

Twice-a-Week Times

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HOW CANADA GROWS.

The federal department of immigration has issued a report which shows statistically how Canada is growing as a result of the flow of the tide of population from other countries. The information is also interesting as demonstrating the elements of which Canadians of the future are most likely to be composed. In the calendar year 1887 the total immigration was 21,716. In the fiscal year 1908-09 it was 146,908. The year before, the year of largest immigration to the country, it was 282,469. The British immigration to Canada was, in 1908-09, 52,991; the year before it was 120,182. The continental immigration last year was 34,175. During the entire period since 1887, 50 per cent. of the arrivals for homesteads, while many others engaged with farmers or in domestic service.

In 1897 we got only 4,212 immigrants from the United States. Last year the number was 59,832. Since 1897, 43 per cent. of the immigrants from the United States have made entry for homesteads. In the fiscal year 1907-08 (the last year for which the statistics are available), these newcomers brought in \$52,000,000 in cash and settlers' effects. In the last two years English and Welsh immigrants numbered 91,412 and 37,482; Scotch immigrants, 22,223 and 11,810; and Irish immigrants, 6,547 and 3,609. Japanese immigration totalled in 1907-08, 7,601; for the year just closed, 495. That illustrates the working of the arrangement made by Hon. Mr. Lemieux.

Since December, 1902-03, when the Medical Act went into force, 19,897 immigrants were held for further inspection, and 3,803 were rejected. Inspection of immigrants seeking admission to Canada from the United States was begun in April, 1908, and during the fiscal year 1908-09, 4,580 were debarred. Under the deportation clause of the act since 1902-03 a total of 3,149 immigrants were returned to the countries whence they came, having been found to be undesirable or likely to become a charge upon the public. Of these deportations, 1,748 were made last year.

The total number of homestead entries made last year were 39,881.

CANADA AND THE AMERICAN TARIFF.

The New York Journal of Commerce does not approve of a tariff war between the United States and Canada as a consequence of the official interpretation of the maximum provisions of the Payne tariff bill and the timber policy of the provincial governments of Ontario and Quebec. It believes that such a conflict would be the extremity of folly from an American point of view notwithstanding the strength of the republic from an industrial point of view. It says:

"The policy of Quebec and Ontario in this matter may or may not be wise, but it is quite in keeping with the principle of the protective tariff and the United States, of all countries, has no ground of complaint on account of it. As it applies only to wood cut on public lands it may be regarded as a policy of conservation, though doubtless the purpose is to give Canadian pulp and papermakers an advantage in the use of this material. That makes it all the more in the spirit of the protective tariff policy. If countervailing duties are intended to be an instrument of coercion to secure the removal of the obstacle to the exportation of this Canadian pulp wood, they are sure to fail of their purpose. They certainly will if anything like the American spirit prevails in Canada, and we hope it does. If they are intended for retaliation or punishment, they are likely to have the opposite of a deterrent effect. Already they are producing an agitation for the adoption of the policy of prohibition by the Dominion government of all exports of pulp wood, whether grown upon public or private land.

"What Canada would do would remain to be seen, but the practical result would be to raise and strengthen the barrier between the two countries, and to divert the trade of each from the other and send it to more distant parts of the world across the seas. A more utterly foolish course than that deliberately started in the tariff law at the instigation of the paper trust, could not be conceived of, and it is to be hoped that the public opinion of the country and the sympathy of the authorities of both governments will prevent its going any further."

JAPANESE TRADE TACTICS.

The Tokio correspondent of the London Telegraph has been sending letters to his paper which throw much light on Japanese methods in trade, and explain their invasion of sealing and shipping as well as other departments of commerce.

There is little doubt that at present Japan is engaged in an effort to undersell and eventually to overthrow all her foreign trade competitors in China.

This may be seen in what is now going on in Manchuria. There is no question as to the existence of the so-called "open-door," but there is a grave question whether after passing through the door the alien intruder is able under present conditions successfully to compete with the door-keeper in the great and yet expanding commercial fields of North China.

