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There is sufficient reputation to this statement in the sale of the Point Grey lands the other day. The value of those lands was enhanced threefold by the prospective development which will follow in the train of the Canadian Northern. For the 600 acres of Point Grey lands which we sold we received \$2,500,000. We still own 3,400 acres at Point Grey which are worth \$14,000,000. Our terminals at Ketchikan Island are worth another \$6,000,000. The treasury of the province has today in cold coin in the Bank of Commerce the sum of \$5,000,000. Thus in the terminals at Prince Rupert and Point Grey there are \$20,000,000. Another \$5,000,000 in the treasury so that we have \$25,000,000. I am asking you to guarantee the bonds of the Canadian Northern to the extent of only \$21,000,000, while we have the bond of the C. N. R. that not a dollar of this will be ultimately out of the Provincial treasury, and ample security back of this.

"I believe that since the announcement of this policy the value of real estate in British Columbia has increased by 200 per cent. If we wanted to meet the demands of colonization we could today dispose of 50,000,000 acres of land which we own for \$50,000,000, but we want transportation to go ahead of colonization."

The Premier went on to deal with the opposition criticism. Mr. Patterson of this city, who used to be touted as a railroad authority, had been wringing his hands over the matter. Did anyone ever know Mr. Patterson to cry out his eyes over British Columbia before the announcement of this policy? Had he been a candidate in the present election? The Victoria & Sidney bargain, of the bargain which had been made in connection with the Shuswap & Okanagan railway? Had these railways been successes? (Loud laughter.) Could Mr. Patterson be regarded as a railroad authority in future?

"And now," continued the Premier, "Sir Hilbert Tupper has come forward to fight the West that fact does not cause me the least disturbance or concern. (Loud cheers.) His absence from the ranks I consider a source of strength. Sir Hilbert Tupper, K. C., to the people in his speech at Revelstoke that he had supported the government up to the time of the announcement of the railroad policy. But he did not. In 1904 we had a bye-election in Lillooet. Because Sir Hilbert Tupper, K. C., had been unable to secure some coal licenses he filled the Vancouver World with columns of a personal attack on me and then flooded the Lillooet district with thousands of copies of that paper. But his attacks on that occasion were unsuccessful as they will be now. We carried the seat at Lillooet by a large majority."

"When I saw Sir Hilbert Tupper, K. C., embrace John Oliver, I knew that we were going to sweep the country from east to west. Sir Hilbert Tupper says that he has been a supporter of my government. In the last Dominion election he was dumb as a stone. If there was any Conservative in Canada who should be strong on the question of Better Terms, it was Sir Hilbert Tupper. His attitude in the last Dominion election showed that he did not care snap about the question. Now when the Canadian Northern contract comes before the people Sir Hilbert Tupper comes out in his true colors and says that the question of Better Terms is in jeopardy. Why had not Sir Hilbert gone to Nova Scotia when he had been asked to contest a seat there in the last Dominion election? He might have gone for the people of British Columbia did not want him. (Loud cheers.) His object in coming out in the present campaign is an effort to wipe out the political status of myself and my colleagues. In 1906 he showed why he would not support my government and now he is charged because he is not provincial leader. John Oliver has got him and John Oliver can keep him for good and all. (A voice—He's looking for a judgment.) followed by loud laughter."

"Well," answered the Premier, "I believe there are several people looking for judgment."

Mr. Patterson's Criticism.

"Another critic of the government's policy is Mr. Patterson. He closes his eyes to the financial status of the Canadian Northern Railway system and asks the people to believe baseless insinuations. Now how does the bargain look on close consideration? Are the details original? No, the bargain is framed upon the made by the Roblin government in Manitoba. The policy of guaranteeing railway bonds is by no means new. Sir Wilfrid Laurier and his government have guaranteed Canadian Northern bonds to the extent of \$15,000,000. The provinces of Alberta, Manitoba and Saskatchewan have given extensive guarantees, and now the province of Nova Scotia is negotiating along the same lines."

"The opposition is trying to make out that the Canadian Northern is a questionable road. The Hon. Mr. Templeman, who owns an opposition paper, is holding up both his hands at Ottawa for the guarantees given to the C. N. R. What is good enough for Canada, for the provinces of Manitoba, Alberta and Saskatchewan is surely good enough for British Columbia."

"Alberta is only four years old, a mere baby province. She possesses no land, no timber, no mines. All these resources are owned by the Dominion government. That province is guaranteeing branch lines of the C. P. R. and the Canadian Northern. When Alberta announced her railway policy it was acclaimed by the Labor party of this province. But now that British Columbia has enunciated a similar policy it is no good. (Derisive laughter.)"

