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LYDD GEORGE AND WOMAN SUFFRAGE
Tells Deputation He is in Favor of the Principle

Mr. Lydd-George, M. P., who was the guest of the Master of Elibank, M. P., in the North British Station Hotel, Glasgow, received a deputation from the women suffragists the other day, says the London Times. The meeting was held in the room of the Glasgow and West of Scotland Association for Women's Suffrage, was the first of that resort to the premier.

Mr. Lydd-George, in reply, said that he had always been in favor of woman suffrage. In fact, he had always been a strong supporter of it, although they would hardly infer that from the way in which the women suffragists had treated him at public meetings. When he was asked by Mr. Hunter for a pledge that the government would bring in a Woman Suffrage Bill before the parliament came to an end of its career, he must say that it was beyond his power to give such a pledge. It was true that the Premier was strongly in sympathy with the movement. He had always been and still was, and he had made that clear in replying to a question put to him at Dunfermline. However, that was not altogether conclusive. Before the government could bring in a bill on a significant question of that sort, it must have been before the country in a definite and concrete form. He could not conceive of a revolution of the character being introduced in our constitution without the opinion of the country being asked upon it. It could hardly be said that the 400 members of parliament pledged to the women suffragists had really consulted their constituents about it. In answer to deputations such as that, or in reply to questions addressed to them, they might have answered in the affirmative; but it had never really been discussed by the electors. In the way that previous extensions of the franchise had been debated, and it would be a very serious departure from all precedent if it were now to introduce a bill of that magnitude without giving fair warning to the country that it was intended to deal with the subject. Therefore, although he had no right to speak on behalf of the government, he could not help holding out no hope that during the present parliament the matter would be dealt with. Were they quite sure that those who favored woman suffrage had done their share? He was not referring to the striking and hysterical demonstrations that had taken place in public meetings. Let them take the way in which the men had got their suffrage. They had not been sending 30 or 40 people, generally the same people, to public meetings to disturb them; he could not help fearing without discriminating between friend and foe. Let them think of what had happened last week at Bristol. Here was the Prime Minister, who was a real sympathizer with the movement, and if it depended upon him they would have woman suffrage next session so far as his sympathies were concerned. He had gone down to Bristol very tired after an exceedingly hard week, and the ladies were there to worry him. Was it conceivable that that sort of thing could actually help any movement? Putting it as a friend of the movement, he would have thought that was about the most disastrous thing they could possibly conceive—to harass one's friends in that way. That was an element in the circumstances that were so nearly disastrous to the health of the Prime Minister. That was not the way to make friends of the cause. It would rather alienate people and harden people. Let them take the question of Welsh disestablishment. The Welsh people did not merely return members to parliament; but there was hardly a little parish where they had not held meetings demanding that reform. Where, he asked, was proof of that demand on the part of women's suffrage? He was certain that if the leaders of that movement were to appeal to their sex and educate them and stir them up to the point of demanding it, they would get it. It was such an obviously reasonable thing that it could not conceive the right of man to deny it. And it was an intolerable act of oppression on the part of men to deny the demand. There was no law that did not affect them as much as men. Let them take all the great questions they were now agitating for—the housing of the working classes, temperance reform, and education—women were more interested in them than men were. It was a matter of vital importance that women should get reform in all these directions and, therefore, if they really made the demand they must get them. They could be refused. But he would urge that they ought not to be worrying and hectoring men. Instead of pursuing that kind of wild, unreasonable, and hysterical policy, if the women who were the leaders attempted to secure the admission of their own sex first of all to the movement, they would ultimately succeed.

Mrs. Smith asked Mr. Lydd-George if they might take his advice to be that they should agitate the question till the next general election and make it the issue for solution?

Mr. Lydd-George said certainly. If he were engaged in any movement that was one of the things he would do. Let them educate their own sex before they started to educate the other. If they educated their own sex they would find it difficult with the other. Since the introduction of woman suffrage in New Zealand and Australia much greater attention had been paid to social and moral reforms; therefore the sooner woman suffrage was introduced into this country the better. When the reform came he hoped it would come as part of a great scheme for adult suffrage.

