

FOR BUILDING OF NEW CRUISER

Minister Brodeur Announces That Tenders Are to Be Invited.

OPPOSITION GAINS POINT

Members of Commons Discuss Georgian Bay Canal Project

up to the present very fair position and practically made; although the her and declared to see the Natal act done the best that the circumstances.

Natal Act
Does the hon. this is better than Natal act by the Do-

have not said so, the Dominion gov-ns Natal act.

What then is the moving and carrying upon us to pass did this you were purposes.

No nothing of the gentleman cannot without taking a

Did you not take in the Liberal con- vention when resolu- calling upon the

to arbitrate at th Japan and past the Dominion house? Yes, I did. I then that if Japan was not a pauper when he entered the house, and he was not, nor posing as such, if any one had a charge to make against him, let it be made in the usual way and he would meet it.

Hon. L. P. Brodeur announced that tenders would be called for a new fishery protection cruiser for the Pacific coast.

Mr. Lake asked Mr. Fielding what steps the government proposed to take regarding financial assistance to banks which desired to assist in the moving of grain. Mr. Fielding said that the arrangements were still unfinished, and it had not been deemed expedient to make them public. A measure dealing with the subject would shortly be introduced.

Mr. Borden called the Premier's attention to the fact that the files in connection with the Japanese treaty negotiations are incomplete, and was informed by Sir Wilfrid that the missing document was a message from the Colonial Office which could not be made public without its permission. The Premier consented to communicate the contents to the leader of the opposition privately.

Mr. Delisle was informed that Sir Alexandre Lacoste, former chief justice of Quebec, was paid a pension annually of \$5,332. The government was not aware that he was president of the Conservative party organization in Montreal. The rules of the house, Mr. Aylesworth said, prohibited any exposition of the government's opinion on the propriety of the situation.

The original documents from the department of the interior which the opposition demanded some days ago, which the government refused to produce, were laid on the table by the minister amidst loud Conservative cheering.

Mr. McCool, the Liberal member for Nipissing, moved for an order of the House for a copy of all the plans and reports in the possession of the government in connection with the building of the Georgian Bay canal. He went exhaustively into the history of the project and the records of previous surveys. Mr. McCool stated that the canal, from Georgian Bay to Montreal, was composed of 257 miles of open navigation and 274 of canal. The saving of time over the St. Lawrence route was considerable, it being estimated that a vessel could make the round trip from Fort William to Montreal, discharge, reload and return in twelve days, the actual time of the voyage being ten days, with two days for the work of discharging and reloading. The round trip via the St. Lawrence route, Mr. McCool claimed, took 21 days. It was argued by Mr. McCool that these projects close study that grain could be carried from Fort William to Montreal for one and a half cents a bushel. The government's development of the northwest during the last ten years made further transportation facilities imperative.

Mr. G. H. Penbrooke, referred to a speech made by the Premier in 1902, in which he clearly favored the construction of the project by private enterprise. He hoped, however, that before the discussion closed, the Premier would make some definite announcement of policy.

Mr. Watson, of Pelly Sound, did not think politics should be discussed in connection with the project.

Mr. H. Logan said this question was not merely an Ottawa one, it was a national question, and the government's attitude on transportation should be treated. Sir John Macdonald and Sir Alexander MacKenzie had favored the project in years gone by.

The matter was discussed by various members up to the time when the house adjourned, at 11 p. m.

LIBERALS WILL SUPPORT BILL

(Continued from Page Sixteen.)

Will my hon. friend of Mill- the bar, at least, made that state- the bill was not

At that time myself alone, and under that this leg-islative, I did not t at all. I was personal opinion, would vote, for ill, as declaratory of representing the United voice of Columbia.

you used this ill was not worth on. did, but I was expression to my

Provisions of section 95 of the constitution may make laws in the prov-into the herby declared of Canada may make laws in all or any of the provinces; and nature of a prov-culture or to im-effect in and long and as far-gnant to any act Canada."

Do I understand to say that any used prior to the between Canada and the govern-ment and beyond the juris-diction?

Disallow. Do I understand to say that any used prior to the between Canada and the govern-ment and beyond the juris-diction?

