnes—What do you mean by a direct expression of policy by the government?

Mr. McBride—Well, it's a dead issue.

He closed by expressing regret that the matter had been reopened.

Mr. Hayward characterized the motion as a waste of time and moved that the motion be considered this day six months.

Mr. Martin said evidently the intention was to move the six months' hold. This device was adopted regarding bills, but never applied to resolutions.

Mr. McInnes wanted the House to pass a resolution in the matter. There was a great deal of unrest over the matter.

Hon. Members—Where?

The statement in the speech from the throne, he added, had caused uneasiness. It was admitted that it was put in as a sop to the mine owners' ass.

He moved that the question be put. This motion was lost at two minutes to six and Mr. Martin rose.

Hon. Members—Move the adjournment of the debate.

Mr. Martin glanced at the clock and burst into laughter as he said: "I can do so or not as I please. If I prefer to continue you can only shut me out through the Speaker leaving the chair and then we must resume at 4:30."

Finally, however, he consented to move the adjournment of the debate on the assurance that the matter would not be shelved, but would be given an early place on orders.

The House then rose.

**Motions.**

On Friday, next Hon. Mr. Eberts will ask leave to introduce a bill intitled "An Act to amend the Provincial Elections Act," a bill intitled "An Act to amend the Railway Assessment Act," a bill intitled "An Act to amend the Tramway Incorporation Act."

Mr. Stables will move that Bill (No. 16) intitled "An Act to incorporate the Lake Bennett Railway Company be passed upon the orders of the day for second reading."

Mr. McInnes will move in committee of the whole and on the third reading of Bill (No. 24) intitled "An Act to incorporate the Pacific, Northern and Omineca Railway Company, that the following words be inserted as a new clause:—

"No person who is unable to read this act and the British Columbia Railway Act, shall be employed in the construction or operation of the undertaking here by authorized, under a penalty of five dollars per day for each and every such person so employed in contravention of this section, to be recovered on complaint of any person under the provisions of the Summary Convictions Act. This section shall not apply to or affect in any way any person who is on the register of voters in any electoral district for the Legislative Assembly of British Columbia, any Indian or person of Caucasian blood."

Mr. Martin will move in committee of the whole on Bill (No. 12) intitled "An Act to incorporate the Vancouver and Westminster Railway Company, to add the following section:—

"In case at any time the said railway is declared by the parliament of Canada to be a work for the general advantage of Canada, then all powers and privileges granted by this act, or by the British Columbia Railway Act, shall thereupon cease and determine."

Mr. Martin will also move in committee of the whole and on the third reading of Bill (No. 24) intitled "An Act to incorporate the Pacific, Northern and Omineca Railway Company, to add the following clauses:—

"The company shall be bound to carry over its line of railway, without charge, all persons whose transportation would otherwise be a charge against the government of the province, and also all members of the Legislature."

"The preceding section is hereby declared to be a condition upon which this act is passed, and shall be binding upon shareholders and all other persons in any way interested in the said company or its property. In case the said preceding section is violated, such violation shall work a forfeiture of all powers and privileges granted by this act, but no such forfeiture shall operate except upon proceedings instituted in the Supreme Court of British Columbia by the Attorney-General."

Mr. Garden will move in committee of the whole on Bill (No. 19) intitled "An Act to revise and consolidate the Vancouver Incorporation Act, to insert the following section:—

"For the charging of all persons who own or occupy property, whether vacant or otherwise, with a reasonable rent for the use of any water main or pipes, and for assessing the property adjacent to any water main or pipe with a reasonable proportion of the cost thereof, whether the water from such main or pipe is used on the property or not."

Mr. Curtis will move in committee of the whole and on the third reading of Bill (No. 12) intitled "An Act to incorporate the Vancouver and Westminster Railway Company."

Bill (No. 13) intitled "An Act to incorporate the Crown Nest Pass Electric Light and Power Company, Limited."

Bill (No. 14) intitled "An Act to incorporate the Western Telephone and Tele-

graph Company.

Bill (No. 20) intitled "An Act to amend the Vancouver, Northern and Omineca Railway Company Act, 1890."

Bill (No. 22) intitled "An Act to incorporate the Rocky Bay and Salmon River Railway Company."

To add the following section to each of said bills:—

"Notwithstanding anything hereinbefore contained, the company shall not have the right to purchase, lease, or use any lands belonging to the province, or to the provincial government with respect to such right, and upon such terms and in such manner as the Lieutenant-Governor in council may prescribe."

Mr. Green will move in committee of the whole on Bill (No. 24) intitled "An Act to incorporate the Pacific, Northern and Omineca Railway Company, to strike out section 15, and insert in lieu thereof the following:—

"15. The sections of the British Columbia Railway Act and of the other amendments thereto, shall apply to the company hereby incorporated, save and except in the case of any conflict, inconsistency or repugnancy between the clauses of this act and the said Railway Act, in which case the clauses of this act shall prevail and override any clause or section of the said Railway Act to the extent of any such conflict, inconsistency or repugnancy."

**A MOTHER TELLS HOW SHE SAVED HER LITTLE DAUGHTER'S LIFE.**

I am the mother of eight children and have had a great deal of experience with medicines. Last summer my little daughter had the dysentery in its worst form. We thought she would die. I tried everything I could think of, but nothing seemed to do her any good. I saw in an advertisement in our paper, Chamberlain's Colic, Cholera and Diarrhoea Remedy, was highly recommended, and sent for a bottle at once. It proved to be one of the very best medicines we ever had in the house. It saved my little daughter's life. I am anxious for every mother to know what a valuable medicine it is. Had I known it as I do now, I would have saved me a great deal of anxiety and my little daughter much suffering. Yours truly, Mrs. Geo. F. Burdick, Liberty, R. I. For sale by Henderson Bros., Wholesale Agents, Victoria and Vancouver.

**RHEUMATISM'S ORGIES.**

The Relentless, Unremitting Pain Giant, is Shorn of His Strength by the Aid of South American Rheumatic Cure—He Never Falls.

Mr. Duncan McIntyre, of Mount Forest, says: "I was sorely afflicted with rheumatism for over a year. I was almost totally disabled and at times suffered agonizing pain. I tried many remedies and doctors without avail until I began using South American Rheumatic Cure. I derived great benefit from one bottle and was so pleased with the results I continued using it, and my advice today to all sufferers from rheumatism is to use this remedy. I feel satisfied it is the greatest of rheumatic cures."

Sold by Dean & Hiscocks and Hall & Co.

"In some women's eyes there is a light which is wanted to cheer the men in the world, and which is the nearest approach to the light of heaven that ever illumines this poor earth.—H. S. Merriman."

**\$5,000 OUR GRAND \$5,000 Ornithological Contest**

Something entirely new and interesting. Read what you are to do. You may get \$5,000. Our contest is to see who can make the largest list of names (or kinds) of birds from the following list of letters:

W O O O O C K U L I A P T A R I D O  
S P A R N I L Y B E R D I M A D O N T L

We will recognize as a bird anything belonging to the feathered tribe, whether it be a Hawk, Crow, Slinger, or any other bird. You can use any letter as many times to make a name as it appears in Woodcock, Slinger, Snow Bird, etc. To any person who can make a list of 25 birds, we will give absolutely FREE a beautiful Prize value \$200 or less. When you have made up your list, fill out the coupon on the bottom of this ad, and send to us with a Stamped, Addressed envelope, then if you desire a prize you can if you desire get the prize by coming a subscriber to The Woman's World. We shall award a Gold Watch, and our gifts will be as follows:—

1st Prize—A Gold Watch,