THE CAMPAIGN IN NORTH VICTORIA

OPPOSITION IS SOLID IN THIS CONSTITUENCY

Mr. Paterson Had Rousing Meeting in Saanich School House on Saturday Night.

In an outburst of enthusiasm a few days ago the morning paper naively observed that the government candidate for North Victoria had "victory in his eye." But after Saturday night's meeting in the Saanich school house it was quite apparent that if victory ever enjoyed a brief sojourn in that ocular locality it has moved Full of the optimism of youth Mr. Robertson expressed the opinion that there was a majority in his favor at the gathering. With refreshing frankness he admitted that it was small, but asserted, nevertheless, that it was a majority. But it should be remembered that a candidate is always prone to see things coming his way even, if to the outsider who has an unobscured bird's-eye view of the situation, his chances are extremely small.

As a matter of fact Mr. Paterson, the opposition candidate, couldn't possibly have had a more gratifying meeting. Despite the fact the "pride and chivalry" of the government, yea the Premier himself, were on hand to nerve the arm of his opponent, the opposition champion carried the assemblage with a swing. Supporting him were those doughty campaigners Messrs. R. G. Tatlow, M. P. P., and John Oliver, M. P. P., while the government members present were the Premier, Attorney-General Eberts and Hon. W. C. Wells, Chief Commissioner of Lands and Works, and H. D. Helmcken, M. P. P. The chair was occupied by W. Le Poer Trench, who opened the proceedings by calling on

Mr. Paterson.

The opposition candidate delivered an admirable address. It was a model of conciseness, and convincing in every detail—a true business speech by a business man, and one who means business. His reception was most cordial, and must have sounded like a knell to the little band of government representatives who in their blind fatuity may have hoped to carry an opposition meeting in a constituency they have so long wilfully disfranchised. After expressing his pleasure on being enabled to address so large an audience, Mr. Paterson launched directly into the main matter of his address. He had been accused, he said, of being on the fence, politically, and of being, therefore, unreliable. The government candidate, who by the way was prepared to follow his leader in everything whether right or wrong, had attempted to show that he was not sure of his position.

In answer to this he desired to state that if the policy of the present government was to be the same as that of its predecessor he would oppose it. (Applause.) If the government introduced measures calculated to advance the interests of North Victoria he would support them. But he held it his inalienable right to maintain his independence of thought. When measures were brought down affecting his constituency, if elected, he would always consult the electors regarding them and do his utmost in their behalf.

What was the government's policy especially in respect to railways? Its platform hadn't been defined. Its members had vaguely said that they desired to open up the country by railways, and would give away money and land subsidies to this end. They stated that the Canadian Northern would construct its road through the province, but that was as far as they would go. They had announced nothing else in the shape of a policy.

He had been accused of pessimism, the accusation being that he had endeavored to prevent the construction of railways. This he most emphatically denied, for there was none more favorable to the development of this province by railways than he. He had been a railway man all his life, and knew that the only way to open up a country was in this manner. But he would not vote to give away land and money for a road which could be secured without doing so. Officials of the Grand Trunk had stated that they would construct a line across the continent to the coast in five years, and operate every hundred miles as soon as completed.

In the face of this it would be absurd to give away large sums of money and land for the road to the coast.

Mr. Paterson then pointed out that neither the Canadian Northern, the Edmonton, Yukon & Pacific, nor Mackenzie & Mann had ever stated that Victoria would be the terminus of their road. They said it would be a terminus. Now every road had a number of terminals, but there was always one through which the greatest bulk of its business was done, and for the welfare of which the railway most energetically strove. He conceded that the construction of the Canadian Northern would benefit the province to a certain extent, but it must be borne in mind that the major portion of the business would be done at that terminal which best suited the purposes of the road.

The speaker then expalined why the coast terminal of a transcontinental road would undoubtedly be one of the ports on the northern part of Vancouver Island. Any of these places would have a great advantage over Victoria in the consideration of Oriental trade. A steamboat line operating between the Orient and Quatsino or Hardy Bay would get the cream of the trans-Pacific business for the transcontinental road with which it was connected. Another phase of the situation should be considered. As this Island was being developed branch lines would be constructed to the various mining and agricultural districts. A train leaving a northern Vancouver Island terminus for Victoria would there release coaches at the different branches so that when it arrived in Victoria it would be about the size of the present E. & N. train.