Down With the Dust.
Not many Sundays ago a prominent preacher in Chichester delivered a rather wind-blown sermon on charity. While the sermon was being delivered, a very large congregation became disgusted at the length, and when the contribution was passed round there was very little doing. The divine made an invitation into the pews and there was a rumpling and discovering the reason for the very much chagrined over the fact. Shortly after this occasion he preached another sermon of a like kind in the same place, and he had the same fall into the earlier error and tire his hearers. His text was "The Lord will pity upon the poor and the needy." He read the text three times, he added: "Now, my beloved brethren, you hear the words of this text, you are like the poor man with the dust."—World's News Magazine.

NORWEGIAN STEAMERS IN CANADIAN TRADE
Seafarers of Maritime Province Making Similar Protests to Local Shipping Men

The memorial which is being circulated among the seafarers and others of this province for presentation to the federal government asking that steps be taken to endeavor to secure relief from the unfair competition of Norwegian shipping, as well as of several other Continental nations, which are permitted to enter the coastwise trade of Canada to the detriment of the seafaring business and other interests dependent upon the shipping trades, will find an appropriate seconding by the seafarers of the Maritime Province where the competition of Norwegian shipping is cutting even deeper into the business than here, and working hardship to the Canadian shipping in its home trade. There has been much complaint from the shipping ports of the Maritime Provinces regarding the allowance of Norwegian craft into the Canadian coastwise trade, and the last issue of Shipping Illustrated has an article based on a slight of the grievance. The New York paper says: "In connection with the coal supply at Canadian provincial ports a curious cause for complaint has recently become the subject for agitation. All but one of the Eastern Canadian provinces are, like the New England states, devoid of coal deposits. The only supplies of Canadian coal are found in Nova Scotia, but very extensive seams of the bituminous variety have for many years been worked in that province. They all lie along the northern part of the peninsula or in Cape Breton Island, sometimes cropping out upon the sea and in no place more than thirty miles from it. The shipping ports are Sydney, Louisbourg, Fort Hood, Fort Hastings, Pictou and Parrsboro, the latter being on the upper waters of the Bay of Fundy. The Cape Breton coal, chiefly on account of their quality, have led in supplying the general demand and in recent years great quantities have been shipped from Cape Breton to the New England ports as well as up the St. Lawrence. Very naturally the colliers companies have gone to the cheapest markets of transportation for delivery of their coals and have made extensive contracts for delivery at distant ports on the basis of the transportation figures thus afforded them, being enabled by such enterprise to immensely develop their properties and afford employment for a continually increasing number of hands. It happens that in this transportation Norwegian steamers have come to play an important part, for the Canadian government does not exclude from its coastwise trade the vessels of another government which extends like privileges to Canadian vessels. The cause for popular complaint now appears, however, and it is that local supplies to other provincial ports are not made promptly available. These local supplies have been generally carried by the colliers' schooners owned at the other ports, which have been employed in fishing or trading all summer and in October or November drop around at one of the coal ports to purchase a cargo for domestic consumption. This year more than ever they have found the supplies from the colliers sent under contract by the big Norwegian steamers demand so much coal and so much time in the use of pier facilities that the little schooners asking for coal not contracted for long in advance are obliged to wait intolerably and take their chance with the prospect of the owners' ports being frozen up before they can get home. Hence the outcry against the Norwegian steamers."

MEASUREMENTS OF A MULE
Three hundred mules with empire waists and chest measurements of sixty-one inches are preparing for a tour of inspection, says Robert L. McDonald, of Kansas City, last night.

