YEDDO WILL LOAD AT PORT LUDLOW

PROCEEDS TO MANILA THEN TO HONG KONG

A Japanese Sealer Fired on by Russians Guarding a Rookery on Robben Island.

From the Royal Roads the steamer Yeddo has proceeded to Port Ludlow, where she is to receive her cargo for Manila. From the latter port she will return to Hongkong to enter dock. She will commence loading on the Sound on the 20th inst., preferring to remain idle rather than accept another charter and run the risk of losing her present engagement. Some complaint has been found because the steamer was not allowed to take on supplies in the Royal Roads without entering in the regular way at the customs house. It is stated that in consequence she will secure the provisions on the other side, whereas otherwise she would have taken them on here. When spoken to on the subject Friday, Collector Milne explained how the taking on of supplies here without entering would constitute a direct infringement of the customs laws. If this was done there could be no assurance that harbor and pilotage dues would be paid. Besides, a vessel if not compelled to enter might receive aboard an unlimited amount of supplies. In short, such a breach would be opposed to the very fundamental principle of customs law. There are many privileges which the customs provide and which are not generally appreciated. Among them Mr. Milne referred to that regulation which permitted a vessel coming to the Roads and finding there safe anchorage for an indefinite time while waiting a charter without being obliged to enter. Her captain and crew may come ashore and she is not interfered with by the customs so long as no stores are received aboard. In case of a storm she can even enter Esquimalt for 48 hours before reporting, and even then does not need to enter providing she leaves again within the regulation time.

Another privilege is that extended to a vessel coming from any point on the provincial mainland or island beyond Victoria. En route to sea she can call here for a crew or supplies and the one set of Canadian clearance papers does her. On the other hand, a vessel once entering here does not need to take out these articles at any other point of entry in British Columbia. But there is still another matter which emphasizes the importance of a steamer entering after coming from a foreign port, and that is the quarantining of her. Just now plague exists at San Francisco, smallpox is rampant in Manila and along the Oriental coast, as also in Sydney, N. S. W., odd cases of infectious disease have made their appearance. Every vessel coming to this port has therefore to enter quarantine and until she presents a clear bill of health no one is permitted to land from her.

RAIDED SEAL ROOKERY.

A Hakodate correspondent, writing to the Yokohama News-Advertiser, tells of a raid made by the crew of a Japanese schooner on the seal rookeries of Robben island. The vessel started out for a cargo of cocoanuts, the correspondent says. Off the island a boat was landed and each man took a club with "which to knock the nuts off the trees. The boat did not return, and at daylight, much to the captain's surprise, he discovered that the inhabitants were by no means of a peaceable disposition, for they promptly began to bombard the schooner with six-pound solid shot. The captain at once gave orders to slip the schooner's cable and a heavy snow squall coming along at that moment and shutting the vessel out of sight, he was fortunate enough to get his vessel out of range of the guns without damage. A course was then steered to the southward, and two days afterwards the schooner arrived at Nemuro. By working back over the courses steered after leaving the island, the captain now thinks that the place where he anchored must have been Robben island, on the southeast side of Saghalien, a spot not exactly noted for cocoanuts, but on which there is a large seal rookery; also that the people who fired at him must have been the Russian guard, who no doubt mistook the vessel for a seal poacher. The schooner is now at Akkeshi, where the captain succeeded in trading his cargo of salt for a cargo of lumber.

"Nothing definite is at present known of the whereabouts of the six men who landed on the island, but it is presumed in Hakodate that they have gone to take a course in practical road-making at Vladivostock. The foreigners were T. R. Tompson, a Swedish subject, and G. McCamish and C. Kreger, the two latter Americans, and all residents of Yokohama."

THURSTON'S CRUISE ENDED.