This apprehension is somewhat emphasized by a consideration of the recent experiences and prospects of certain lines of American trade in Manchuria. Before the Russo-Japanese war the demand for American cotton in Manchuria reached the value of 1,600,000 annually. In fact, the entire demand was supplied by the United States. Since the conclusion of the war this demand has been reversed in favor of Japan. Japanese cotton has largely taken possession of the market in Northern Manchuria and bids fair to make similar conquests in the South. In five years, out of a total of 1,600,000 worth of cotton formerly supplied by the United States, Japan now supplies the market to the extent of 1,400,000, showing that in this short space of time Japan has been able to secure some two-thirds of the cotton supply of the country. And what is true of American cotton is fast becoming true of British cotton yarns.

Now, what means has this change in favor of Japan been so quickly accomplished? No one familiar with affairs in the Far East will be surprised to find that the achievement is mainly the result of the paternal care and financial assistance of the Japanese government itself. Japanese traders and manufacturers, as a rule, are poor, but with the help of their few large export corporations and the backing of the Imperial government they become a force with which the foreigner cannot easily reckon. The Japanese government advances all the necessary funds for facilitating shipments of native cotton manufactures, and in every possible manner encourages the expansion of its trade in China.

The government borrows this money abroad at 5 1/2 per cent. interest, including bank commission, and then lends the money to the cotton shippers at 2 per cent. to enable them to control the market in cotton fabrics. Thus, by a lower rate of interest than the foreigner can possibly command, and also by special railway rates, the Japanese cotton trader is enabled to compete with British and American products, and even to drive them ultimately from the market.

Of course, the Japanese authorities cannot but be aware of the fact that this policy must ultimately prove an unproductive investment of capital, seeing that in every loan to the cotton traders there is a clear loss to the nation of 2 1/2 per cent.; but there is no reason to believe that the government intends to continue this method of developing supremacy in trade longer than is necessary to rid the Manchurian market of foreign competition. The same method of allying or suppressing competition is followed in encouragement of Japanese shipping interests. All the leading Japanese steamship companies are heavily subsidized by the government, by which they are enabled to pay the promised dividends while they cut cargo rates sufficiently to interfere seriously with the carrying trade of all foreign competitors. A familiar example of this is the fact that the Japanese cotton manufacturers are able to import the raw material from Bombay, pay the freight on it, and manufacture it, and then export the fabric to India cheaper than the Indian manufacturers can produce the same goods on the ground. Hence, though it may appear a mistaken financial policy to pay profits by subsidy, it may none the less prove effective as a temporary expedient to secure permanent control of the coveted market.

Since the recent revival of American interest in the financial possibilities of China as a field of investment, Japanese financiers have been showing an extraordinary activity in the same direction. Within the past few weeks a company has been formed with a capital of \$100,000, subscribed by 24 of the leading capitalists of the empire. The special object of this company is to give Japan a share in the financial opportunities afforded by the development of China. The company expects to begin its operations by undertaking to supply the growing demand for railway material in China. Recently, too, the Japanese government succeeded in floating a railway loan of some \$250,000 with the Chinese authorities. Japanese subjects, moreover, are gradually coming to form a large and important element in the foreign population of China. But their present investments in the enterprises of the country do not exceed \$2,000,000, which is regarded by the Japanese as insignificant compared with the financial interests of Europe and America in China. Consequently every effort will be put forth to afford Japan a share in the economic, industrial and commercial possibilities of her big neighbor, until Japan ultimately secures a position consistent with her ambition to be supreme in the Far East.

Speaking at Halifax the other day Hon. Mr. Fielding said: "We have been engaged hitherto in trying to make Canada a land worth defending. The time has now come when Britain, looking at the great colonial states, asks them in proportion to their strength and ability to take up the question of their own defence as

sociated with the defence of the empire. The question is what shall be done? The New Zealand government has offered a Dreadnought, but this does not seem to be the best thing for Canada to do. We want to keep control of our naval affairs as we have done of our military affairs. If we are to have naval service, Canada must control it. If we are going to build warships and on a modern scale we want them to be directed and controlled by experienced men. We aim to have a Canadian fleet so organized that in the moment of emergency it can convert itself into an Imperial fleet."