"When Manitoba guaranteed the bonds of the Canadian Northern, the revenue of that province was only \$700,000. Manitoba wanted to shake herself from the shackles of the C. P. R. and guaranteed bonds amounting to \$15,000,000. Six millions of this money was expended in Ontario, in bringing the C. N. R. to the confines of Manitoba. When Premier Roblin promulgated his policy the Liberal opposition in Manitoba said that it was no good. The railway has been built, the terminals at Ketchikan Island are worth \$6,000,000, and the good results of the administrative acts of Premier Roblin are patent to everyone."

"What is it we are going to guarantee? We are guaranteeing thirty-year bonds to the amount of \$21,000,000, bearing interest at 4 per cent. We are guaranteeing \$5,000,000 a mile for the construction work."

"The Canadian Northern is pledged to have the road built within four years from the time the present contract is implemented by legislation. Work will be commenced within three months after the bill authorizing the agreement is put through the house. The Canadian Northern in this province will be a white man's road, which will carry out its contract with us we will secure from the company a deposit in cash, or a proper bond, amounting to \$500,000. The money paid on the bonds we shall guarantee will be paid to the credit of the British Columbia government. So that we will control every dollar of the money which will be spent on construction (cheers)."

Reduced Rates Assured.

"The competition which the construction of the railway will bring about will mean a reduction in the freight rates in the province. To bring about British Columbia has aimed to endorse the contract with Messrs. Mackenzie and Mann."

"The opposition speakers and press are saying that the credit of the province is involved to the extent of \$45,000,000. This is not the case. Liability is only \$21,000,000. It is claimed that but little new territory will be opened up by the construction of the railway. This statement is also untrue. Only from Savona to the Fraser Canyon, a distance of 23 miles will the Canadian Northern parallel the C. P. R."

I purposely refrained from signing the contract until I have obtained the sanction of the people of the province. For the past seven years my own eyes have been open to the fact that the British Columbia, and I am confidently assured that they are going to back us up again."

"The income of British Columbia this year will be \$7,000,000. The terminals at Prince Rupert and Point Grey are worth \$20,000,000. We own our crown lands and we have almost 50,000,000 acres of land which we can develop these we want another transcontinental railway. Those people who believe that this railway

# McBRIDE AND VICTORY, PROGRESS AND PROSPERITY THE BATTLE CRY ECHOED BY A UNITED BRITISH COLUMBIA

(Continued from Page Two)

should not be assisted to come to the province cannot have any confidence in the land in which they live and are not worthy to belong to this great province. (Loud cheers.)

"In Manitoba Liberalism and Conservatism are now united in believing in the wisdom of the policy which led to the advent of the Canadian Northern. British Columbia is entering into no bargain in which there is the slightest danger. Her financial status will not be impaired in the money markets of the world. The building of the C. N. R. in the province will provide work for the working man, will increase the rate of wages, will open up territory, and will spell general prosperity."

The Oliver-Patterson Policy.

"What is the policy which Oliver, Patterson, Gordon Grant, and Co. are offering you? Look at the contrast between it and the specific business-like arrangement which I have made with Mackenzie and Mann. Mr. Oliver has stated that he has a good opinion of the Hope Mountain route, but he calls a fake. The proposals contained in his policy do not provide for transcontinental connection, will not

include branch lines in the contract, but I said no. We wanted to see some progress before we guaranteed more than \$21,000,000. It is the intention of the government to encourage the C. N. R. to build to the north end of Vancouver Island."

"At the last general election I was charged with being a tool of the C. P. R. It was said that C. P. R. government prevailed in British Columbia. I stand for no corporation. I stand for the people of British Columbia. I want to make this province all that its immense resources entitle it to become. (Cheers.)

"Twenty years ago W. Mackenzie and Donald D. Mann were contractors on a very small scale in eastern Canada. Today they are described by Jim Hill as the greatest railroad constructors in the world. They have been building through Canada for the last thirteen years at the rate of a mile a day. Surely they will continue to build at this rate when they come to British Columbia. On the prairies the Canadian Northern in carrying on construction had not to contend with physical obstacles and the apparently no justification for subsidies. In the name of reason can there be any obstacle to the construction of a railway in the rich province of British Columbia, where the physical difficulties are great, giving aid towards the construction of a road from the Rockies to the coast? And you must never forget that in the case of the Canadian Northern the people of the province will control the rates."

A Link in Nationhood.

"The construction of this railway will put another link in the chain of nationhood which makes for stronger bonds between the provinces of the Dominion. It will help towards British Columbia becoming one of the most prosperous parts of the British Empire. The policy is good enough for me and I firmly believe that it is good enough for the people of British Columbia. (Prolonged cheering.)