After a cruise of over five months on the northern halibut fishing ground the schooner Nellie G. Thurston, owned by the Pacific Fish & Cold Storage Company, has reached Nanaimo with about 10 tons of fish. Capt. Madden reports that bad luck and bad weather told the whole story of his voyage. On December 10th the schooner headed for Nanaimo and made good time until reaching the passage between Vancouver Island and the Mainland. Then our trouble began again, and two weeks were spent in getting down from Cape Scott. Asked about the report brought down by the Tees that there had been a mild mutiny on board, and that he had been forced to return, Capt. Madden said emphatically that there was no truth in the report. The men were discouraged at the bad luck they had been having, as they were working on a lay, based on a percentage of the catch, and could see practically no return for their months of hard work, but they never murmured, and they were, however, pleased at his decision to return home.

The Thurston left Nanaimo on July 25th last for the fishing grounds off Queen Charlotte islands, with a crew of 13 men, skipper, mate, cook and 10 fishermen.

NOTICE TO MARINERS.

The department of marine and fisheries gives notice that a rock with 2¾ fathoms least water over it lies N. 84 deg. E. distant 3 cables from the southern extreme of Pym island, with the western extreme of Coal island bearing N. 9 deg. E. distant 4½ cables.

A rocky head with 3 fathoms least water over it lies N. 5 deg. E. distant 2½ cables from the western extreme Coal island, with the southern extreme of Knapp island bearing S. 79 deg. W., distant 5 cables.

Another rocky head with 3 fathoms least water over it lies 1½ cables W. S. W. from the last described rock, with the western extreme of Coal island bearing S. 30 deg. E. distant 2¼ cables, and the southern extreme of Knapp island bearing S. 82 W., distant 4 cables.

A rock with 3½ fathoms least water over it lies S. 43 deg. W., distant 4 cables from Yellow island, and in the position marked 4 fathoms "probably shoaler" on the charts.

KILLED ON SCHOONER.

Considerable excitement prevails in Savvana la Mar, caused by the shooting there on Tuesday of the colored Jamaican second mate of the American brig Sunlight by H. G. Gardner, of Maine, the first officer of that vessel, says a Kingston, Ja., dispatch. According to details which have reached here, trouble arose on board the Sunlight over the color question. The crew left her and refused to return. During the disturbance, it appears, Gardner fired at the second mate and probably fatally wounded him. A strong force of police were sent on board the brig to arrest Gardner, and it was with difficulty that he was overpowered and taken to jail. The police were compelled to guard the building in order to prevent native mobs from attacking it.

MARINE NOTES.

The Charmer did not reach port until 2.30 o'clock Friday morning. It was 4 30 p.m. on Thursday when she left the Vancouver, and on the voyage down she encountered a gale which forced her to take shelter in the lee of James island. In consequence, by an admirable arrangement, Vancouver bound passengers were sent away at 3 a.m. on the Tees, which was bound north and was to call at Vancouver, and which was held pending the Charmer's arrival.

Shipping men are generally of the belief that the ship that was sighted on November 1st by the crew of the British ship Afghanistan, stranded on the north shore of Tierra del Fuego, is the Pegasus, which left Newcastle, England, 177 days ago for San Francisco with a cargo of coal. She has been placed on the overdue list, and offered for reinsurance at 30 per cent.

The collision between the steamer Trader and the Sound steamer Capital City, which occurred on the evening of October 28th, resulted in a second libel suit in the case, this time brought by the owners of the Trader against the Capital City. The suit was filed last week with Clerk Bridges of the United States circuit court on Tacoma by Attorney J. M. Ashton, representing the Trader's owners, C. S. Baxter and F. W. Vincent, of this city. Damages are claimed to the amount of $5,000, for which judgment is asked.

The owners of the Trader, it is claimed, have been put to great expense in securing a reduction of the extravagant libel claims of $40,000 against the steamer, getting the limit down to $9,600, the full value of the Trader and her cargo, and in securing her temporary release; also from need of repairs and delay to business. All this is said to have resulted from no fault of the officers of the Trader, but by the fault of the officers of the Capital City, wherefore a judgment for $5,000 damages is asked.