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take this stand and state that the province should do nothing to affect that situation and he was willing to consider the responsibilities, but he believed that of paramount importance was the keeping of soil free from anyone threatening the citizens of British Columbia and their liberties. That was why he wanted the house to have the true effect and scope of this bill which was not to exclude Japanese or Chinese but their fellow subjects of India.

Will Support Bill.
Mr. Macdonald charged the hon. the attorney-general with attempting to hoodwink the members of the house, in his presentation of the govern-ment's case. But the people of this province were fully justified in making every effort to protect themselves; and therefore he proposed to support this bill.

"I do not know," said Mr. Macdonald, "what will be the outcome after this bill has passed the house. I do not know whether the ministers will shake their responsibility and hide themselves behind the alleged privileges of the lieutenant-governor to reserve his assent to this bill. Last week the lieutenant-governor, in his presentation of the govern-ment's case, said that the people of this province were fully justified in making every effort to protect themselves; and therefore he proposed to support this bill."

I hope that they will insist that the lieutenant-governor deal with this bill as the head of the government of this province. He is at the head of the government of this province. He is in no sense a Dominion official save in one sense. When he gets instructions from the governor-general in council he may refuse his assent to a bill.

The speaker held that Mr. Macdonald was not speaking to the subject. Mr. Macdonald retorted that the minister had been speaking not only with great liberty, but with great license. He resumed his seat amidst opposition applause. The Premier moved the adjournment of the debate.

Go Through Committee.
The following bills were passed through committee:
Bill No. 5, intituled, "An Act to Amend the Oaths Act."
Bill No. 6, intituled, "An Act to Regulate the Purchase, Sale and Transfer of Stocks of Goods in Bulk."

Bills Reported.
Mr. McPhillips, chairman of the private bills committee, reported the following private bills:
An act respecting the Dominion Trust Company, Limited.
An act to incorporate the Eastern British Columbia Railway company.

Bills Introduced.
The following private bills were introduced:
An act to incorporate the Eastern British Columbia Railway company.
Mr. Ross.
Bill No. 54, intituled, "An Act Respecting the Dominion Trust Company, Limited." Mr. McGuire.

Notice of Motion.
The Hon. Mr. Bowser will tomorrow introduce a bill intituled "An Act to Amend the Municipalities Incorporation Act."

Petitions Presented.
The following petitions were presented:
From T. T. Beatty and others (re oilum traffic). Mr. McGuire.
From the Corporation of the City of Victoria, for leave to introduce a private bill to amend "The Victoria Water-works Act and Amending Acts." Mr. T. McCom.

Questions to Be Asked.
Notice is given that the following questions will be asked tomorrow:
By Mr. Brewster of the chief commissioner of lands and works: 1. Has there been any water record granted to any person, persons or company for water from the Sonas river? 2. If so, when and for what quantity? 3. To whom have such records been granted and for what purpose? 4. Are there any applications now pending? 5. If so, by whom were such applications made, and for what quantity and what purpose?

By Mr. Oliver, of the minister of finance: What amounts of tax or royalty were paid during the last fiscal year by each of the following collieries: Cumberland, Extension, Nanaimo, Middleboro, Carbonado, Coal Creek, Michell?

By Mr. King, of the chief commissioner of lands and works: Is it the intention of the government to make provision in the estimates of the coming year for the construction of a bridge across the Kootenay river at Warden?

By Mr. Oliver, of the chief commissioner of lands and works: 1. Is it the intention of the government to make any provision in the estimates to repair the Town Line road between Fort Langley and the Yale Trunk road? 2. If not, why not?

By Mr. Oliver, of the chief commissioner of lands and works: Is it the intention of the government to make provision in the estimates for the construction of a piece of road south of the Fraser River bridge, according to the plans prepared by Mr. Hill, C. E.

By Mr. Oliver, of the chief commissioner of lands and works: 1. Why has the \$250 authorized to be expended on Barnston not been expended? 2. Does the government intend to expend the present financial year the end of the present financial year?

By Mr. Oliver, of the chief commissioner of lands and works: 1. Why has the full amount authorized not been expended on the Coast-Meridian road, Hall's Prairie? 2. Is it the intention to expend the balance of this appropriation during the present financial year? 3. What work has been done, and what work is proposed to do, with the balance of the appropriation?