It is announced that the contractor who erected, or rather "ran up," the condemned Lamson street school, which was a menace to the lives of all who entered it, has settled the case with the government for a money consideration. We suppose that is the end of the matter—but what an inconsequential end in view of the late demands of local government organs that the contractor should be dealt with under the criminal code. Possibly the fact that the said contractor is and has long been a strong supporter of the McBride administration and has at least one other contract involving an expenditure of possibly millions of dollars of public money has nothing whatever to do with the case.

Apparently the reason why the "public utilities" of the little city of Guelph, Ont., have been so successfully managed is to be found in the fact that the commissioners in charge of them are public-spirited citizens who give their services without money and without price. The city is not "governed by commissioners" in the popularly understood acceptance of the term. There is a mayor and council, who exercise a general supervision of civic affairs, discharging legislative functions, we presume, as the councils of other municipalities do. But they are not paid for their services either, counting the honors of their positions and the opportunity to perform public service sufficient recompense.

LUMBERMEN BLAME RAILWAYS FOR FIRE

Evidence Given Before the Forestry Commission at Cranbrook.

Cranbrook, B. C., Sept. 16.—A feature of the session of the timber commission yesterday was a heavy indictment against the railway companies for the cause of the bulk of the forest fires. A. E. Watts, of the Watsburg concern, put down ninety per cent. of fires to their blame, and was very caustic in his remarks and suggestions as to how they should be treated. He declared that the regulations of the railroad commission and of the railroad department were openly disregarded, and wanted them to take a hand in enforcing the provisions of the act, pointing out that private individuals were confronted by the C.P.R.'s liking for appeals to the Privy Council.

Otis Sharpe, on the contrary, did not think the railways were as much to blame as people imagined. He put down many of the fires that occur along railway lines to smokers throwing matches, and to the carelessness of the window or people walking along the track doing the same thing. In the woods many fires were caused by foremen or the lumbermen or by Indians smoking cigarettes.

Wm. Pearce, head of the irrigation department at Calgary, called Superintendent Chudleigh, master mechanic, and Chief Forest Ranger, into the witness box to the defence of the company, and all swore that the regulations were lived up to, and the engines were all equipped with spark arresters. Mr. Pearce believed a patrol sent along the railway would be a good thing, and not expensive, but he said the shipper of freight would be the one to pay for it eventually.

Peter Lund, who was one of the several lumbermen heard during the day, suggested a small car equipped with tools and perhaps chemicals as a useful auxiliary to a patrol. He was supported by the other witnesses, who agreed that if such a car could be kept out by an efficient and effective system of patrol, nature will look after reforestation.

The commission went to Fernie last evening. Archie Leitch, manager of the East Kootenay Lumber Company, gave evidence at the previous day's session. Like other lumbermen, he favored perpetuity of tenure, with a fixed rental, leaving any increase in the public revenue from timber to be raised by higher royalties. If fire is kept out he considered that natural afforestation was sufficient; the patrol system of fire protection now in force he thought was a good start, but it should be increased. Ninety per cent. of the fires in this district he put down to the railway, but he conceded that railway operation was impossible here in the dry season, without some danger of fire. Therefore the railways should bear a share of the cost of a fire patrol equally to the government and the licensee holders.

Nesoho, Mo., Sept. 16.—In a duel following a quarrel on the main street here Henry W. Estes, a farmer, shot and killed Ben Marshall, a town character, and in turn received wounds of which he died a few moments later. Both men discharged weapons at close range simultaneously.

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PRINTERS WANT LOCAL WORK

TOO MUCH SENT EAST THEY CLAIM

Movement to Bring Pressure to Bear on Firms Sending Out of Town.

A movement has recently been inaugurated by the Master Printers' Association of this city, a society formed a short time ago for the purpose of trying to secure for Victoria workmen the printing which is now being sent to the East. According to the statements made by the officials of the association a large part of the printing required in the city is sent to the East to be done, while in many cases it could be done here as well and as cheaply in Victoria. Even where there is a slight margin of difference owing to the increased wages paid on this coast, the printers claim that they should be given the preference.