A British officer has been in Kansas making them up. The party will not in December and this will be a chance for these reverse who turn up when the British want mules to get a ride in a transport to Calcutta. This is as far as the mules will be taken by the muleteers, but they themselves are to go up the Himalaya Mountains, India, being a fearfully hot place, is shunned by the aristocratic officers of the contingent of the army there. The poor subaltern spends his leave of absence on the coast, where it is cheap. The real swell goes to the Himalayas. There is where the Missouri mules are going. Their baggage will consist of machine guns and ammunition. They will travel in parties, one carrying a small cannon, another a pair of wheels for it, another the carriage, and the balance will carry ammunition. It is not for the looks of things that the British now demand a mule with a chest measurement of sixty-one inches, because the British never overlooks a bet. He set out to carry his mounds of munition, and he found, after his experience with tens of thousands of them during the Boer War, that the best mule born for Tommy Atkins' job is a short coupled mule from fifteen to fifteen and one-half hands high and sixty-one inches around the girth.

"Harness was made by the trainload for this sized animal, and that explains why the officer now in Kansas is so particular as to the girth measurement. The harness for silencing the parts of a machine gun consists of leather and steel or brass parts. Our mule pack-attendants who get seventy-five dollars a month in our own army, know the advantage of having a mule fit the pack or the pack fit the mule. When he gets both he is a happy transportation boy. The British make that actual state of affairs by making their trappings all one size and then finding mules to fit. The advantage is realized only when a mule falls in action and an understudy has to shoulder the load, or, during the march, when it is necessary to relieve the gun train by fresh mules.

"The 'Empire waist' means a short coupled mule. The British army buyers are looking for a mule with a chest measurement of sixty-one inches and legs like bars of iron and feet like masons' mells, short in his couplings and intelligent. This is the ideal mule, a mule without a chest measurement of sixty-one inches. Muleteers are paid for the outward bound trip of the British transports and are returned to Kansas City. If they elect to remain at the foreign station they sacrifice their right to claim passage home later on. They ordinarily go direct from the United States but are brought back via England.—Washington Post.

THE GREAT FAILURE AT JAMESTOWN
Creditors of Ill-Omened Exhibition Apply to Courts for Receivership

Creditors of the ill-omened Jamestown Exhibition have applied to the courts for a receivership, and thus is public attention called to the failure of the enterprise of which so much was expected, Toronto Mail and Empire. No exposition ever held on this continent was so well justified in theory, and so utterly discredited in practice as the Jamestown Tercentennial. The great World's Fair at Chicago was the commemoration of a more important event than the establishment of the first English colony on this continent. Yet even the Chicago Fair was an experiment, had to conquer Eastern prejudices against all things connected with the great Western metropolis. The Jamestown Exposition, founded on a more event that needed no booming to make its irresistible appeal to the imagination of every English-speaking person in North America. Yet this exposition, on which millions of dollars were expended, did not attract the people like the Campbells' Fair. The concern is the Canadian coastwise trade, and the last issue of Shipping Illustrated has an article based on a slight of the grievance. The New York paper says: "In connection with the coal supply at Canadian provincial ports a curious cause for complaint has recently become the subject for agitation. All but one of the Eastern Canadian provinces are, like the New England states, devoid of coal deposits. The only supplies of Canadian coal are found in Nova Scotia, but very extensive seams of the bituminous variety have for many years been worked in that province. They all lie along the northern part of the peninsula or in Cape Breton Island, sometimes cropping out upon the sea and in no place more than thirty miles from it. The shipping ports are Sydney, Louisbourg, Fort Hood, Fort Hastings, Pictou and Parrsboro, the latter being on the upper waters of the Bay of Fundy. The Cape Breton coal, chiefly on account of their quality, have led in supplying the general demand and in recent years great quantities have been shipped from Cape Breton to the New England ports as well as up the St. Lawrence. Very naturally the colliers companies have gone to the cheapest markets of transportation for delivery of their coals and have made extensive contracts for delivery at distant ports on the basis of the transportation figures thus afforded them, being enabled by such enterprise to immensely develop their properties and afford employment for a continually increasing number of hands. It happens that in this transportation Norwegian steamers have come to play an important part, for the Canadian government does not exclude from its coastwise trade the vessels of another government which extends like privileges to Canadian vessels. The cause for popular complaint now appears, however, and it is that local supplies to other provincial ports are not made promptly available. These local supplies have been generally carried by the colliers' schooners owned at the other ports, which have been employed in fishing or trading all summer and in October or November drop around at one of the coal ports to purchase a cargo for domestic consumption. This year more than ever they have found the supplies from the colliers sent under contract by the big Norwegian steamers demand so much coal and so much time in the use of pier facilities that the little schooners asking for coal not contracted for long in advance are obliged to wait intolerably and take their chance with the prospect of the owners' ports being frozen up before they can get home. Hence the outcry against the Norwegian steamers."