By Mr. Oliver, of the chief commissioner of lands and works: 1. Why has the full amount authorized not been expended on the filling of the canyon on the Brown road? 2. Is it the intention to expend the balance of this appropriation during the present financial year?

Order of House.
Mr. Jardine will move tomorrow that an order of the house be granted for a return forthwith of copies of any agreement entered into between the government and the E. & N. railway company in respect to exemption from taxation of the extension of the railway to Alberni, also, for copies of all correspondence between the government or any member thereof, in respect to the same matter.

On motion of the premier the house adjourned at 5:15 o'clock.

Succumbed by Coal Gas.
Toronto, Jan. 28.—Young Wm. Pelat, who, with his father James, was overcome by coal gas in their house on Clendenning avenue, Toronto Junction, is dead. The brother was dead when the pair were found in the house on Monday.

DEAL IN TIMBER LOOKS PECULIAR

Revelations Made in Papers That Government at First Withheld

THE NORTHWEST LIMIT

Important Application re Railway Rates Before the Commission

Ottawa, Jan. 28.—The original documents requested by Mr. Ames from the interior department, regarding offers for a timber berth in the Northwest reveal the following:

In the fall of 1903 the department of the interior advertised for tenders for a valuable timber berth in the Northwest of an area of seventy miles. Three tenders were received in the early part of December of that year. One tender was put in by A. W. Fraser, K.C., of Ottawa, the president of the Ottawa Reform association, and prospective candidate at the next general election. This tender was for \$1,000.

The second tender, which bears evidence of being bona fide, was in the name of James Curry, and was for the sum of \$6,420. The tender with license the same date as the other two, and is signed by W. H. Nolan. A comparison of the handwriting of the Nolan tender with that of Fraser's shows, in the opinion of some members of parliament, that they were written by one and the same person, except that the figures in the Nolan tender, \$7,000, are in a different handwriting.

Among the communications which follow the tenders is one, apparently in the handwriting of Mr. Nolan, in which he transfers his interest in the timber limits to the Imperial Pulp company. The signature of Nolan on this communication is entirely dissimilar to the signature on the tender submitted in his name. Then follows a lease of the property by the government to the Imperial Pulp company, which lease is signed by D. H. Macmillan as president. D. H. Macmillan being the present lieutenant-governor of Manitoba.

No steps will be taken in the alleged disclosures with regard to the timber lease in the Northwest until Thursday. A possible development of affairs will be a demand by the opposition for an investigation into the interior department.

Hon. J. S. Hendrie, representing the Ontario government; James Leitch, chairman of the Ontario railway and municipal board; and C. H. Ritchie, K. C., Toronto, are here to discuss with Hon. G. P. Graham, questions of railways as between the federal and provincial governments. Hon. Mr. Graham said that the agreement between the provinces on the question of jurisdiction were settled at once or would be some further time to dispose of the bill now before parliament would be passed, subject to the outcome of whatever may later be agreed on between the provinces regarding the controversy.

Representatives of the Intercolonial railway telegraphers waited upon Hon. Mr. Graham, minister of railways, this morning, with regard to the wage scale on the government system.

The railway commission today is hearing the application of the Canadian Northern to reduce its rates on mail between Port Francis and Winnipeg. Mayor J. J. Garrick and City Solicitor Keefer, of Port Francis, and City Solicitor Keefer, of Port Francis, are opposing the application. Mr. Keefer says if the application were granted it would mean that the enormous traffic would be diverted from Port Francis and Port William to Duluth. Solicitor Morris, Port William, and Frank King, representing the Dominion Marine association, were also present. Mr. King made an important statement to the effect that while the government was expending on the construction of a bridge across the Kootenay river in 1887 was \$10,000 tons, it was now over 6,000 tons or ten times as much. This and other strong arguments why nothing should be done to carry Canadian coal carrying business were advanced.

The railway commission has reserved its decision in the case of the Vancouver, Westminster & Yukon company for permission to construct a branch line in Vancouver and another request by the Brunette Sawmill company for an order to change the plan of location of the same railway.

