

## WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office.  
October 24th to 30th, 1900.

The week opened with a normal type of Pacific Coast winter weather, a high barometer over the California coast and a low barometer over British Columbia and the Northwest. During the day an important storm rapidly developed over Vancouver Island, causing southeasterly gales and very heavy rainfall on the Straits and Sound.

On the 25th the barometer began to slowly rise, the weather remaining unsettled and showery.

On the 26th a pronounced area of high barometric pressure became central on the Oregon coast, the barometer also rising over the province, and by the evening the pressure was abnormally high from the ocean to the lakes, and fairer weather was general on both sides of the Rockies.

On the 27th the high area moved eastward, and the barometer began to fall as a storm area quickly developed on the Vancouver Island coast. East to south storm signals were displayed here and at Vancouver, the wind here rising to an hourly velocity of 44 miles. To the southward the barometer continued abnormally high from central Oregon to western Ontario.

On the 28th the barometer was still low over the province, but the centre of the storm had moved to Edmonton, and the high area was sinking to the southward. Cloudy weather and rainfall prevailed in this section.

On the 29th the barometer rose again over British Columbia, the storm area continuing its passage through the Northwest Territories. There were strong southerly winds, partly cloudy weather and rainfall in this district and the adjoining states, and snow fell at Barkerville.

By nightfall the barometer was again falling, and indications appeared of a fresh storm area, which, on the 30th, rapidly developed over the Straits and Sound, causing high winds and heavy rainfall. Storm signals were again displayed. The week closed with unsettled and rainy weather.

Victoria reports 18 hours 12 minutes registered of bright sunshine, 2 days being completely clouded. Rainfall, .86 inch. Highest temperature, 52.4 on 29th; lowest, 39.0 on 24th. The anemometer recorded 2,291 miles of wind.

New Westminster reports rainfall, 3.76 inches; highest temperature, 51 on 25th; lowest, 34 on 24th.

Kamloops reports: highest temperature, 56 on 25th; lowest, 28 on 24th; no precipitation.

Barkerville for 4 days only reports .04 precipitation; highest temperature, 36 on 27th to 29th; lowest, 16 on 25th.

## Local News.

## CLEANINGS OF CITY AND PROVINCIAL IN A CONDENSED FORM.

(From Tuesday's Daily.)

The death occurred yesterday at the Jubilee hospital of Mrs. John Ashby, of Vancouver, aged 42 years. She was a native of Woodstock. The funeral will take place from Hanna's parlors on Thursday.

On Thursday, November 1st, the new by-law taxing trading stamp companies \$106 per month and dealers who give them out \$16 per month goes into effect. At the city hall it was learned that a number of dealers had signified their intention of discontinuing the use of the stamps.

Rev. Father Althoff united William J. Warden, of A. Co. R. C. R., and Miss Donahue in the holy bonds of matrimony last evening. The ceremony was performed in the Catholic cathedral. A cousin of the bridegroom acted as best man, and the bride's sister, Miss Donahue, bridesmaid.

City Superintendent of Schools Eaton states that so far he has received no intimation as to who will be the teacher in the manual training school except that published in an Ottawa dispatch. Mr. Dummell has not yet reported himself, and there are no new developments in connection with the school.

C. W. Dyer, an employee of the Savoy theatre, died in the Jubilee hospital yesterday afternoon. Mr. Dyer was a member of the Fraternal Order of Eagles under whose charge the funeral will take place on Thursday afternoon at 2:30 p.m. from the B. C. Funeral Co., Government street. The members of this order are requested to meet in Eagle hall at 2 p.m.

Rev. W. W. Baer, of Nanaimo, is to lecture at James Bay Methodist church on Tuesday, November 6th, on the interesting topic "Six Months in New York." It will be illustrated by a splendid lot of views shown by a powerful vapor light. The lecture is both humorous and instructive, and already the tickets for the same are commanding a good sale. The proceeds go to the 20th Century Fund, towards the extinction of the church debt.

An interesting event took place out at William Head yesterday when the suspects declared themselves a British colony. The Union Jack was hoisted to the top of a tall flag pole with Stars and Stripes below, and patriotic speeches were the order of the day. The suspects are now collecting data for another souvenir newspaper to be called the "Microbe." All are in good health except the patient, and he is rapidly recovering.

A great deal of interest centres in the public meeting which has been called for Saturday night next in the Victoria theatre. All who wish to understand exactly the status of the new company and the privileges which it seeks from the corporation should not fail to attend. Mr. Bodwell will go thoroughly into the whole question, and those who are acquainted with his lucid style of dealing with railway matters will be prepared for an interesting treatment of the subject under consideration.

The funeral of the late B. Stone, formerly mate of the river steamer Clifford Sifton, who was drowned in Thirtieth Mile river, and whose remains were

brought from the North by the steamer Amur yesterday, will take place at 2 o'clock to-morrow afternoon from the family residence, 89 Henry street, and at 2:30 from the St. John's church. The religious services will be conducted by Rev. J. J. Jones. The deceased was a native of Newfoundland and a resident of Victoria in 1880. He followed the trade of a carpenter, and also studied navigation, which resulted in his taking captain's papers a short time ago. Before occupying the position of mate on the Clifford Sifton he was in charge of a River Inlet tug boat. The deceased was also a member of the Sons of England, who will turn out in a body to attend the funeral to-morrow.