It may leave with five hundred passengers, some of whom would be diverted at every branch, with the result that only the Victoria passengers would be brought to this city. The northern city would do the bulk of the business owing to its advantages, and Victoria business men would most certainly have to strive harder for their share of the Island and Mainland trade.

It would be obviously foolish to give $3,000,000 and twenty thousand acres per mile to the Canadian Northern in view of the recent statements by the Grand Trunk officials. As to the Edmonton, Yukon & Pacific, the speaker said it was merely a paper company, its only asset being the charter, owned by Mackenzie & Mann. There was nothing to show that the Canadian Northern ever had any dealing with the government. As a matter of fact they only wanted to secure the subsidy so that they could have something to sell to the Grand Trunk or any other company which desired to come to the coast. Mackenzie & Mann were known to be the greatest subsidy hunters in the country, acquiring subsidies from the different provinces and selling them to the Canadian Northern. While these two men may have an interest in the Canadian Northern they didn't control it.

The speaker then proceeded to show how in the course of a few years it would be an imperative necessity for transcontinental roads to come to the coast. Transportation people well knew that in five years five times the rolling stock now available would be required to carry the wheat from the Northwest and Manitoba to the Atlantic. This meant a large equipment and large number of men. These could not be lying idle a great part of the year, so the roads would be compelled to come to the coast. He predicted that in ten years or so there would be not one, but several lines running to this coast.

The Grand Trunk officials had stated that the coast terminus of their road would be at Port Simpson or thereabouts, which would give them an advantage of four days over the C. P. R. in Oriental traffic. If Victoria was the best point for this trade railways would come there. It wasn't necessary to tell Mr. Hays, manager of the Grand Trunk, and one of the keenest business men in the world, that a certain point was best adapted for his business. It would be better for this Island if the coast terminus of the Grand Trunk was at Simpson. If a subsidy of $3,000,000 were given any road to make its terminus at the north end of Vancouver Island, the people would be paying that sum to destroy business that should be tributary to Victoria. That northern city would soon have a larger population than either Victoria or Vancouver, and Victoria boats would be unable to compete with the steamers which would ply from there to the north and in other directions. Mr. Paterson enumerated the great natural wealth which a northern city would have behind it, making it impossible for Victoria to compete with it. Now, then, knowing that transcontinental lines would have to come to the coast, was it worth while paying out $3,000,000 and a land grant? If they had $3,000,000 to spend let it be expended in the development of this Island. (Applause.)

In concluding his splendid address, Mr. Paterson again assured the electors that if they returned him next Tuesday he would do his utmost to advance their interest. (Cheers and applause.)

Mr. Robertson.

Before a politician goes out to the country to address a meeting he should spend a few hours in prepafing a store of retorts, otherwise in repartee with a level-headed farmer he will be ignominously vanquished. Mr. Robertson, the next speaker, had a great many opportunities, for he was frequently interrupted. Instead of disregarding the interruptions and serenely continuing his remarks, he proceeded to cross swords with all of them, and quite naturally lost (or did he gain) a great deal of time.

In the commencement of his address he remarked that Mr. Paterson hadn't told his hearers one thing he intended to do if elected.

Mr. Paterson: "I told them I would vote against the government." (Laughter.)

Mr. Robertson then attempted to show that Mr. Paterson had changed in his attitude since December 3rd, and quoted an interview given by the latter to the Times in support of his contention.

He (Mr. Robertson) had no reason to alter his views. Col. Prior was a leader whom he was proud to follow. Mr. Paterson had just delivered an interesting address on railways, but the question was should the country wait for 20, 30 or 40 years for a line? No, let it be built now. The opposition candidate had said that the Grand Trunk would be built to the Coast without a bonus. Now it was well known that this railway wasn't a philanthropic institution, but was in the business to make money like the most of us—(ironical cheers and laughter).

Mr. Robertson: "I hear cheers, but all of us are trying to make money. You farmers are trying to make money."

Voices: "Yes, but we're not trying to grind axes."

Mr. Robertson: "Well, if Mr. Paterson's elected he will grind his own axe and not yours." The speaker then delivered a rather entertaining dissertation on the art of axe-grinding, receiving a number of interruption, all of which, however, were of the good-natured order. Mr. Robertson at this juncture also made one of the most interesting announcements of the evening as far as his policy was concerned. It was an announcement of abject servility to the government. He said that if the government brought down measures not in the interest of his constituency he would endeavor to persuade it to withdraw them. But if the majority of the government were in favor of those measures he would fall into line and support them.