The Street Car Service
The local newspapers, with misguided patriotism, kept on booming the fair, and insisting that it was a success; but the outside papers, whose reports really counted, were quite unimpressed. They insisted that the exposition was a failure and their readers stayed away. The transportation facilities at Jamestown were miserable. They assisted in the failure. The Norfolk and Portsmouth Traction Company, owned by Richmond, New York, and Philadelphia capitalists, controlled the two trolley lines running down to the city from the beach. By the Ocean View route was 15 cents straight; by Pine Beach was the company sold tickets for 25 cents or 50 cents straight. The service on the cheaper line was excellent, it appearing that the trolley company did all in its power to throw traffic to the 15-cent line. It succeeded, it seems, for thousands of passengers, tiring of waiting for cars in the climate of the extra nickel and returned via Ocean View. The schedules on the extra line were very uncertain, and the service slow, with the result that many of them quit early in the game, taking their money and going home. The backing was principally local, and the trolley company was not a success, or than perhaps ever in her history.

Throwing Away Money
The hotels nobly assisted in the work of destruction by the trolley company. In the first few days of the fair, and thought later they reduced their rates, the indignity how and gone forth all over the country, and thousands of people were thrown away. From the beginning the enterprise lost ground, and though it closed only a few days ago, it was almost decided to abandon it four months earlier. But local bankers came on the rescue of the company with \$55,000, and the railroads made a pool of \$200,000, so it struggled along until the night. When the gates and doors were locked, it is suggested that it might remain open next year, under management; but this is considered extremely unlikely.

No More Government Aid
A glance at some of the figures showing the indebtedness of the company would not encourage the hope of another exposition next year. Government loan to exposition—\$1,000,000
Other Government aids and loans—2,000,000
Railroad loan—200,000
Total debt—\$2,200,000
Norfolk and Portsmouth Traction Company—600,000
Cost of Government plot—400,000
Daily salary expense—5,000
Estimated value of property—5,000
Average daily attendance—4,000
Despite the melancholy example of Jamestown, Seattle is making every preparation for an exposition a couple of years hence, but without government aid it will probably abandon the bright day dream, and it is announced that never again will the United States Government lend money to an exposition.

PEOPLE OF OAK BAY PASS THREE BYLAWS
Will Purchase Land for Park Purposes and Will Erect Municipal Hall

(From Sunday's Daily)

The three money by-laws submitted by the property holders of Oak Bay yesterday, carried with big majorities. By-law No. 1, authorizing the purchase of land for a park, carried by a majority of 40. Of 64 votes cast, 51 were in favor of the purchase of land for a park. By-law No. 2, authorizing the purchase of land for a municipal hall on Oak Bay avenue, carried unanimously, 64 votes. By-law No. 3, authorizing the borrowing of money to construct the hall, carried with but one vote cast in opposition out of the 64. Oak Bay will therefore soon be in the possession of the land for a park and the water front in accordance with the offer of the Pemberton estate. It will be remembered that by that offer, the municipality, provided the water front lots A and B, section 23, the land lying between the public road to the south of Oak Bay hotel and sea containing some 100 acres and one-fourth acre for the sum of \$6,000, was to be donated all the water front from Turkey head southward as far as Mr. Newton's house, on condition that Messrs. Ratcliffe and Oliver, the owners of certain water front lots on Shoal bay, would agree to donate these also.

The latter two agreed to this, but subsequently Mr. Eattenbury withdrew his offer. The Pemberton estate, however, agreed to the proposal, nevertheless, as did Mr. Oliver.

By the passage of today's by-law, the municipality with the purchase of the two lots from the Pemberton estate will become the owners of water front blocks A, B, C, D, and E, section 23, at Oak Bay, and hold an immense interest in lots 16B, 16C, 16D, block F, section 23, at Shoal Bay.