OBITUARY NOTICES

(From Tuesday's Daily)
At an early hour yesterday morning Catherine Elizabeth, widow of the late George Jay, senior, and mother of Magistrate George Jay, died after a illness of brief duration. The news of her death will come as a great shock to her many friends, to whom she had endeared herself by her kind nature and many sterling qualities. In 1870, a week ago she was taken ill, being seized with a severe attack of pleurisy which quickly developed into pneumonia. Magistrate friends in her vicinity quickly showed her sympathy of a large circle.

The funeral will take place at 2.30 p.m. tomorrow from the residence of her son, Elford street and at St. Barnabas church at 3 o'clock.

An old-time resident of Victoria, and one who has taken a prominent part in business life in this city died yesterday morning in the city of George Powell, proprietor of the Chesapeake, Government street, at his residence, Menzies street. Deceased was born in Southampton, Eng., 64 years ago, had been a resident in this city for the past quarter of a century, and was a man of high character in business here.

Two large stones are in the hold of the steamer, which were broken through the vessel's plates when the Vado was hauled out on the ways Francisco, and Mrs. Rissland, of Hong-kong, both of whom are at present in the city and were at the bedside of the father.

The funeral of the late William Tyler took place on Saturday afternoon from his late residence, Ellistide avenue, Rev. Dr. Campbell, pastor of the First Presbyterian church, conducted the funeral services. The pallbearers were A. Woods, J. M. Malcolm, Y. Lane, H. Cole and G. Wilson.

The funeral of the late Elizabeth Parker, who died on Thursday took place on Saturday afternoon from the room of the B. C. Funeral Furnishing company, Rev. J. Crumley, pastor of the services. A number of the ladies' committee of the Home for the Aged and Infirm were present as well as a number of the inmates of the Home.

Funeral of Charles Henry
New Westminster, Jan. 27.—The funeral of Charles Henry, who died in St. Mary's hospital, following a two weeks' illness resulting from pneumonia poisoning, took place this morning, and was largely attended. A large number of floral emblems were placed on the coffin by sympathizing friends. The deceased leaves but one relative, Bert Henry, his wife having died nearly twenty years ago.

Heavy Tow of Logs
New Westminster, Jan. 27.—Towing a sixteen-swifter boat of logs, brought from Beaver Cove, the steamer Newington reached port yesterday afternoon, tying up at the Brunette wharf.

Judge Forin's Holiday
Nelson, Jan. 27.—His Honor, Judge Forin leaves tonight on a six months' vacation, going east by way of Revelstoke. He will stop over at Winnipeg, then go to his home at Belleville, Ont., and then spend the rest of his vacation in Europe. At a meeting of the local bar this morning, Judge Forin was presented with an address by R. H. Macdonald, the president, with a gold jacket with a diamond inset, suitably inscribed, to give to the judge a banquet, but the hour of His Honor's departure prevented this. Judge Forin has been on the bench here for nearly 12 years.

WRECKAGE ON A NORTHERN ISLE

Prospectors Who Returned From West Coast Tell of Finds

LIVED IN OLD DECKHOUSE

Flotsam Is Old and Cannot Be Identified—Amur Brings Northern News

The steamer Amur, which returned to port yesterday morning from northern B. C. ports and Queen Charlotte islands brought about forty passengers, among them being L. T. Watson, of Jedway, J. McPhee, foreman at W. R. Young's mine, where a rich strike has been made in the old shaft being worked by a Victoria company. There was a small freight. The Amur had a good passage, the only bad weather experienced being when a strong breeze delayed the vessel in the lee of Bank's island for a few hours last Monday.

Shortly before the Amur left Skidegate, bound south, a party of five miners who had been missing for some weeks arrived safely in a Columbia river boat. The prospectors, who had been cruising along the western shore of the Queen Charlottes, they found some good prospects, gold being discovered in small quantities in several places.

According to these prospectors there is scattered along the western coasts of the Queen Charlottes islands, piled in the bights and bays, a large amount of broken wreckage. In one place the house of some unknown vessel has been found, a large idler which they used as a cabin. There is more than sufficient wreckage, the prospectors reported, to build several ships, but none of it is of any value.

One place some unpainted hardwood which had the appearance of being from a Japanese or Chinese junk. How long the flotsam has been piled there, whence it came and what tragedy of the sea it was evidence of was beyond solution.