NEW SCALE OF WAGES.

The principal business transacted at Saturday's meeting of the Victoria Sealing Association was the arrangement of a new schedule of rates. It will be remembered that some short time ago the seal hunters and boat pullers met together and decided on holding out for more pay. They were receiving $3 per skin and agreed not to go to sea again under $3.50 per skin. Three vessels signed articles for the cruise to the Japan coast, but no crews have been shipped for the schooners, and there appeared to be a deadlock between the men and company. The company have deferred meeting until after the results of sales in London could be made known. Consequently on Saturday they were in a better position to deal with the men. A wage arranged on a sliding scale running from $2.50 to $4 per skin was agreed on, the schedule adopted being $2.50 for the first 50 skins taken; $3 for 100 skins; $3.25 for 125 skins; $3.50 for 150 skins and $4 for 200 or anything above that number.

CARRIAGE BUT NO GUN.

There arrived on the China Mutual steamer Moyunne from England, via the Suez Canal and Oriental ports on Saturday afternoon, 110 tons of naval stores consigned to Esquimalt. The Times has previously referred to the fact that a shipment of this description was aboard the Moyunne, and among it was to be a large 9.2 gun. When the vessel reached port it was learned that only part of the ordnance expected arrived. This was the carriage. When or on what ship the gun itself will come cannot now be stated. The other naval stores included a sub-marine cable for laying across the harbor at Esquimalt.

The Moyunne also brought about 100 tons of general freight for merchants of this city. She reported having experienced bad weather crossing to Victoria from Yokohama, and brought news that the damage which the R. M. S. Empress of China sustained on her last outward trip was even worse than at first reported. Her forward house, it is stated, was smashed in and it is further alleged that the saloon and dining room were flooded. As she entered Yokohama with the Crown Prince of Siam on board she was met by a fleet of warships, including four Japanese vessels, two battleships and two torpedo boat destroyers, one Russian and one United States warship. The warships were: H. I. J. M. battleships Fuse and Chinyan, and two torpedo boat destroyers, the U. S. S. Oregon, which arrived but the day before, with all her boats smashed and in a generally damaged condition, the Russian battleship Rurik, and the Siamese royal yacht Maha Chakri, which had on board the Siamese vice minister of education and thirteen others. All the mercantile vessels in port were decorated for the occasion. Half an hour after the royal party landed they boarded a special train which took them to the Japanese capital.

The Moyunne has been previously described in these columns. Saturday's was her first visit to port. She is one of the new acquisitions to the China Mutual line, but is not to be compared in size to the new liner Ning Chow, which is to follow her in port.

SQUADRON IS TO BE STRENGTHENED

LARGER VESSELS FOR ESQUIMALT STATION

Admiralty Announce as Having This in Contemplation—Will Remain at Admiral's Command.

Information, semi-official in its character, has been received which indicates that the North Pacific squadron, with headquarters at Esquimalt, will be placed on a better basis for war purposes than it is believed to be at the present time. In doing so the naval authorities are but carrying out, it is said, a general policy agreed upon by the admiralty with respect to different fleets of the navy.

It has been contended that some of the vessels now composing the North Pacific squadron are not such as to be of great use in times of war. This is not urged against this fleet alone, but is held as applicable to many of the ships of the navy in different parts of the world. These are said to be incapable of defending themselves in case of trouble against modern armaments, and would therefore be of no practical use for war times. In view of this it has been urged that the crews should be utilized for manning more modern vessels, thus increasing the efficiency of this important branch of the national defences. The admiralty in view of this have decided to gradually add to the squadrons at many of the stations more modern warships.

A little time ago it was rumored that the North Pacific might be reduced from an admiral's station to that of a commodore. This report is also contradicted in the information received from London. The admiralty are not, it is contended, pursuing a policy such as would be indicated by a reduction in the status of the naval command at Esquimalt. On the other hand the authorities look to increasing the number of admirals' stations rather than reducing them.