Voice: "Whether they are right or wrong?"

In reply to this query, Mr. Robertson said if the electors hadn't sufficient confidence in Col. Prior they shouldn't return him (the speaker). He then proceeded to refer to the government policy on agriculture, but it must be confessed that his remarks in this direction consisted merely of glowing generalities.

As to railways, he said he was in favor of a road through the northern part of the province, and didn't care who built it provided Victoria was the terminus. He also favored the Coast-Kootenay road and another to Atlin, through the Kitimaat country. Railroads wouldn't come without a bonus, but he wanted to see conditions attached to a charter. Lands given companies should be open to settlers, the same as government land. A certain percentage of the company's gross earnings should be received by the government.

He stigmatized it an insult to the electors for the opposition to select an outsider to bear their colors in this constituency. This observation by Mr. Robertson didn't go down very far. The meeting was too solidly opposition for that. Mr. Robertson concluded his remarks by promising to do his best in the interest of the electors, and would treat all parts of the district with impartiality. After a few little verbal tilts with some of the audience, he resumed his seat amid the applause of his supporters.

The Premier.

Premier Prior was next called upon, but objected to speaking immediately after Mr. Robertson. He contended that it was unfair to have two government speakers follow each other. He insisted on an opposition speaker following Mr. Robertson.

The chairman reminded the Premier that the meeting was Mr. Paterson's, and he was simply reading the names in the order they appeared on the programme.

Mr. Paterson recalled to the Premier's mind the scant courtesy with which the opposition speakers had been treated at the government meeting on Mayne Island a few days previous. Then the Premier had arranged the speakers to suit himself. Col. Prior wasn't to run this meeting, and he could either speak in the order decided upon or refrain. If the government speakers were afraid to speak under those conditions they would have to wait until their own meeting.

There was some further cross-firing, and finally when the Premier found he couldn't have his own way he declined to speak, and the chairman called on Capt. Tatlow, who was received with applause.

Capt. Tatlow.

The captain, after a complimentary reference to the presence of ladies, alluded to the disfranchisement of the constituency by the government. He saw in the papers that the Premier recognized this, for in a speech at Fulford Harbor he admitted that the electors had been wrongly and shamefully treated.

The Premier: "I never said so."

Capt. Tatlow: "The Premier says he never said so. Then I gather that he considers the electors have been properly treated by the government."

This neat little turn on the part of the captain went home, and the Premier had nothing to say in reply. The speaker also alluded to the action of Col. Prior last session in voting with the government against a motion which would have given the constituency a member.

After scoring the administration for its unjust treatment of West Yale and the Canadian Northern contract, the captain went into an incisive criticism of the government's financial mismanagement. He pointed out that the provincial debt was close upon $12,000,000. This with interest and sinking fund made a standing charge of $480,000 per annum, and to this add railway guarantees $55,000, and there was a standing charge of $535,000, or nearly double what it was when the Dunsmuir government came into power. The revenue by the last statement, that of 1901, was $1,630,000, so that with the Canadian Northern subsidy of $3,000,000, and the Coast-Kootenay $1,900,000, without the other roads Mr. Robertson had referred to, the province will have a debt of over $16,000,000, and standing charges of $700,000 per annum, or nearly half its revenue, which must mean an increase of 50 or 60 per cent. in taxation.

This recently floated loan of $3,500,000, which realized under $3,000,000, was already wiped out by the overdraft of over $2,000,000, and the Fraser bridge contract for $750,000, which did not include extras, consequently the people may expect to find a new overdraft shortly commenced.