A number of vessels have been reported missing in the North Pacific within the past few years, and wreck of these may form part of the flotsam found by the prospectors. Six or seven years ago three vessels which left Oriental ports for Puget sound were lost, and were believed to have been blown on the northern islands. They were the Rathdown, Carradoc and Celtic Race, which were never heard of after leaving the straits of the Coast of Wales and Bertha, which were lost the following year, not being heard of after being sighted on the Columbia river were also believed to have been carried on to the northern islands.

The currents which strike the Vancouver wharves coast sweep northward against the Queen Charlotte Islands, and doubtless these currents have added to the quota of wreckage. Parts of the hulls and sterns of the ship Red Rock some years ago off the Oregon coast also drifted there borne by the northern current, and various other cases could be cited where wrecks have been carried thither, tending to show that not all of the wreckage seen along the coast of the Queen Charlottes is local.

It is not often that a search is made along the sparsely-populated western coast of the northern islands. Crusade prospectors and others who have cruised there, however, report that the Japan current strikes those shores making the climate a balmy one, much warmer in the winter than the northern mainland.

The party of prospectors who had returned to Skidegate had been thought lost for some time and there was some alarm for them just prior to their arrival to the northern port. The party, four in number, went with a Columbia river boat to prospect on the west coast of the island, but they would be away four months. They were delayed by bad weather, however, and were a month overdue when they returned.

Capt. Anderson, who took the gasoline launch Biola north for a Jedway company, was one of those who returned on the steamer Amur. He spoke of the returned prospectors, and of prospecting speaking of his conversation with them said: "They reported a considerable amount of wreckage, but none of it could be identified. At one place was part of a deck house which had been brought well on shore, and had been used evidently by prospectors as a cabin. It seemed to be of old wreckage."

From Jedway the Amur brought news that the Japanese of the Ikeda Awada mine, who, as reported on the trip of the steamer, had struck some richer ore, were making some improvements to their bunkers, and shipping facilities generally with a view to making large shipments this summer.

Malcolm Young, of Victoria, is also reported to have made a rich strike on Collinson bay in the vicinity of Jedway. Some excellent showings of copper are reported to have been uncovered. Good ore is also reported to be found at the workings at the bottom of the shot 200 feet deep, where W. R. Young and others of Victoria are working.

The Amur will sail north again on Saturday night.

Regina's Debentures
Regina, Sask., Jan. 29.—Word has been received from the Amelium Jarvis company, Toronto, to the effect that when the city debentures, found at present to be illegal because of improper advertising, are legalized by being passed upon a third time by the people, the offer of \$4 1-2 will stand good.

Knitting Mill Resumes
Catskill, N. Y., Jan. 27.—The knitting mill of Melom & company here will resume operations tomorrow after a period of idleness of two months.

Oil Fire at Redondo
Los Angeles, Jan. 27.—The oil tank and the century, adjoining the plant of the Pacific Light and Power company at Redondo were destroyed by an explosion tonight. Large quantities of oil were on fire in dangerous proximity to the plant, which was recently completed at a cost of over \$1,000,000. Five persons were injured in the explosion.

Three Boys Drowned.
Wilkesbarre, Pa., Jan. 27.—Five boys, ranging in years from 9 to 13, on their way to school, were playing in the city today, when they broke through the ice and all fell into the twelve feet of water. Three were drowned and the other two were rescued after a hard struggle. The drowned were John Swanson, Philip Jager and John Shallock. Their bodies were recovered.

New Phrase for Thaw
New York, Jan. 27.—The Thaw defense closed its case today with "maniac-depressive insanity," as the explanation of the death of Stanford White at the hands of the young Pittsburg millionaire. Tomorrow prosecution will begin its evidence in the jury by Wednesday night on Thursday. An English physician, one of the three foreign men of medicine who testified today, that gave the name of "maniac-depressive" or "sub-acute mania," to Thaw's mental condition. Dr. Sydney Russell Wells, of London, made the diagnosis during an outbreak by Thaw in London in 1899.

MARRIED HIS NIECE
Young Man of Saskatchewan Charged With Perjury in Procuring License
Arcola, Sask., Jan. 27.—A young French Canadian of Wauchop has been summoned on a charge of perjury, the offense, it is alleged, having been committed in securing a license

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