"When the Canadian Pacific built through the province you gave to that corporation a belt of land forty miles wide. The C. P. R. gave you no such thing. Take the case of the G. T. P. The people of Canada are paying three-fourths of the cost of the road and have guaranteed the payment of the interest for seven years after construction. If the road falls through, the C. P. R. will be left with the people of Canada? No, it merely goes into the hands of a receiver, and continues to do business as the old stand under the old title. When you get the C. N. R. you will have given nothing. You will have given guaranteed bonds. You will never have a cent to pay."

"The policy is a straightforward one and is before you that he who runs may read. I believe that it is the duty of good government not merely to keep pace with development but to stand in ahead of development and so bring it about. That is what I propose doing. That is what this railway policy means. That is why we are bringing in a road which will be a competitor with the existing system."

"In past campaigns you heard our record criticized, but the opposition have ceased to criticize that now. The record of British Columbia stands high, not only in Canada but in the British Empire. During recent months more investors are turning their attention to British Columbia than to any other part of the Dominion."

The Record is Clear.

"This large, enthusiastic, and representative gathering is a proof of the successful meetings that I have been addressing during the last three weeks. I shall not be satisfied unless every opponent of my ticket loses his deposit." (Prolonged cheering.)

During the Premier's speech there were a number of interruptions from a small body of Socialists in the hall. In response to a query as to what the legislation he had introduced had been in power, Mr. McBride said that he had been responsible for many labor legislation that any other man in British Columbia. He had never ceased to stand up for the rights of the workingman and British fairplay."

lead to a reduction of rates in the province. He says that if the C. N. R. is built over the Hope Mountain, he will build a government-owned line."

"The Great Northern, which controls the V. V. & E. charter, has been trying for seven years to get a route over the Hope Mountain. It is now stated that it may be possible to get a 2 1/2 per cent. gradient. This grade would mean no tunneling in the freight business. The grade of the Canadian Northern in this province will not be more than five tenths of one per cent. Any road built over the Hope Mountain could not possibly lead to a reduction of rates in the province."

"According to the last report made on the Hope Mountain route, it was suggested that a tunnel should be built through. This would mean tunnelling a distance of eight miles, at a cost of \$15,000,000. This tunnel would not affect the grade, which would still be 2 1/2 per cent. J. J. Hill, who controls the Great Northern, has told the people that he never wants a dollar of subvention from anyone. Therefore, the Great Northern would not accept a subsidy from John Oliver. The C. P. R. is a corporation laden with wealth and does not need subsidies. The day has gone by when any government can justify the granting of subsidies or railways."

And yet John Oliver proposes to build a government owned road where neither the Canadian Pacific nor the Great Northern can build. Political disunion controlled roads do not pay. Witness the Intercolonial."

The Premier here gave a humorous description of the road which John Oliver proposed to build over the Hope Mountain. It was a road without terminals. The line was to be connected with the B. C. Electric railway. In advocating such a policy, Mr. Oliver was offering a gratuitous insult to the intelligence of the people of British Columbia."

"Seven years ago Mr. John Oliver had a scheme of running a car ferry from English Bluff to Victoria. Now a policy which includes this scheme is not good enough. Instead he proposes a jetwater road without terminals."

The C. N. R. and the Island.

How will the construction of the C. N. R. affect Victoria and Vancouver Island? The contract provides specifically for the commencement of construction work on the Victoria and Barkley Sound railway within three months after the agreement is implemented by legislation. A minimum mileage must be built each year. The cost of the Victoria-Barkley Sound railway will be in the neighborhood of \$4,500,000. The workmen of Victoria will benefit by the spending of so much money in the vicinity. Canadian Northern experts have been over the proposed route of this railroad, they know the feasibility of its construction, and they also know that it will open up territory. The Canadian Northern proposes to take over the charter, surveys, and property of the Victoria-Barkley Sound railway. Large and convenient ferries, thoroughly up-to-date, will be established. The rates of the entire Canadian Northern system in the province will be controlled by the people of British Columbia."

"The building of the hundred odd miles of the Victoria & Barkley Sound railway is only the commencement of construction operations by the Canadian Northern on Vancouver Island. Except for the southern half of Vancouver Island is today little better than a wilderness. The construction of this railway is a hundred years ago. I believe that there will be room for three or four transcontinental railway companies on the island. (Cheers.)

Branch Line Proposals.

"The advent of the C. N. R. will mean the Victoria a commercial center of first importance which she has every right to be. Statements have been made by the opposition that the C. N. R. will construct no branch lines in the province. Well, the railway wanted

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