In regard to the flotation of this loan, they were told it was placed at 92. This price was paid in instalments of £5 on application on October last, £17 on November 28th, or £22 in the present year, 1902. But the interest commenced from July 1st last. Now the interest on £22 for the few weeks in this year was 1s. 2d., but they were paying £1 10s., or a bonus of £1 8s. 10d. The remaining payments were £20 on January 30th next, £25 on March 30th and £25 on May 29th, but as before interest on the full amount was going on. In other words, the interest on the money received during the year at 3 per cent was about 18s., and they paid £3, which reduced the amount netted by the loan from 92 to 90. But while they were allowing the purchasers of the loan to keep their money in their pockets, what about the overdraft this loan was intended to pay off? They were still paying the bank 4 per cent, for this, while they paid the people in England 3 per cent. This latter sum amounted to nearly £2 17s. on the £100, or about 5 per cent., reducing the net value of the loan from 92 to 87, and this without any allowance for underwriting, brokerage or other flotation expenses. This was the position of a people who were asked to undertake cash railway subsidies, in themselves only an initial expense, as the very country they opened up has to be equipped with schools, roads, trails, bridges and administration of justice for years before it made any appreciable returns to the treasury. Let the Dominion government take in hand these cash subsidies and leave the province to attend to these matters of administration. The population of the province was some 175,000, of this there were under 100,000 white workers who were asked to put their hands in their pockets and start on a scheme of colonization before they had received some of the necessaries of civilization themselves. If the electors did not desire a great increase in taxation, they must economize. Look at the civil service salaries. The public accounts showed they increased $40,000 in 1900 and $59,436 in 1901. In 1891 they amounted to $96,210; in 1901 to $232,013; in fact nearly trebled, while the population had not doubled. There was still an increase in the estimates for this year, 1902, while to economize a decrease of $140,000 was made in the estimates for roads, trails and bridges, the only one department in which an increase might perhaps have been justifiable.

In closing, Capt. Tatlow exhorted the electors to return Mr. Paterson, a man whose ability was acknowledged by all. There may be a change of government any time, and if elected Mr. Paterson's personality and attainments were such as to receive recognition in the formation of the cabinet. (Cheers.)

The Attorney-General.

The chairman then called on Hon. Mr. Eberts but the attorney-general frasciily refused to speak. "How many times do you require to be told, Mr. Chairman, that the government speakers refuse to speak?" he inquired savagely.

Mr. Oliver.

The last speaker, John Oliver, M. P. P. for Delta, delivered one of his usual forcible addresses, flaying the government on gross mismanagement of the provinces affairs. He scored them on their railway policy, or what stands for a policy, and their failure to collect dyking assessments after expending $100,000 on dyking. He showed up the precious contract between the government and Maclean Bros., which did not bind them to build a ferry to Vancouver Island. It was never intended to build the road to the Coast. The scheme was simply to subsidize the C. P. R. to construct a line from Midway to Spence's Bridge. He also sailed into the government for its conspiracy with the C. P. R. in the Columbia Western agreement to defraud the people of this province of 900,000 acres of the finest land in the province. He produced documentary evidence in support of what he said, and challenged members of the government to refute it. He also touched up the Graham Island Railway Bill, which was to give 300,000 acres to a railway company which didn't exist. The bill was afterwards withdrawn.

Mr. Oliver closed his vigorous address by advising all present to vote for Mr. Paterson, and put on record their condemnation of an incompetent administration.

Cheers for Mr. Paterson and Mr. Robertson by their respective supporters and a vote of thanks to the chair brought the meeting to a close. Quite a number of ladies were present, the majority of whom were in sympathy with the opposition.

DISTRICT SCHOOLS CLOSE.

Entertainment at Sidney—Prizes Awarded at North Saanich on Friday Evening.

The annual entertainment of the Sidney school was given on Friday evening last. An excellent programme had been prepared under the charge of the teacher, Miss A. Currie, and her assistant, Mrs. J. J. White. The programme was as follows:

Instrumental Duet .....
..... Alex. and Edith Brethour
Recitation—Boys' Complaint .....
Song—Boy in Blue ..... Wilson Armstrong
..... Ellen Birquist, and Alice Roberts
Recitation—What Are Little Girls Good For .....
Violet Simpson, Muriel Brethour, Harrison Kinzo.
Song—Put Me in My Little Bed .....
..... Eva Roberts
Comedy—Dr. Cure-All ..... By Scholars
William Brown taking part of Dr. Cure-All.
Doll Drill ..... 12 Little Girls
Instrumental Solo ..... Alex. Brethour
Song—When I Was a Baby...8 Little Girls
Hoop Drill ..... 12 Little Girls
Recitation—Little Willie .....Ira Brethour
Song—Tie That Binds .....
Ellen Birquist, Alice Roberts, Lillian Brethour, Joyce Brethour.
Dialogue ..... Mrs. Critchley
Instrumental ..... Mrs. Critchley
Flower Drill ..... 12 Girls
Instrumental ..... Mrs. Critchley
Recitation—Jimmy Brown's Sister's Wedding ..... Jno. Brethour
Flag Drill and God Save the King.

A vote of thanks was tendered the teachers, being introduced by Rev. T. W. Wright.