The land will be used for park purposes, and as harbor frontage will greatly appreciate in value with the coming years.

The property on Oak Bay avenue, the purchase of which for the site of a municipal hall, has been authorized, contains some acre and a half, and is held for the sum of \$5,000. It is proposed to build in the front a hall that will be used for the purpose of a hall at the back municipal stables, three houses, pound, etc.

The loans have already been arranged on very favorable terms for the property, \$9,000 at 5 per cent for twenty years, and for the building, \$2,000 at 6 per cent for ten years.

Over 55,000 surplus plants were given away in bundles of 25 at the various L.C.C. parks.

The Duke of Westminster has distributed over 2,000 among Chester charities from the entrance fees paid by excursionists to inspect Eaton Hall, soon.

CAMPBELL'S Beautiful Belts and Furs for Xmas Gifts

CHRISTMAS DISPLAY

OUR CHRISTMAS DISPLAY is ready for you, resplendent with novelties, utilities and fascinating gift goods, gathered together from the fashion marts of the world; to inspect which we extend to you a cordial invitation:

GLOVES

We have a reputation for selling the best gloves, every pair sold by us this season will increase that reputation. Here are seven of our specialties:

DENT'S "Ladies' Special," kid walking gloves.....\$1.00
"THE WARWICK" Ladies' French kid glove.....\$1.25
THE CELEBRATED "MAGGIONI" Ladies' Kid Glove.....\$1.50
GENUINE MOCHA Gloves, light, dark and black.....\$1.50
DENT'S "PIQUE" 12 button gauntlet Gloves.....\$2.50
FOWNE'S 12 button, sacque gauntlet Gloves.....\$2.75
EVENING GLOVES, all shades, all sizes, all lengths.

Very Handsome Boxes Supplied Free for Glove and Handkerchief Gifts

Gift Handkerchiefs

It is with great pride we draw attention to our gift handkerchiefs, they are the very latest in style, of unsurpassed quality, and most reasonable in price. Amongst a vast assortment we select the following novelties as worthy of special mention:

New, narrow colored border, spot centers.....10c
Very pretty white embroidered, each.....10c
Sheer linen, extremely modish, each.....15c
Beautifully embroidered handkerchiefs, 25c, 35c, 50c, 75c, 90c, \$1.00 and.....\$1.25
Very dainty real lace edge handkerchiefs, at 50c, 75c, \$1.00, \$1.25 and.....\$1.50
Exquisite real lace Handkerchiefs, most beautiful and most dainty, prices upwards from.....\$1.75

Silk Underskirts

Our stock of Silk Frills and smart Silk Blouse wear is replete with new goods, including a wealth of choice samples at specially reduced prices. Every lady should see these exclusive Silk bargains.

Dainty Neckwear

Space will not permit of our adequately describing these beautiful garnitures, but we give a few of the leading items and cordially invite inspection.

Lace Bretelles, from \$7.50 down to.....\$1.25
New Lace Fichus, in exclusive ideas, from.....\$1.75
Dainty Lace Kimonos, from \$3.75 down to.....\$2.50
Lace Scarves, in choice new designs from.....25c
Puritan Collars, in lace and muslin, at 25c, 30c and.....15c
The New Lace Rabats, at \$1.25, \$1.00, 75c and.....50c
Fashionable Lace Jabots, from.....75c

Beautiful Belts

OUR BELT SECTION was never better prepared to meet your demands. It is full of novel ideas, fresh from Paris, London and Vienna; in leather, silk, elastic, etc., both plain and ornate, at 35c, 50c, 75c, \$1, \$1.25 and up. See the new Dresden Belt effects.