The incorporation of larger vessels in the fleet having its headquarters here will not, it is anticipated, mean any appreciable increase in the strength of the naval forces employed at this station. While the ships will be larger it is expected that a fewer number will be included in the command, so that about the same number of men may be employed.

The change will not, it is believed, be a sudden one, but will be gradually carried out, and the new vessels allotted to Esquimalt station from time to time will be more in keeping with the policy which the admiralty have in view. With the additions to the navy of the most modern classes of battleships which are being made from time to time it may be expected that this station will receive its complement of these.

The announcement that increased docking facilities are contemplated at Esquimalt helps to strengthen the report regarding the naval increases. The docking facilities at present existing at Esquimalt are no more than sufficient to accommodate the largest vessels now assigned to this headquarters. The rumored enlargement of the docks clearly indicates that they are to be required for a larger class of vessels than those which now comprise the present squadron.

The strategic importance of Esquimalt has always been recognized by the military and naval authorities. Its importance has apparently been forced still stronger upon their attention, and the naval and land defences are to be still further strengthened. The acquisition of more land for purposes of still further protecting the entrances to the naval station is now under consideration, and is sure to be carried into effect. All these are but additional indications of the decision to make this an impregnable position.

CONTROL OF LIQUOR TRAFFIC.

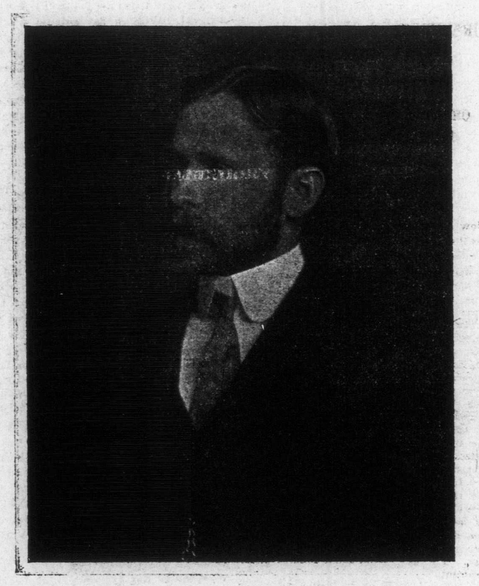
Address by Dr. Ernest Hall at Meeting of the Socialist Party.

Labor hall was filled to overflowing on Sunday at the regular meeting of the Socialist party, when an instructive and interesting address was delivered by Dr. Ernest Hall on "Methods of Moderates in the Control of the Liquor Traffic." The speaker showed how the many social evils surrounding the great central evil, drink, could be eliminated by restricting the sale of liquor. He outlined the method of adopting a system of dispensaries whereby all liquor sold would be put up in bottles bearing the government seal and not consumed on the premises. The speaker declared that he was merely pointing out an evil which existed in society, and which was the cause of many of society's perplexing problems. He held that the man who spent his dollar for whiskey alone, was a much poorer man, physically and morally, than the man who spent his dollar for food, clothing and shelter. He did not think that prohibition would solve the problem, believing that the method of dispensaries would do away with many of the evils existing to-day. Probably under Socialism such a method would obtain.

At the close of the address questions were asked the speaker, after which five-minute speeches were delivered. The meeting closed with a hearty vote of thanks to the speaker for his able and instructive address.

Next Sunday evening an address will be given by W. F. Best on "Socialism in Switzerland" with lantern pictures.

The People's Candidate For Mayor of Victoria, 1903.



ALD A. G. M'CANDLESS.

Alexander G. McCandless, who seeks the suffrages of the people of Victoria for the first time as a mayoralty candidate this year, is a native of the Emerald Isle, having been born in County Derry, Ireland, in 1861.

While still in his teens, he came to the States, arriving in Philadelphia in 1876. In 1881 he came to Victoria, where he entered the employ of his uncle, Mr. A. Gilmore, in the clothing business.