In replying, Miss Currie thanked those who had assisted in making the exercises a success. The following donations were acknowledged: $5 from Hon. W. C. Wells, $5 from J. J. White, $2 from H. D. Helmcken and $1 from H. Moore.

The North Saanich school also held closing exercises on Friday evening. Among the numbers on the programme were songs by Clarence Jackson and Dorothy Williams, recitations by Elmer John, Ernest Jackson, Dorothy Williams and Nora Norris; singing by school of Christmas carols and other songs.

Prizes were awarded to Clarence Jackson for best kept exercise book, Minnie Horth, for exercise book; Lena Horth, for map of British Columbia; Archie John, for exercise book.

HIGH TARIFF VS. LOW TARIFF.

The great question before Canadians to-day is the tariff. From one end to the other of this broad Dominion the question of a high or low tariff is being discussed. Honest discussion is what the people of Canada want. It will be interesting to know that the Family Herald and Weekly Star of Montreal has opened its columns for a full and free discussion of this important question. The leaders of both political parties are invited to give their views. Farmers, manufacturers, importers, etc., will have an opportunity to express themselves. The Family Herald, being a purely non-political paper, absolutely independent of all political parties or interests, is the one paper in Canada wherein such an open disussion can be carried on. With the Family Herald and Weekly Star's immense circulation at every post office in the Dominion, this will be a splendid opportunity for the leaders of both parties to air their views on the tariff question, and the public will naturally expect to hear from them through the Family Herald and Weekly Star. The discussion will be watched and read with interest.

"500 PEOPLE BADLY BENT" have in effect used these words in speaking of the curative qualities of South American Rheumatic Cure—"My legs were crippled"—"My hands were distorted"—"My joints were swollen"—"My back was bent double"—"My pain was excruciating"—"Bedridden for years." This great remedy has been the heaven-sent agent that worked a permanent cure. Sold by Jackson & Co. and Hall & Co.—130.

SPORTING

THE KENNEL.

MONTHLY SHOW.

The second monthly show of the Victoria Kennel Club will be held on the first Tuesday in January. Terriers of all descriptions will be judged on this occasion.

THE HUNT.

REGULAR RUN.

The regular run of the members of the Victoria Hunt Club was held on Saturday afternoon at Colwood. There was a good turn out and an enjoyable run was held. This week there will be two runs, the first on Thursday (Christmas day) from the barracks, and on Saturday from Hillside avenue.

THE TURF.

KARABEL AT FRISCO.

Of the doings of the Victoria mare Karabel in San Francisco, the Chronicle gives the following account:

"A wild killing was attempted in the first race with the mare, Karabel, who is here from British Columbia. She was 200 to 1 in the betting, while 60 to 1 and 20 to 1 were obtainable for place and show respectively. Six horses came under the wire noses and heads apart. It was about the closest race of the season. The judges placed Handpress (98 lbs.) first, Karabel (114 lbs.) second, and Parsifal (105 lbs.) third. To several people in the press stand it looked as if Buck Taylor, who came very fast, was inside the money for third."

BASKETBALL.

REGIMENTAL LEAGUE.

The Vancouver Sixth Regiment team and the Westminster A and B Companies' team met at New Westminster on Friday night. The latter won by 8 points to 6. The game started sharp on time, the officials being T. J. Mahoney, official referee, and Knight and Grant, umpires for Vancouver and Westminster respectively.

Regarding the play, it must be said that the Vancouvers understand the five-men game better than the New Westminster boys, who have heretofore played the seven-men teams. Their shooting was also better and every man on the team was dangerous when he got a chance. Westminster showed better staying powers, however, in the last half, which was fast from start to finish.

SATURDAY'S GAME.

The contest that has been looked forward to by many with considerable eagerness took place on Saturday evening when the Fernwood and Victoria West teams met for the first time this season. Victoria West struggled hard against last year's champions, but were unsuccessful, the score at the finish standing 12 to 4. This, however, does not accurately reflect the nature of the match. The shooting of the boys in green and white was inaccurate. The Fernwoods were decidedly the better in forward work, and there was little difference in the defence of the two teams.

In the first half the match was more even than in the last. The score was kept very close and an exciting finish was looked for. The first part of the second portion of the match closely resembled the start of the game, the score being kept even, but the Fernwoods finally drew ahead by good shooting and won out by the score mentioned. The teams were:

Fernwoods—Guards, Peden and Shotbolt; centre, Dalby; forwards, Peden and Marchant.

Victoria West—Guards, Andrews and Jackson; centre, Crocker; forwards, W. Fairall and C. Fairall.

