

BULLENS TO BUILD STEAMER

C. P. R. Closing Contract for Construction of Steel Vessel for Service off West Coast

The British Columbia Marine Railway company announces that it has practically closed a contract with the construction of a steel single-screw steamer to cost in the neighborhood of a quarter million dollars for the British Columbia coast steamship service of the C.P.R. off the West Coast of Vancouver Island, between Victoria and Alberni and way ports.

The steamer will be the largest steel steamer built on the British Columbia coast, she will be about the size and somewhat similar in type to the Princess Royal of the Skagway service, which was built at Esquimalt, being the largest wooden vessel constructed there.

Built to the highest requirements at Lloyds, 100 A.1, the new Princess liner will be in keeping with the excellence of the company's vessels. She will be about 240 feet long, over all, and 232 feet long between perpendiculars, with beam of 38 feet and depth of 17 feet.

First class passenger accommodation will be provided and there will be cargo space for between 500 and 600 tons of freight.

The steamer is to be a substantial, through-going craft, built of steel practically throughout, only the pilot house and the officers' quarters on the upper deck being of wood, and the decks will be trimmed down with solid caulked planking. The plans for the new vessel are well under way and it is expected that the B.C. Marine Railway company will begin assembling the material for the big work at once.

The saloons and interior accommodation will be provided after the style of that of the steamer Princess Mary, one of the more recent additions to the local fleet, the after hatches being trucked through to allow of the easy working of cargo. The finishing and equipment will be carried out in the C.P.R. style, which is now well known on this coast.

The new Princess liner will be the first steel steamer of any size built at Esquimalt for some years, the last being the hydrographic steamer Lilloet. Recently a steel car ferry barge, constructed on the carway system of longitudinal plating, the first of this system built on this coast—was launched at the same yards for the C. P. R.

Aiding Local Industry The order given by the C.P.R. to the local firm is evidently based on the desire of the company to aid the local shipbuilding industry, as it is well known that the construction of such machinery and other material which must be imported for the work and the higher cost of labor, vessels cannot be constructed as cheaply as they can in the United Kingdom, under free trade conditions and lower cost of labor. The fact that an order such as this given to the B. C. Marine Railway company by the C.P.R. is secured by the Esquimalt firm goes to show that the mercantile company can arrange for the construction of steel commercial steamers of size here under the conditions which exist.

The government should be able to provide for the construction of such warships which are to serve in the Pacific on this coast. With the construction of this new Princess for the West Coast route the British Columbia coast steamship service, which since Capt. J. W. Troup charge has been greatly improved, will have four steamers about to be added to the fleet. The Princess Alice, built at the yards of Swan, Hunter & Wiggin & Richardson on the Tyne called at Monieson on Sunday on the way here, the Princess Sophia, being built at the yards of Howe, McLellan & Co., Paisley, a 1200 ton passenger and freight steamer intended for the northern service, is nearing completion, the turbine steamer Queen Alexandra, bought from Clyde passenger service for the Vancouver-Nanaimo route is being refitted and altered for the voyage out at Greenock by the Scott Shipbuilding and Engineering company, and the new steamer to be built at Esquimalt will replace the Tees, now being used on that route.

It is just twenty years—the anniversary was on Wednesday—since the first steel steamer was constructed, in British Columbia, the Comox of the Union Steamship company being the first, while the Coquitlam and Capilano were built shortly afterward.

Most of the parts of three steamers were brought out by the old steamer Grandholm from Scotland. The vessels were built at Coal Harbor. These were the Comox, the Coquitlam, and the Capilano. The Comox was launched October 25, 1891, the Coquitlam in December of the same year, and the Capilano early in 1892. Most of the shareholders of the Union Steamship company present at the launching are still in Vancouver. These were Messrs. A. St. John Hamerley, at that time president of the company; I. Oppenheimer, then mayor of Vancouver; B. T. Rogers, now president of the B.C. Sugar Refinery; R. G. Tatlow, W. Cargill, T. Freeman, and G. Fuller. Captains McPhaden and Soule, masters of the Union Steamship boats Leonora and Skidegate, and Captain Johnson of the old steamer Cutch, who is still in this province, were there who is now Captain Webster, manager of the western Lloyd's agent, and now engaged in marine insurance in Vancouver.