While connected with Messrs. Gilmore & Clarke, he made several trips to Yale, in the interests of that firm, and in 1887 he was admitted to partnership. For ten years he remained with his uncle, Mr. Gilmore, at the head of the Johnson street clothing firm, and in 1897 became senior partner, his uncle withdrawing, and his brothers entering the firm with himself. Mr. McCandless finally withdrew from the business this fall.

While Mr. McCandless has been a prominent figure in the commercial life of this city, he has devoted a great deal of time to public affairs, and his presence on the various boards of public and semi-public institutions has been of distinct benefit to the city at large. He was a member of the militia for four years, serving in No. 4 battalion, B. C. G. A., in the old days, before the 5th Regiment was organized, and when the present Premier was captain.

On the board of trade he has been a member of the council for many years, and has at all times in a fearless and independent manner championed the rights of Victoria.

Mr. McCandless has served for a number of years on both the school trustee and city council boards, and also as license commissioner. His popularity with the electors may be judged from the votes recorded when he offered himself as a candidate for these offices. In 1899, when a candidate for the school trustee board, he secured 1,417 votes, the largest number ever cast in the city for trustee. In 1900, when Mayor Hayward defeated ex-Mayor Redfern by over 700 votes, the number of votes secured by Mr. Hayward was only 1,351, a considerably less number than that secured by Mr. McCandless for trustee. Last year Mr. McCandless headed the polls of the North Ward for alderman, securing the extraordinarily large number of 826 out of a total of 1,179.

It must be remembered, too, that Mr. McCandless's support has not been secured by election methods, to which he has never devoted his attention, but is merely an expression of confidence by the people in an experienced, capable and honest public servant.

While on the council board he has been identified with many movements for the benefit of the city at large. One reform which he advocated, and which will always be remembered by the small householder to his lasting credit, is that of the abolition of the old system of the collection of water rates, and the adoption of the present modern and economical method of payment at the city hall and the reduction of the rate for four-roomed houses from $1 to 60 cents—a measure of relief which was very much appreciated by the class affected.

To the Indian reserve question, that hardy annual, which has been a feature of political and municipal affairs in this city for so many years, Mr. McCandless has devoted particular attention, and when again offering himself, a year or two ago, for a seat on the council board, his election addresses dealt comprehensively with the whole subject. He has been a strenuous advocate of the retention of every acre of land possible of this reserve by the city, when the final disposition of this property is made, and during the past year, when the city council had the whole matter in hand, he has been successful in materially advancing toward completion this much vexed question. Mr. McCandless has pressed insistently on the government, when interviewing them, the fact that the land values of the reserve are due to the growth of the city, and that the city should therefore derive a proper benefit therefrom. The reservation of at least a portion of the foreshore for shipping purposes, and of a section of the reserve for railway terminal purposes, is also receiving the closest attention, and satisfactory progress has been made in that connection. He has also been a strenuous advocate of the building of a railroad to the north end of Vancouver Island, especially for one via Cowichan & Alberni, which he believes would mean a great access of trade to Victoria.

Mr. McCandless has considerable holdings in property on Johnson street, where he has conducted business for so many years, and in other parts of the city. In the prime of life, with an enviable record to his credit, with definite plans for the advancement of the city and its interests, and enjoying wide personal popularity, his success at the polls on January 15th is practically assured.

REGIMENTAL EXAMINATIONS

Will Be Commenced on Monday Next—Various Changes Ordered.

The following regimental order has been issued by Capt. Hall, commanding the Fifth Regiment:

Capt. Drake, having reported for duty, resumes command of No. 6 Company. Until further orders, Lieut McTavish will continue to do duty with this company.

The adjutant will attend at the drill hall on Monday, Tuesday and Wednesday, January 5th, 6th and 7th, for the purpose of receiving list of recruits and passing any men whom officers commanding companies may think fit to be posted to their respective companies.