A committee has been appointed by the master printers to confer with the Trades and Labor Council, the Allied Trades, which includes the bookbinders, pressmen and others engaged in related work; and also with the Typographical Union. The object is to devise ways and means to keep the work in the city.

The view of the master printers is that if they cut the work as fine as possible, leaving only a narrow margin of profit, they would be able to help them out in patronizing only those establishments which have their printing done here. In this way they hope to force the hands of the merchants and shippers of the city, who are summing up money which are annually paid to the firms in the East, and from which Victoria gets no benefit. They claim that the firms which look to Victoria for support, should also, when they have business to give out, let Victorians have an opportunity of doing it.

A letter has also been sent to the Board of Trade asking for their cooperation. The board it is said by the printers has always expressed a wish to encourage industries, but has not taken any practical steps looking to the benefit of the city. Here they say is an opportunity for them to get down to business and aid a local industry which is capable of doing much for the city. As an instance of discrimination in favor of eastern firms, that of the new bills of lading required by the railway commission is instanced. Of these, large numbers of which are required for the railway, are printed in the East. The Victoria firms are offering to do this at the same rate, namely, 45 a thousand. The amount of work on this one line alone sent out within the last few days amounts to nearly \$1,000, which might just as well have been expended in the city.

The board of trade, from which the world's wine comes. Bread and wine have been grouped together as part of life throughout the ages, and as Canada's great export in 1912 the greatest reservoir from which the world's wine comes. Bread and wine have been grouped together as part of life throughout the ages, and as Canada's great export in 1912 the greatest reservoir from which the world's wine comes.

VICTORIAN MARRIED TO NANAIMO LADY

Mr. Hugh Pettigrew and Miss McCuish Wedded Last Evening.

Last evening, in the presence of numerous friends at the home of Mr. Thos. Gordon, Halliburton street, Nanaimo, B. C., Mr. Hugh Pettigrew, of Victoria, was united in matrimony to Miss McCuish, of Nanaimo. The bride was attended by Miss Ellen Pettigrew, while Mr. J. Swanson supported the bride. The newly married couple arrived in the city at noon to-day and will leave this afternoon for Seattle and the Sound cities. After their honeymoon they will take up their residence in this city.

ENGAGEMENT ANNOUNCED.

Miss Barnard Will Wed Mr. L. H. Plummer—Party Given Last Evening.

Miss Manley last evening at her home on Harbinger avenue, announced the engagement of her eldest niece, Miss Daisy Clarissa Barnard, to Mr. Lawrence Herbert Plummer, only son, of Mr. William Brett-Plummer, of London, England.

Quite a number of friends were present and a very enjoyable evening was spent. The newly married couple are progressive cards, while after supper some clever competitions were indulged in, also music and a little dancing.

The color scheme of the evening was pale yellow, and the supper table looked charming, being profusely decorated with yellow daisies and gypsophila, and hanging from the yellow light shades over the centre of the table, and at each corner and the sides of the table were pale yellow streamers, the effect was most artistic.

Among those present were: Mrs. Boggs, Misses Lillian, Helen, Ruby, and Maud Smith, Mary and Violet Braine, Daisy and Kathleen Barnard, Misses A. King, Phyllis Jay, Marguerite Rickaby, Messrs. Mason, Montgomery, Kent, W. Walker, A. A. Futcher, B. Boggs, B. Bailey, H. Hinton, A. Harris, C. Hollen, L. Plummer, E. Barnard, J. Rolands

I. J. FISHER'S HOUSE PARTLY DESTROYED

Fire Occurred This Afternoon—Department Responded.

(From Thursday's Daily.) A fire occurred this afternoon on Mitchell street, off Oak Bay avenue, just outside the city limits at the home of I. J. Fisher, the Discovery street blacksmith. The fire seems to have started from a spark falling on the roof fanned by the breeze which was blowing at the time. The news was telephoned to the city fire department who went to the rescue and put out the fire, but before a large part of the house had been destroyed. Before the engines left the scene the chief was presented with ten dollars from the Oak Bay municipality for the Firemen's Benevolent fund, in acknowledgement of the efficient way in which they had done the work. No less than 2,200 feet of hose was laid from Oak Bay avenue to Mitchell street. It is understood that the house was insured.