Gift Umbrellas

Our Special Christmas Gift Umbrellas are revelations in most exclusive and artistic workmanship. The tubes are finest wire drawn steel, the frames are Paragon; the handles are exclusive designs, in white, pearl and gold, silver, steel and gold, sterling silver, gunmetal, natural wood, etc. The smallest folding, most fashionable and most useful Gift Umbrella in the world. Special prices are \$5.75, \$6.50, \$7.50 and.....\$9.00
Ladies' every day Gloria Silk Umbrellas, from \$4.75 to.....75c
Campbell's Children's Umbrellas.....75c

Special Lines in Special Prices in Reliable Furs, Costume Creations, Fascinating Coats, Fancy Hosiery, Opera Cloaks, Evening Gowns, Beautiful Blouses.

ANGUS CAMPBELL & CO.
The Ladies' Store
Promis Block, Government Street, Victoria
Gloves for Christmas Gifts
Handkerchiefs for Christmas Gifts

INDIAN CONFERENCE BREAKS UP IN ROW
Chief Joe Capilano's Claims to Pre-eminence Not Well Received

Because Chief Joe Capilano insisted that his was the only personality among the Indian chiefs of British Columbia which would appear to good advantage in the limelight of a proposed delegation of chiefs to Ottawa, the conference of aborigines at North Vancouver has broken up in something akin to a row.

Chief Joe may command some of the talents of leadership, but he is no politician, and as a consequence of his self-assertiveness all the northern chiefs just as he stepped on board the steamer Venture last night en route home.

The net result of the North Vancouver conference, which lasted for three days and three nights, is that the chiefs have disagreed among themselves on the question of precedence, and they are so sore at Chief Joe that by popular vote he could not be elected constable of a rancherie.

The Indians are all united on the point that they are dissatisfied with their present conditions; they are a unit for holding that owing to the increasing development of the country, the invasion of the logger and the fishermen, they are gradually being restricted to their reservations for a livelihood. They all declare that because of the increasing activity of the white men game is being driven from the woods and the fish from the seas and it is becoming more difficult every year for them to live as their forefathers did. About all these things there is no division of opinion, but the rock on which the chiefs have split is Chief Joe and his desire to be at the bat all the time, while the other chiefs stand by and furnish the applause for him.

Some time since the imperial government, as a result of Chief Joe's visit to King Edward, notified him that he would have to lay his claim before Ottawa. He then called the conference. When all wrongs had been discussed Chief Joe outlined his plans. He announced that on May 24 next a great gathering would be held at North Vancouver, all the tribes of British Columbia would send delegates to accompany him to Ottawa, he would buy a first class ticket to Ottawa and leave on May 25—the other delegates could carry his grips and recount his prowess. All this was conditional that he should be elected spokesman to the Ottawa chiefs, and that he should be the only one to say anything to say or dictate what should be said.

Then the trouble commenced. The northern Indians said they wanted a subdivision of reservations, allotment of land to individuals so that they might be an incentive to industry, agricultural effort, and they demanded the right to make their own talk to Chief Laurier. Joe, however, was obdurate.

It was then that the ire of the northerners broke loose; they declared that they were more highly civilized than the natives of the lower coast, and that they did not potlatch and indulge in heathenish practices such as their

southern neighbors delight in, and that they were a more advanced and higher class people. Stinging boast and angry retort punctured the atmosphere of the gathering, and everybody packed up and started for home. The northern Indians declare they will present their claims without the aid of Chief Joe.

"And such is fame, the favor of kings and the ingratitude of my people," soliloquized Chief Joe as he sits alone and ponders over the glories of the past.

GERMAN TEAM WINS SIX DAY BIKE RACE
First Time in History of New York Grind That Foreigners Emerge on Top

Madison Square Garden, New York, Dec. 14.—Rutt and Stoll, the German team, won the six-day bicycle race to-night. This is the first time in the history of the sport that a foreign team has captured first honors of the struggle.

Shortly before 11 o'clock all the teams were withdrawn from the track with the exception of Rutt, who rode for his team, and Fogler, who rode for the American team, these two were tied for first place. The two riders raced for a mile, and with a final burst of speed Rutt won the race. They past the finish line & winner. The two leading teams made 2,312 miles 5 laps when the race was stopped, and the teams withdrawn in the final mile sprint the two leaders.

Fogler and Moran won the second honors of the race, while George and Dupree were third. Downing and Downey fourth and Galvin and Wiley fifth.