Recruits will drill on Monday and Tuesday evenings at 8 o'clock, beginning January 12th, under the regimental Sergt-Major and two N. C. O.'s, who will be detailed each week. The following are detailed for January 12th and 13th: Co. Sergt.-Major W. H. Lettice and Corp. P. Austin. The regimental Sergt.-Major will keep a roll of attendance and report any recruits absent from two consecutive parades to the acting adjutant in writing.

Officers commanding companies will furnish to the acting adjutant names of suitable men for the following detachments: D. R. F., 1 N. C. O. and 2 men, from Companies 3, 4, 5 and 6; Maxim, 1 N. C. O. and 1 man, from Companies 3, 4, 5 and 6; gun layers, 3 N. C. O.'s or men, from Companies 3, 4, 5 and 6; gun captains, 3 N. C. O.'s, from Companies 3, 4, 5 and 6; No. 1, 3 N. C. O.'s, from Companies 1 and 2; No. 4, 3 N. C. O.'s or men, from Companies 1 and 2; signallers, 2 men per Company.

These men should be chosen who take a keen interest in their duties and are willing to give extra time to make themselves efficient. The training of the D. R. F. detachments will be by Major Hibben and will parade on alternate Monday nights, beginning January 12th; of the Maxims will be under Lieut. Patton and will parade on alternate Wednesdays, commencing January 14th; of the signallers, under Lieut. McTavish, on dates to be fixed later.

Officers commanding Companies will make the training of gun captains and gun layers their special care. All gun captains must be taught to predict.

Officers commanding Companies will have their trumpeters parade on Monday evenings for instruction under Sergt. Harris.

Officers commanding Companies will see that members of their respective Companies will not wear any other than the authorized badges for the regiment.

The officers commanding 3, 4, 5 and 6 Companies will prepare and forward to the acting adjutant, not later than February 5th, the usual fort manning details. These details will be kept on file, and any necessary amendments made should be forwarded to the acting adjutant at once.

The written examination will be held on Thursday, January 15th, at 8 p. m. The examination in practical work will be held on Monday, January 12th, for men of Nos. 5 and 6 Companies; Tuesday, January 13th, for men of Nos. 1 and 2 Companies; Wednesday, January 14th, for men of Nos. 3 and 4 Companies.

ANARCHISTS' THREAT.

Are Incensed by Their Expulsion From the Argentine Republic.

Barcelona, Spain, Jan. 3.—The police have seized a proclamation issued by Argentine anarchists and aimed at Senor Quirno Costa, vice-president of Argentina, who is now in this city. The incentive for the attempt on the vice-president was the recent expulsion of anarchists from the Argentine republic.

Manuel Rangeo, editor of Libertas, Manila, has been sentenced to six months' imprisonment at hard labor and to pay a fine of $3,000 in gold for libeling General Bell.

DISCRIMINATION AGAINST A B.C. CO.

OUR PERMANENT LOAN AND SAVINGS CO.

Barred From Doing Business in Ontario—An Interview With Mr. Langlois, the Manager.

Mr. Thos. T. Langlois, president of the British Columbia Permanent Loan & Savings Company, has just returned from a ten weeks' trip through Canada and the Eastern States, having visited many of the largest cities of both countries in search of new ideas that might be applied to the business of western loan and savings companies. Although he has failed in the primary object for which the journey was undertaken, to wit, the securing of an entrance into the Ontario field of operations, Mr. Langlois does not consider that his efforts have been made in vain, for, while in the East, he completed arrangements with the provinces of New Brunswick and Nova Scotia for the purpose of there opening branches of the B. C. Permanent Loan & Savings Company. A branch office has been established as far east as Sydney, Cape Breton, the new steel giant of the Dominion, a city which, on account of its immense industries now firmly established, and the close proximity of the great mines of the Dominion Coal Company, is destined to witness a wonderful growth within the next few years. Mr. Langlois expects that his company will be able to make large sales of its stock and debentures in the maritime provinces, the proceeds of which will be used to meet the increasing demands for loans which are constantly coming in from Manitoba and the Northwest Territories. The call for ready money is greater this year than ever before, on account of the wonderful development that has recently taken place in that part of Canada. The great influx of people from the United States during the past year will prove nothing in comparison with the immense numbers that, in the opinion of Mr. Langlois, are sure to move north of the boundary during the next twelve months, for at every important point along his route through the Northern and Eastern States he saw undoubted signs of preparation for the migration that is coming.