Mr. Goodave R. C. Whip OTTAWA, Ont., Oct. 26.—It is understood that W. D. Staples, M.P. for Macdonald, is likely to succeed Hon. W. T. Ross as chief whip for Manitoba with

FRENCH CANADIANS FOR THIS PROVINCE

Western Canada Lumber Company to Institute Colonization Movement in Quebec

WINNIPEG, Oct. 26.—Col. Davidson, land commissioner and president of the Western Canada Lumber company, is in Winnipeg pursuing an active colonization movement among French-Canadian lumbermen from Ottawa and Gatineau valleys to British Columbia under the auspices of the Canadian Northern Railway, of which company he is also land commissioner.

At the Western Canada Lumber company's mills on the Fraser river there are already 200 habitant families employed and many of the families and relatives are making preparations to leave in the spring for the far west where steady work and a guarantee of good schools and churches has been made by the promoters.

ASSAULTS STEEL TRUST A MONOPOLY

United States Government Starts Long Expected Action to Dissolve Parent Organization

TRENTON, N. J., Oct. 26.—The government's long planned suit to break up the so-called Steel Trust was begun here today in the United States circuit court. It is the most sweeping anti-trust action ever brought by the department of justice. The government asks not only the dissolution of the United States Steel corporation, but for the dissolution of all constituent and subsidiary companies which are alleged to have combined in violation of the Sherman anti-trust law to maintain or attempt to maintain a monopoly of the steel business.

Thirty-six subsidiary corporations are named as defendants. J. Pierpont Morgan, John D. Rockefeller, Andrew Carnegie, Charles M. Schwab, George W. Perkins, E. H. Gary, John D. Rockefeller, J. Henry C. Frick, Charles Steel, James Gaylor, William H. Moore, J. H. Moore, Edmund C. Converse, Federal Roberts, Jr., Daniel J. Reid, Norman B. Ream, P. A. B. Widener and William F. Palmer are named individually as defendants.

The United States Steel corporation, the Carnegie Steel company, the National Steel company, the American Steel and Wire company, the National Tube company, the Shelby Steel Tube company, the American Sheet and Tinsplate company, the American Sheet Steel company, the Lake Superior Consolidated Iron Mines, all of which were organized under the New Jersey laws and the H. C. Frick Coke company, the Tennessee Coal and Iron and Railroad company, and the Great Western Mining company are named as corporate defendants. Louis W. Will, James J. Hill, E. T. Nichols and J. H. Gruber are named as individuals who conspired with the ore companies.

Illegal Leases. The Steel corporation's lease of the Great Northern railway's ore properties which the directors of the Steel company formally decided today to cancel is alleged to be illegal. The action of the directors was taken but a few hours before the filing of the bill. The government admits that it was advised of the lease and its cancellation in the respect that states that under the terms of the lease no cancellation would be effective until January 1, 1915, and there is no limit upon the amount of ore that can be taken on the meantime.

Sensational allegations fairly toppled over each other in the government's petition which is an equity proceeding praying for injunctions to stop continuance of the alleged monopoly and such other relief as the court may grant. The Steel corporation's acquisition of the Tennessee Coal and Iron company, during the panic of 1907 is declared illegal and scathing criticism. The petition declares that E. H. Carey and Henry C. Frick misled former President Roosevelt when they told him "that but little benefit will come to the Steel corporation from the purchase."

"The president," it says, "was not fully acquainted with the state of affairs in New York relevant to the transactions as they existed. If he had been fully advised he would have known that a device to stop the panic was not the sole moving cause, but that there was also a desire and purpose to acquire the control of a company that had recently assumed a position of potential competition of great significance."

"It is certain that the corporation strengthened its control of the country's iron ore supply, its predominant position in the south's iron and steel trade, eliminated a competitor and unlawfully acquired a power which is a menace to the welfare of the country and should be destroyed."

The Gary dinners are referred to, though not by name, as meetings which accomplished more than written pools or agreements.

"It was understood and agreed," said the bill, "that they (steel manufacturers represented at the meeting) were bound to protect each other, that to carry out this agreement, their honor was at stake and the obligation upon them was even dearer than life itself, and that no one of them should act or close understandings, but they should fail to act except with a direct or close understanding, that their honor was involved and that this was more binding upon him than any written contract. When bidden by the chief executive of the corporation they came at any time from any distance, ready, willing and anxious to turn over to him and to his friends all that was in their minds and in their hearts concerning their own business."