ASSOCIATION FOOTBALL.

EXECUTIVE MEETING.

The executive of the Victoria District Association Football League held a meeting on Wednesday evening in the Y. A. C. hall, when matters in connection with the junior and senior leagues were discussed. There were 10 out of 14 delegates present. The Victoria West juniors petition was disallowed. There will be no intermediate league, and the cup is to be called in. The league, however, has taken steps to promote football among those intermediates who appreciate the game. A cup will be presented for competition between the Victoria West and Capital teams. It was decided that all games of the provincial league must be completed before the end of March. Meetings will be held every week in order to decide any protests that may be received from the different teams.

RESULTED IN A DRAW.

A close match was played on Saturday afternoon at the Canteen grounds between the Columbia and Egeria elevens. The kick off was taken by the local team, and for the first ten minutes neither team had any material advantage. The sailors, however, finally shot for goal, and the ball rolled under the goal keeper's hands. From this on the Columbia boys played up better and carried the ball well into the sailors' territory repeatedly, finally evening the score, Wilson doing the work. In the second half, the sailors did their best to score, but their efforts were fruitless, all onslaughts on the Columbias' goal being repulsed by Lorimer and Hughes. The game resulted in a drew, neither team adding to their score.

IN LEAGUE CIRCLES.

From now until after Christmas there will be a lull in football circles as far as league games are concerned. There is no junior Association game arranged to take place to-morrow. The next match in this league will be played on Saturday, January 3rd, between the North Ward and Victoria West teams. No District League matches are scheduled to be played until two days after Christmas day, the 27th, when the Victoria West and the Capitals will contest a game at Beacon Hill. It is not likely that the Provincial Senior League will be formed until the New Year.

SOLDIERS WON.

The game played on Saturday afternoon at Work Point barracks between the Barracks and Naval Yard teams resulted in a win for the soldiers by a score of 5 goals to nothing.

CHESS.

J. B. A. A. TOURNEY.

The handicap final of the J. B. A. A. chess tournament, i.e., the winners of classes A, B, C and D, each class winner playing two games with the other class winners, will commence in a few days. Class A is represented by R. Williams; in B class Messrs. B. H. Hurst and C. C. McKenzie tie with 4½ wins to 1½ lost; C, W. D. Clifford, M. P. P., being next with 2 won and 2 lost. The tie between Messrs. Hurst and McKenzie is being decided by a match, the winner of three games (draws not counting) to play in the final round.

The first game—a Zukertort opening—was commenced on Friday and adjourned at 10.50 p. m., the umpire, Mr. Piper, sealing up the position and Mr. McKenzie's intended move. The time limit, 20 moves per hour, was regulated by stop clocks, which showed that Mr. Hurst consumed 1 hour 30 minutes over 35 moves, Mr. McKenzie using 40 minutes. Mr. Hurst is improving so rapidly that although in the late Robins tourney Mr. Piper was able to concede Mr. Hurst a queen, the latter is now able to hold his own at the odds of a rook.

In class C, P. T. Johnston won 4 all; F. Davey is next with 2½ won, 1½ lost; Mr. Brown, 3 won, 5 lost; D. Leeming and S. Child following in the order named.

RUGBY FOOTBALL.

VICTORIA v. VANCOUVER.

In its account of the intermediate Rugby match played on Saturday afternoon between Vancouver and Victoria teams, which resulted in favor of the former, the News-Advertiser says:

"It was a grand game, and the final score, 20 to 0, in no way reflects discredit upon the losing team, but rather redounds to the credit of the magnificent football played by Vancouver in every branch of the game. Forwards and backs worked together as one man, and had it not been for the splendid defence exhibited by their opponents' back division—especially of Patton and Gowen—the score would have been considerably larger.

"The Victorias seemed to have the advantage in weight in the forward line, but it was very little, if any, and their scrimmage work throughout was good. The Reid and Wattes never gave up the fight, and stuck to it manfully, never forgetting they were playing football, and on several occasions making matters look very dangerous for Vancouver; particularly upon one occasion, when Berkeley dribbled almost the entire length of the field and almost scored; in fact, if he had had any man to give him the least assistance, he would certainly have done so. Berkeley played a first-class game right through, and shared the honors with Patton on the three-quarter line. Sweetland, at half, also played a rattling good game.