When questioned definitely concerning the legal difficulties which made necessary his trip to the Coast, Mr. Langlois replied:

"I went for the purpose of making a special effort to secure a license from the province of Ontario. In an interview with the attorney-general, Hon. J. M. Gibson, I pointed out the fact that the Loan Corporation Act, as amended in the year 1900, prohibiting the entrance into Ontario of loan and savings companies from any other province of the Dominion, was very unjust, especially so in view of the fact that the numerous companies which have been created by the Ontario government have been and are doing a large part of the business of every other province. This action on the part of Ontario, if continued, is sure to bring about such retaliatory measures from the other provinces as have been enacted, under similar circumstances, in all the various states of the neighboring union."

"Can you cite any definite case?"

"Yes. For example, in the state of Washington the law reads that a company from any other state applying for a license to operate in Washington shall be subject to the same charges, disabilities, etc., as are in force in the said state against any companies having their headquarters in Washington."

"How is it that, though your application was made to the registrar of Ontario before the passing of the prohibitory clause, its terms can be applied in your case?"

"That point was not overlooked. I called the attention of Hon. Mr. Gibson to the fact that our company had applied for a license long before the amendment of 1900 was passed, and that, consequently, we should not have come under the provisions of said act. His reply was to the effect that we should have immediately appealed to the Lieutenant-Governor of Ontario at the time the registrar refused our application some three years ago, and that it is too late to do anything now."

"Did he not show a disposition to deal liberally with the matter under the circumstances?"

"No, not all. In fact, the impression that forced itself upon me most prominently was that each member of the government I interviewed seemed remarkably pleased with the success of their sharp practice. You ask our purpose in wishing to secure an opening in Ontario? It is to increase our capital. As the premier province is already well provided with old established companies, we could hardly hope, nor do we wish, to make serious inroads on their operations there. Our eyes are on the growing West, but we already have found quick and profitable employment for all our available capital. To extend our business we require more money, and Ontario, the oldest and wealthiest of the Canadian provinces, is the natural place in which to seek it. A short time ago one of the Toronto papers published a statement to the effect that people of the Queen City had lost over a million dollars in a recent slump on the New York market in prices of railroad and industrial stocks. How much better it would be for them to have the privilege of investing their money in first class mortgage securities throughout Western Canada, and thereby help to build up a part of the Dominion in which Ontario disposes of a large portion of its merchandise and manufactured articles."

"It seems that, according to your statements, the Ontario companies have a great deal at stake throughout the West. Retaliation would hit them hard, would it not?"

"Undoubtedly. The companies with headquarters in any of the provinces west of Ontario could get along much better without the privilege of doing business in Ontario than the Ontario companies could without the privilege of doing business in the West; and it will be the Eastern financiers who will suffer most severely if it is found necessary to resort to retaliation. There is another thing that makes the situation all the more peculiar. On payment of a small license fee, any one can open an office in the city of Toronto and sell the shares of wildcat railroads, trusts, oil companies, mining companies, and so on ad infinitum, whether good or bad, from the United States, Mexico or any other part of the world. But if a broker were to offer for sale the shares of any legitimate loan and savings company, having its headquarters in any other province of the Dominion, he would be at once arrested. On this point the attorney-general was very explicit. This proves that the law has not been made with the object of protecting the interests of Ontario's people, but has been unfairly passed for the purpose of keeping out competition."

"Is there no likelihood that your request will be granted in the near future?"

"No, not so long as the present administration remains in power. I had several long conversations with the leaders of the provincial opposition, and they all admitted the injustice of the existing regulations, promising immediate relief as soon as they are given the control of public affairs. And that may not be so very long now."—Vancouver World.