Another fire occurred early this morning at the residence of J. Baker, 1018 Quadra street, where a few sparks from the chimney caught the roof. The fire brigade arrived on the scene and easily extinguished the blaze. The damage amounted to about \$10.

FRANCE WILL MAKE EXTENSIVE EXHIBITS

Commissioners Meet the Executive of Winnipeg Fair.

Winnipeg, Sept. 16.—International interest in Canada's exposition in 1912 continues to grow. Representing the national organization of manufacturers, and officially commissioned by the French government, Maurice Huett, president of the foreign commission, accompanied by Ives Colcumbet, a millionaire French exporter of wine and a member of the international jury of war, held a conference with the executive committee of Canada's exposition yesterday at Winnipeg. That France is deeply interested in the exhibition is shown by an announcement that steps toward participating in Canada's exposition have already been taken by the French government, in having officially appointed a Franco-Canadian commission to further their interests. George Gerald, who took an interest in introducing the Franco-Canadian treaty, and Pierre Bodin, senator and minister, are honorary presidents. Mr. Huett, president of the international jury, has been appointed president general. Theodore Rose and Ives Colcumbet are vice-presidents, and Victor Laruelle, in charge of the French section at Seattle, has been appointed secretary general.

At a conference held yesterday, Mr. Huett said: "Canada is the bread basket of the world, and France is the greatest reservoir from which the world's wine comes. Bread and wine have been grouped together as part of life throughout the ages, and as Canada's great export in 1912 the greatest reservoir from which the world's wine comes. Bread and wine have been grouped together as part of life throughout the ages, and as Canada's great export in 1912 the greatest reservoir from which the world's wine comes."

WOMAN LOSES PEARLS VALUED AT \$3,000

San Francisco Police Are Trying to Find Strife of Gems.

San Francisco, Cal., Sept. 16.—The police are investigating the mysterious loss of a string of pearls valued at \$3,000, by Mrs. E. D. Lederman, wife of the president of the Sterling Realty Company.

With a woman friend she started on a shopping tour Tuesday. After visiting a number of stores the two women took luncheon at the St. Francis. They then continued their shopping and at 4 o'clock returned home. Mrs. Lederman then discovered the loss of her jewels.

The detectives were notified and officials promptly began to work in an effort to trace the valuable string of gems. It was thought that the jewels might have been lost in the St. Francis, and a systematic search was made without success.

This is the second pearl theft within the past six months which has baffled the local department. The other was the theft or loss of a string of pearls valued at \$30,000 belonging to Miss Jennie Crocker.

In the presence of a number of the officials of the Vancouver Island Board of Fire Underwriters, Fire Chief Davis at 10:30 this morning gave a practice drill of the department on Douglas street. The work of the hook and ladder brigade was especially notable, and at the conclusion of the practice the representatives of the Underwriters' Association who were present congratulated Chief Davis and all his men in the heartiest fashion.

DR. CHASE'S OINTMENT. Dr. Chase's Ointment is a certain and effective cure for every form of itching, bleeding, and protruding piles. See testimonials in the press and from your neighbors about it. You can use it and get your money back if not satisfied. Write for a free trial. DR. CHASE'S OINTMENT, 1000 BROADWAY, NEW YORK.

STEEL WORKS FOR PROVINCE

J. A. MOORE SPEAKS OF HIS ENTERPRISE

Location Has Not Yet Been Decided—Will Be Considered Later.

(From Thursday's Daily.) J. A. Moore, of Seattle, the head of the Ironclad Steel Company, is in Victoria to-day. He expects to return to Seattle again this afternoon. When interviewed to-day on his project Mr. Moore said that within sixty days he expected to have work in full operation at Ironclad, looking to the manufacture of steel there. The raw material used would be drawn from Washington state, and the deposits controlled by Mr. Moore's company on Vancouver Island.