"Amongst the forwards, Janion, Gallop, Austin and Shanks were very much in evidence and worried their opposing line considerably. Tackling on both sides was good. The first score was made by Donaldson. Then Allan got over from a beautiful pass from Brydone-Jack, the result of good fast combination among the three-quarters; Watson, giving to Allan, who passed to Johnston, the latter getting over in grand style, after a pretty run. This brought the game to half-time, with 9-0 in Vancouver's favor.

"In the first of the second half the Red and Whites were now holding their own and made charge after charge towards their opponents' goal line, but they found the Blues just as hard at defence as they were at aggressive work, and their fury and strength were without the results they were hoping for.

"Vancouver, however, got several opportunities, and before the close had brought the score up to the twenty mark.

YACHTING.

INTERNATIONAL RACES.

A movement is on foot promoting annual international races on the Sound. The idea has been received, wherever suggested, with enthusiasm, and it is quite probable that what is now only a proposal will before long take definite shape. The Seattle Times editorially says:

"All lovers of water sport must have been pleased to read the announcement touching international yacht racing on Puget Sound. Nothing has been more effective in arousing national interests than the yacht races on the Atlantic in defence of the America cup.

"And yet the first contest for this cup took place in English waters in 1851, when the Yankee boat won. From time to time England has endeavored to recover the lost cup, but without avail—although the contests have sometimes taken place annually, but as a rule only once in five years.

"Of course yacht racing on the Pacific cannot be made as interesting the first year as the contests which have taken place on the Atlantic have always been. Nevertheless, we are of the opinion that if a valuable trophy be put up by some wealthy gentleman, as suggested, a first-class race can easily be had the first year on Puget Sound—or even outside Flattery, if that point of the Pacific could ever be made a racing course.

"In any event, there are a good many yachtsmen on Puget Sound, with headquarters at Seattle, Victoria, Vancouver and other points, and we have no doubt that a most interesting contest will be the result of the offer made."

THEATRICALS AT SAANICH.

Very Successful Entertainments in the Agricultural Hall—The Players.

The amateur theatricals given on behalf of the Saanichton church in the Agricultural hall were very successful. The stage arrangements, and scenes, designed and ingeniously executed by C. F. Walker, being especially pleasing. Each of the parts was admirably sustained and the dresses were much admired, the pieces being "In Honor Bound" and "The Area Belle." The costumes of the second play were appropriate to a degree. The song from Gilbert and Sullivan's "Pirates of Penzance," by W. Le Poer Trench, was highly applauded, but every detail of the piece was so well presented that it would be unjust to further individualize. The performance has been a nine days' wonder for Saanich. During the interval Miss Atkinson drew sweet music from her violin, and Mrs. Butler, Miss G. Thompson, Mrs. Creighton and Miss Martindale from the piano. The following appeared in the sketches:

"In Honor Bound."—Characters—Sir George Carlyon, K. C., M. P., Mr. Bury; Philip Graham, Mr. W. Le Poer Trench; Lady Carlyon, Mrs. Le Poer Trench; Rose Dalrymple, Mrs. Bury. Scene, Sir George Carlyon's.

"The Area Belle."—Characters—Pitcher (in the police), Mr. W. Le Poer Trench; Tosser (in the Marines), Mr. Bury; Walker Chalks (a milkman), Mr. B. Tyrwhitt Drake; Mrs. Crooker (the Missus), Mrs. Bury; Penelope (the servant), Mrs. Le Poer Trench. Scene, a kitchen.

The singing of the National Anthem brought the entertainment to a close.

The Northern Pacific liner Tacoma left Hongkong for this city on Wednesday last, after undergoing extensive repairs at the Knowloon dock.

Twelve persons are reported dead and 27 injured as the result of a railway collision in California.

DR. WOOD'S
NORWAY PINE SYRUP
CURES
Coughs, Colds, Bronchitis, Croup, Hoarseness, Sore Throat, Pain in the Chest, Asthma, and all Throat and Lung Troubles.
Is invigorates as well as heals, and soothes the throat and lungs so that you quickly realize the lung healing virtues of the pine.
Price 25c. at all Dealers.
FIRST DOSE RELIEVED.
I had a very severe cold and used Dr. Wood's Norway Pine Syrup. The first dose gave relief, and part of the bottle completely cured me. At the same time my mother had such a severe cold and cough that she was confined to her bed. She also used the Syrup and it gave her almost instant relief. I cheerfully recommend it to all suffering from coughs and colds. MRS. FRANK E. HARVIS, Hortonville, N.S.