CANDIDATES ADDRESS MEETING AT OAKLANDS

Outline Their Policies on Municipal Questions—Various Public Questions Touched Upon.

Candidates for municipal honors addressed a large audience in the Oaklands fire hall last Saturday night. A. Ohlson occupied the chair, and after a brief address by Mr. Boulton, of the trades and labor council, called upon F. H. Twigg, one of the labor candidates for school trustee. Mr. Twigg explained his position along the lines of the address delivered by him at a previous meeting, expressing himself in favor of cheaper school books end equal pay for equal service by teachers, regardless of sex. He also alluded to the segregation of Chinese in the schools, pointing out that although the present school board hadn't directly refused the request of the trades and labor council, nothing had been done to obtain the much desire end. W. McKay, also a trades and labor candidate for school trustee, followed in a brief speech, in which he advocated equal pay for equal service, irrespective of sex, and free books as far as possible, or at least at cost price.

Ed. Bragg, candidate for alderman in North Ward, referred to his record when he represented the ward in the past, and alluded to some of the needs of the district which now required attention. He was followed by Mr. Fullerton, the other candidate of the trades and labor council in this ward. He touched upon the railway contract and the insertion of the clause requiring that the ferry steamers shall be built here, the Point Ellice bridge question and the successful construction of the James Bay retaining wall, using it as an argument in favor of day labor as against contract work.

Mayor Hayward also addressed the electors, explaining the negotiations and the present status of the Point Ellice bridge question. In regard to the James Bay reclamation work, and said he had asked the department of public works to loan the dredger King Edward to complete the work, provided the city pay operating expenses, and had received the following reply:

Charles Hayward, Esq., Mayor, Victoria, B. C.:

Dear Sir:—Your telegram of this date received. When we get information from the engineer in charge of the work referred to in your province, I will be pleased to let you know when the dredge could be spared.

Yours very truly,
JAMES SUTHERLAND.
Department of Public Works,
Ottawa, Dec. 26th, 1902.

In reply to the fourth term argument used against him, the Mayor alluded to the fact that some of his predecessors had served three terms, while a large number of aldermen, past and present, had represented the people for a far greater period. He considered that length of service was more of a recommendation than otherwise to a candidate for mayor.

Watson Clarke drew attention to the pressing need for a fire department at Oaklands. The meeting was closed with a vote of thanks to the chair and also to Mayor Hayward for attending.

VICTORIA TERMINAL MATTERS.

Manager Van Sant Is Now in Control as Successor to Capt. McKenzie.

The management of the Victoria Terminal railway interests is now in the hands of Mr. Van Sant. The latter comes from St. Paul and has had a railway training. He succeeds Capt. S. F. McKenzie.

Capt. McKenzie, who formerly occupied the position of manager of the business, states that he did not resign. He was asked to do so, but refused. He was thereupon removed at a meeting of the directorate. The reasons for so doing are not given by members of the board. A. E. Wood, vice-president, who has devoted a great deal of attention to the affairs of the railway since its assumption by the present company says that Capt. McKenzie has other interests of his own which are sufficient to occupy his entire attention. He admits that there are some little matters of business in dispute between the company and Capt. McKenzie, but anticipates that these will be readily adjusted. He denies that there are any legal troubles between members of the companies interested. That the affairs of the Victoria Terminal are really under the control of A. Guthrie, of St. Paul, is admitted by Mr. Wood.

This morning A. H. Macgowan's name entered the employ of the company in the general office in this city.

40 GEMS, 10 CENTS.—Dr. Agnew's Liver Pills cure all troubles arising from torpor of the liver. Easy and quick, banish Sick Headache, purify the blood and eradicate all impurities from the system. The demand is big. The Pills are little, easy to take, pleasant results, no pain. 40 in a vial, 10 cents. Sold by Jackson & Co. and Hall & Co.