The company has now abundance of capital, Mr. Moore says. It is capitalized at \$17,000,000. Included among the capitalists is Herbert D. Law, of San Francisco, a multi-millionaire. Eastern capital, as well as that of the coast, has been enlisted in the enterprise, and the financial situation is excellent.

Asked if he had in view steel mills at Quatsino as were suggested some time ago, Mr. Moore said that would not be a suitable site. Victorians and Vancouver men had invested in the company, and immediately after the Ironclad works are running it was his intention to take up the question of steel works allied with these to be located some where in British Columbia. The question of location had not been decided and he could say nothing definite as to that.

The British Columbia investors would be consulted and form a sort of advisory board to the central body. All would be under the one control. The steel works when completed would turn out steel bars, steel tubes, car wheels and eventually shipbuilding plates. Further extensions would follow with development. Mr. Moore expected to take up the question of the British Columbia works after New Year.

REPORT SUBMITTED TO MANUFACTURERS

Increases in Membership and Revenue of Canadian Association.

Hamilton, Sept. 16.—In presenting his annual report at the convention of the Canadian Manufacturers' Association yesterday, Secretary Murray, Toronto, after alluding to the various reports of the members, pointed out the need of improvements. He suggested that a commercial guide containing a list of all bona fide manufacturers and exporters in the Dominion be published for circulation instead of a list containing only the names of members of the association as published at present. He next remarked upon the need of a legal department to give necessary assistance in legal and parliamentary matters. As a means of augmenting the association's income, he suggested that a charge be made for services now rendered members by the various departments. In winding up he deprecated the apathy displayed by members as to the welfare of the organization and stated that all should urge manufacturers to come in and even to force them if necessary.

Discussion followed which was brought to a close by the proposal of a resolution confiding and authorizing a legal department to give necessary assistance in legal and parliamentary matters. A committee also appointed to look into the membership question and suggest a method of increasing it.

Treasurer Booth reported that the surplus assets had been reduced from \$21,945 to \$16,000. Receipts from all sources were \$22,500, an increase of \$4,320.20 over the previous year. Disbursements were \$54,626.15, the deficit being offset by a balance of \$7,751.97, carried over from last year. The report of the membership committee showed that the membership now totalled 2,356, an increase over last year of 171.

Mr. R. Hart, who submitted the report of "Industrial Canada," said its earnings had grown from \$16,842.42 to \$19,903 this year, while the cost of publication was only \$15,511.27.

During the conversation on executive meetings it was suggested by Daniel Murphy, Ottawa, that one meeting be held in this city, and the council was empowered to meet there once during the year.

PILOT BLAMED FOR COLLISION IN COLUMBIA

Certificate Suspended for Ten Days as Result of Investigation.

Portland, Ore., Sept. 16.—Capt. W. H. Patterson, who was pilot in charge of the G. W. Elder, when that vessel rammed and sank the Daniel Kern in the Columbia river near Astoria two weeks ago, has been suspended for ten days as a result of the collision. Capt. Patterson was notified by United States Inspectors of Hulls and Bolters Edwards and Fuller that he was penalized for carelessness. Capt. Patterson is a popular pilot with a long and honorable record on the Columbia, and in view of this the lightest possible penalty was fixed by the federal inspectors.

Capt. J. Moran, who commanded the Kern, was exonerated from all blame for the collision.

LARGE NITRE BEDS IN CALIFORNIA

Mojave Valley Deposits Promise to Surpass Those of Chile.

New York, Sept. 16.—That San Bernardino county, California, contains enormous nitre beds that promise to surpass the famous Chilean deposits, was the announcement made to-day by Wm. J. Dingle, a California millionaire, who has located claims aggregating 16,000 acres, in the district. The deposit, which Dingle asserted is fabulously rich, is located near Johannesburg, on the Mojave desert. Mining experts sent to Johannesburg to investigate, reported so favorably that negotiations were entered into with the Southern Pacific for the construction of a branch line into the Lone Willow district, where the claims are located. Arctic Club, declared himself in favor of the deposits analyzed contained from 25 to 28 per cent pure nitre. He is said to have interested several New York financiers in the development of the claims.