MANY LIVES LOST ON LAND AND SEA

OVER TWO THOUSAND KILLED BY EARTHQUAKE

Twenty-Three Dead as Result of Railway Accident—Schooners Collide—Eleven Men Perished.

London, Dec. 22.—A dispatch from New Margheluna, Russian Turkistan, reports that the recent earthquake at Andijan killed 2,500 people in and near that city, and destroyed 16,000 houses. The rumblings continue.

The authorities so far have been unable to cope with the destitution of the starving, unsheltered people.

Railway Collision.

Byron, Cals., Dec. 21.—Ten persons were killed and 27 injured in the collision last night between the south-bound Los Angeles "Owl" and the Stockton flyer. It was a rear-end collision, the engine of the local ploughing into the rear coach of the "Owl," which was filled with passengers. After the "Owl" left the Oakland mole, a leak in the flue of the engine was noticed. This increased to such an extent that it was deemed advisable to change here and take a freight engine for relief. The train officials knew that the Stockton local train was following a half hour behind, and a flagman was sent back along the track to give warning of the presence of the "Owl." It is said that the Stockton train got the warning signal in due time, and gave the usual response with whistle blast. Why the train was not checked, however, has not been explained thus far, as the men who could give the facts are among the badly injured. Relief came quickly to injured passengers, and every effort was made to alleviate their sufferings. None of the passengers of the Stockton train were injured, and all of the crew of the "Owl" escaped unhurt. The dead include six men, three women and a baby.

Twenty-Three Dead.

San Francisco, Dec. 22.—The number of victims of the railroad collision on the Southern Pacific railway near Byron station now reaches 23 dead. There are still 21 injured survivors of the accident, and the condition of four of these is extremely critical. An official investigation as to the cause of disaster has been begun by Coroner Curry of Contra Costa county. There appears to be no doubt that the Stockton flyer which ran into the "Owl" train was signalled, and that the engineer responded with a whistle and threw on the air brakes. The question which remains open is whether or not the signal was given in time to avert the collision.

Farmer's Death.

Oakville, Ont., Dec. 22.—Henry Baker, farmer, who lived several miles from here, was burned to death on Saturday night, his charred remains being found in the ruins of his barn, which was destroyed by fire. How the accident occurred cannot be surmised, as deceased lived alone. Mr. Baker leaves two sons and two daughters, one of whom is Mrs. Remisieur, of Vancouver.

Ship on Fire.

Gloucester, Mass., Dec. 22.—Keeper Bailey, of the Eastern Point light, reported at 1 o'clock this morning that the vessel reported afire off Eastern Point last night was still burning. At that time she had apparently drifted a short distance to the east.

Eleven Sailors Dead.

Boston, Mass., Dec. 22.—The fishing schooner Hanahanzett arrived here early to-day, having on board ten survivors of the schooners Frank A. Palmer and Louise B. Creary, which were in collision on Wednesday night off Thatcher's Island. Eleven sailors were either killed in the collision, were drowned, or died from exposure. After the accident 15 men from either vessel took to a small boat.

RICH MAGNETITE ORE.

The properties on Bugaboo Creek Have Been Puchased by H. E. Newton.

According to the latest reports from the West Coast the iron properties on Bugaboo creek promise to be very rich. The claims lie about nine miles from Port Renfrew, and have during the summer been well exploited. H. E. Newton held an option upon the group, and has now purchased them, so well satisfied is he with the indications upon the properties.

The ore is magnetite, and is pronounced by experts to be of very high quality. There is an absence of sulphur compounds in connection with it, which increases its value very considerably. As far as it has been examined there is a magnificent body of the magnetite, which will increase the value of the Newton properties on the West Coast to a very considerable extent.

There is being opened to the property a trail which will afford an inlet to it from Port Renfrew.

The presence of such a body of ore as that which it has been proved existed on Bugaboo creek will still further ensure the possibilities of steel works being erected. Mr. Newton is believed to be awaiting only the time when a sufficient quantity of ore will be in sight to warrant such before taking steps towards carrying this project into fulfilment.

To the Editor:—The pessimistic utterances attributed to James J. Hill, and referred to by you on Saturday, were never made. In the Chicago Tribune of the 15th inst., two days later than the date of the alleged interview, he authorizes the statement that he had no interview with a reporter on the subject, and that the ideas credited to him were pure fancy. There should be a law to punish the coiners of spurious stuff that is calculated to unsettle the business and credit of a whole country. H.