Interlocking directorates through which those in power in the Steel corporation held positions of influence on the directorate of other powerful corporations, are referred to as "a method more refined, more euphonious, but none the less effective than pools."

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JEWELRY THIEVES SECURE RICH BOOTY

In Plain Sight of Pedestrians and Police Vancouver Store is Looted

VANCOUVER, B. C., Oct. 26.—While Dr. Ramage, owner of a large jewelry store, was absent from his premises, \$48,000 worth of jewelry was taken, neither was any attempt made to tamper with the vault which contained many high priced stones.

The store was locked by the owner when he brought news that the jewelry was taken. Several times. The jewels are valued at \$3,000.

Ontario Pioneer Dies BRADFORD, Ont., Oct. 26.—James Wilson, J.P., one of the most prominent farmers in Ontario, died today aged 84. He gave three sons to the Presbyterian ministry, including Rev. Robert J. Wilson of Vancouver. A daughter also lived in Vancouver.

JUST A BAIT TO LURE CANNIBALS

President Taft Admits Offer of United States of Abolition of Pulp Duty Was Made to Tempt Canada

MILWAUKEE, Pa., Oct. 26.—President Taft received as cordial a welcome as any president has ever received in any of the score or more states he has traversed in the last six weeks. He did not attempt to analyze his reception or to make political capital out of it. As a matter of fact he steered as far away from politics as he could.

At Okobah he drifted into a discussion of his tariff vetoes, but he did so with the explanation that he felt the people at large had a right to hear from a president his reasons for an important executive action.

Mr. Taft's first speech of the day was at Green Bay, where a great throng turned out to hear him. His subject there, as at Fond Du Lac, was "Peace Next came Appleton and Bora. In the heart of a big paper manufacturing district, the president frankly answered a series of questions put to him in writing by the local Commercial club asking an explanation of his course in favoring the pulp duty reduction in the Canadian reciprocity acts.

"It is said that there is a passage in the law by which they allow their paper to come in free here," said the president. "What is true to this extent that paper is made out of wood that is grown on land on which there are no prohibitive restrictions may come in free, but as it happens on all the land particularly available and within reasonable limits for transportation there are prohibitive restrictions and very little paper comes in free. Almost all of what comes in pays the highest duty. That provision has been in force since July 22, and yet paper has come in free instead of duty."

He did not seem to indicate disaster to the industry. The fact is that it was put in for the purpose of tempting Canada, to depart from her prohibitive restrictions, during the winter of 1907-8, when the provinces control with respect to the Dominion."

THE BEAVER HUNTING

Possibility of a Clash Among Trappers, White and Indian, When Close Season Expires

Although the closed season for beaver continuing during the past five years throughout British Columbia comes to an end with October 31 so far as virtually all the province is concerned, dis-appointment is nevertheless in store for the trappers and hunters of the Okanagan and Similkameen who had counted upon reaping a harvest of beaver pelts as soon as November comes. Their disappointment will be due to a special utilization by the lieutenant-governor in council of the power granted under Section 19 of the Game Protection Act of 1903 and its amendment of six years ago, for the declaration yesterday of a further close season for the beaver, extending over one year, throughout the watershed of the Okanagan river and lakes between Penticton and the international boundary line, in the Similkameen district, in which the railroad has asked for an injunction to prevent the commission from enforcing its orders, probably will be decided in a few days.

COLLEGIATE SCHOOLS FOR BOYS The Laurels, Rockland ave., Victoria, B.C. Headmaster, A. D. Munger, Esq., has just received from the Hon. J. H. Oxford, three and a half acres of excellent recreation ground, systems of water supply, and a building, to be completed September 12th. Apply Headmaster.

LIQUOR ACT, 1910. (Section 42.) NOTICE is hereby given that, on the first day of December next, application will be made to the Superintendent of Provincial Police for renewal of the hotel licence to sell liquor by retail in the hotel known as the Sidney Hotel, situate at Sidney, in the Province of British Columbia, under the provisions of the Liquor Act, 1910. Dated this 24th day of October, 1911. T. ESTER & TAYLOR, Applicant.