Almost the entire world's supply of nitre at present comes from the Chilean deposits which are controlled by the Rothschilds. The cost of production in the South American republic is about \$40 a ton, to which is added \$11 export duty. This duty is one of the largest sources of revenue of the Chilean government.

CONTROVERSY OVER STORES

Bridgman Declares Supplies Were Abandoned by Cook.

Boston, Sept. 14.—In a special dispatch from Sydney, N. S., Herbert L. Bridgman, secretary of the Peary Arctic Club, declared himself indignant over the criticism directed against Commander Robert E. Peary for taking Cook's stores in the north. Bridgman is quoted as having said that Peary had the right to take the stores as Cook had abandoned them.

The friends of Dr. Cook, however, are loud in their protestations that Cook had no right to the stores, which he had abandoned because Peary took them, and that they were left unguarded because Peary took them, and was compelled to return to civilization.

Denies Report of Trouble. Sydney, N. S., Sept. 14.—Mrs. Robert Peary yesterday denied that there was any trouble among the crew on the Peary because Peary took the stores from the pole instead of a white flag.

"There is no color line in the Arctic region," said Mrs. Peary, "and I am sure that the negro's color was not the cause of any indignation on the part of other members of the crew." Boatwain's Story.

St. John's, Nfld., Sept. 14.—Allan Whitten, who was boatwain of the Peary auxiliary steamer Erik in 1905, and again in 1908, gave his account of the Peary controversy yesterday. On his expeditions he naturally saw much of Peary and Peary's plans. He was also in the Erik in the summer of 1907, when she lay for a week in Sydney harbor, and he said that the Erik's expedition was naturally saw much of Peary and Peary's plans. He was also in the Erik in the summer of 1907, when she lay for a week in Sydney harbor, and he said that the Erik's expedition was naturally saw much of Peary and Peary's plans.

He confirms Cook's charge at Copenhagen that Peary's people took Cook's provisions, adding that not only did the crew of the ship take Dr. Cook's stores that were at Etah, but boats were sent to Amotok, thirty miles distant to remove Dr. Cook's provisions, which were removed there. Whitten admitted, however, that he did not know if this removal was by arrangement between Rudolph Francke, who was left in charge of the provisions, and Peary or Peary's representatives.

The boatwain also made the statement that Cook's and Francke's collections of ivory and skins, some of them of great value, were likewise taken. He said that the trouble with Peary's previous expeditions had been lack of supplies, instead of remaining away for three years, Commander Peary was compelled to return after only 15 months, the real reason, Whitten declared, being that he did not have enough supplies to remain longer.

WEEKLY WEATHER REPORT.

Victoria Meteorological Office, 9th to 14th September, 1909. Victoria—Total amount of bright sunshine, 39 hours and 12 minutes; rain, 19 inches; highest temperature, 68.8 on 8th; lowest, 42.3 on 11th.

Victoria—Total amount of bright sunshine, 46 hours; rain, 53 inches; highest temperature, 67 on 12th; lowest, 45 on 14th. Barkerville—Rain, 3.5 inch; highest temperature, 76 on 8th; lowest, 30 on 13th and 14th.

Fort Simpson—Rain, 2.04 inches; highest temperature, 58 on 8th and 10th; lowest, 44 on 13th.

ELITE STUDIO 640 Fort Street OPPOSITE THE PALACE HOTEL. DEVELOPING AND ENLARGING. Properties photographed, post cards, lantern slides, photos copied and colored.

The Co-Op. Store 74 YATES ST. Has recently undergone alterations and is now open as The "BON-AMI" Ladies' and Children's Outfitting and Dry Goods Store.

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GAS B

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Recharging dent Oc

Another gas trolley at the gas buoy was charged, by the steamer crew, at the time the engine mate J. G. Alexander secured the gas buoy, samples of the deposits analyzed contained from 25 to 28 per cent pure nitre. He is said to have interested several New York financiers in the development of the claims.

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