LADY MINE REACHES PORT

Sealing Schooner Returned from Bering Sea Yesterday Morning After a Stormy Cruise

ST. JOHN, N. B., Oct. 26.—Indications are that Hon. J. D. Hazen, minister of marine and fisheries and New Brunswick's representative in the Borden cabinet, will be elected by acclamation at the nomination tomorrow. The Socialists signified their intention of putting a man in the field, but the election law demands that candidates should deposit \$200, and they are short of cash.

WINDSOR, Ont., Oct. 26.—Hon. J. O. Reame, minister of public works in the Ontario cabinet, yesterday received the endorsement of North Essex Conservatives as their candidate in the provincial election. There were but two named in the ballot, Dr. Reame and Solomon White, ex-M.P.E.P. of Cobalt. On the one vote taken Dr. Reame was the choice of the convention by a vote of 152 to 320.

WINNIPEG, Oct. 26.—At the Conservative convention here last night, Hugh John Macdonald nominated Hon. Robert Ross for the Winnipeg seat in the House of Commons. As a result, Mr. Haggart, K.C., the retiring member. There was no Liberal nomination.

HALIFAX, N. S., Oct. 26.—A conference between representatives of Liberal and Conservative parties in Nova Scotia was held today. As a result, Mr. Minister Horden will be elected by acclamation. There will be no election petition of either but there will be contests for the provincial legislature. In Halifax and Lunenburg, both formerly held by the Liberals and Yarmouth will not likely be opened for bidding because he would run there only on condition of an election by acclamation.

ASK TENDERS FOR MORE ISLAND ROAD

Canadian Northern Pacific Railway Company Will Go Ahead With Additional Forty Miles at Once

Tenders for forty miles of clearing and grading of the Canadian Northern railway's Island system have been called for by the company, which takes in territory from a point in the vicinity of the West Arm of Shawanigan lake or Mile Post Sixty, to the northwest shore of Cowichan lake, or Mile Post One hundred and thirty. The tenders are to include also grubbing, building of bridges and trestles and culverts, masonry and fencing.

The plans and specifications are now held at the local and Vancouver offices of the company, and it is expected that the work will be done within twelve months of the time that it is let. Bidding will close on November 20th.

ALL-RED WIRELESS ROUTE

Great Britain Now Negotiating With Marconi-Canada Importants Link

LONDON, Oct. 26.—An early announcement may be expected that negotiations have concluded between the postoffice department and the Marconi Wireless company for the erection of a chain of wireless telegraph stations around the world linking up the British dominions. The British government is independent system of telegraph communication with any part of the globe.

Connection with the western hemisphere will be effected by means of stations already existing in the Pacific and it is proposed to establish another station at Montreal to communicate direct with the West Indies, where all the islands will be connected by short distance cables. It will be possible to communicate with Hongkong.

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LAND NOTICES

Form No. 9, Form of Notice of Intention to Apply for Purchase of Land. Take notice that Rev. G. H. Boring, Minister of the Gospel, intends to apply for purchase of the following described lands: Commencing at a post planted at the north-west corner of Section 34, Twp. 26, Range 20, Meridian 20, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to the point of commencement, containing 640 acres, more or less. H. B. Boring, Name of Applicant. Witnessed by: Marshall S. Oulton, Thomas M. Clarke. Date, October 9th, 1911.

Form No. 9, Form of Notice of Intention to Apply for Purchase of Land. Take notice that James Davidson, Esq., of Montreal, Que., occupation, mechanic, intends to apply for purchase of the following described lands: Commencing at a post planted at the north-west corner of Section 34, Twp. 26, Range 20, Meridian 20, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to the point of commencement, 640 acres, more or less. H. B. Boring, Name of Applicant. Witnessed by: Marshall S. Oulton, Thomas M. Clarke. Date, October 9th, 1911.

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Form No. 9, Form of Notice of Intention to Apply for Purchase of Land. Take notice that Maude Amelia Somerville, Esq., of Toronto, Ont., occupation, spinner, intends to apply for purchase of the following described lands: Commencing at a post planted at the north end of Lady Island, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence east 80 chains to point of commencement. MAUDE AMELIA SOMERVILLE, Name of Applicant. Witnessed by: Fred C. Johnson, Agent. August 7, 1911.

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