(From Wednesday's Daily.)

The total collections of the Victoria customs house during the past month amounted to \$100,514.79, including those taken at Bennett.

The S. P. C. A. are arranging to prosecute a man who tied his horse at the corner of Broad and Fisgard streets a few nights ago and left the animal standing there all night and just last night. The horse was found by the firemen who turned the matter over to the society.

The parlor of the Hotel Victoria was the scene of a quiet wedding last evening, when Paul Brosted and Miss Marie Skene, both of Seattle, were united in the holy bonds of matrimony by Rev. E. S. Rowe, of the Metropolitan Methodist church. They will spend their honeymoon in Victoria and the Sound cities.

During yesterday afternoon and evening the attendance at the bazaar in the Institute hall was excellent, despite the inclemency of the weather. Last evening Mayor Hayward and aldermen visited the bazaar, and a public reception was held. The interest in the bazaar competition still continues undiminished. Up till noon today Messrs. Prior and Earle led by four votes, while the Rosalie was just seven behind the Victorian. Mrs. Lister, the palmist, will be in attendance this evening and will give readings.

A movement is on foot to form a branch of the Canadian Socialist League in Victoria, and a meeting will be held in room 8, Williams's building, 28 Broad street, on Friday evening, to discuss plans of organization. The aim of the Canadian Socialist League is to promote union of effort among individuals and organizations seeking to improve the social conditions of the people and to advance the cause of socialism. Those in sympathy with the league are invited to attend the meeting on Friday evening and to bring a friend with them.

The health officers of the city this morning discovered in the store of a Chinaman at the corner of Government and Fisgard streets, twelve crates of geese, evidently recently from cold storage, which were in a state of decomposition. On inquiry they were informed by the Chinese that they had been bought for their oil and for use as food. The presumption was very strong that they would be retailed to the Chinese themselves for food. In either case the health officers regarded the fowl as a menace to the health of the city and ordered their destruction. They were accordingly taken out to Ross Bay beach and burnt. The Chinaman stated that he had bought two tons of fowl in a similar state. The suggested employment of putrid flesh for hog food has increased the sentiment among those charged with the care of the public health that meat offered for sale should be subjected to rigid scrutiny.

(From Thursday's Daily.)

The funeral of the late Mrs. John Ashby took place yesterday from W. J. Hanna's parlors at 2:30, and later from the Reformed Episcopal church. The services were conducted by the Rev. Dr. Wilson. The following acted as pallbearers: Messrs. Norman Shaw, J. E. Carlett, W. B. McLaughlin, Fred. Pawcett, T. Toye and J. Russell.

Tenders will be received by the naval authorities, Esquimalt, until noon on Wednesday, November 15th, 1900, for supplying quantities of fresh beef, vegetables, and fresh water for naval purposes at Vancouver, and for supplying quantities of fresh beef, vegetables and soft bread for use at Comox, for the period of one year, commencing November 1st. Further particulars may be noted in the advertising columns of this paper.

The remains of the late Martin Stone were laid to rest yesterday afternoon at the family residence, No. 89 Henry street, at 2 p.m., and at the St. John's church at 2:30. The religious services were conducted by the Rev. P. Jones, assisted by the Rev. W. D. Barber, both at the church and the grave. There was a large attendance, and the deceased having been a teacher in the St. John's Sunday school, the teachers and pupils of that church turned out in a body at the funeral. They also presented two beautiful floral pieces. The Sons of England were present in a body, and the following acted as pallbearers: Messrs. L. Conyers, G. Post and D. Butler. W. H. Smith, president, conducted services for the S. O. E.

The agitation and excitement incidental to elections have penetrated to the remotest parts of the province, and the next few days promised to be extremely lively in that community. With the incorporation as a municipality of that interesting portion of the island the election of a council must necessarily follow. During the past few days Mr. Brickett, ex-mayor of Minneapolis, has been acting as a teacher in the St. John's Sunday school, the teachers and pupils of that church turned out in a body at the funeral. They also presented two beautiful floral pieces. The Sons of England were present in a body, and the following acted as pallbearers: Messrs. L. Conyers, G. Post and D. Butler. W. H. Smith, president, conducted services for the S. O. E.

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## The Mayor Opposes It

Says He Thinks the Railway Not Worth the Concessions Sought.

Good Progress Made With the By-Law at Last Night's Council.

All doubt as to the attitude of Mayor Hayward to the railway proposal now before the city council was set at rest last night when he announced himself as opposed to the project on its present basis. This is the first public announcement His Worship has made of his position on the matter, and naturally it was received with some interest by both sides.

The draft agreement was completed last evening with a few exceptions, which it is expected will be disposed of at the meeting on Monday night, when the by-law will also receive its third reading, and be completed ready for submission to the electorate.

All the members of the council were present last night, together with Mr. Bodwell, representing the promoters of the railway, and the city solicitor.

The council went into committee of the whole, with the mayor in the chair, to further consider the draft agreement. The agreement was read, and the clauses already passed being formally re-affirmed, and the whole document treated as the original.

Ald. Brydon asked if a terminus at the mouth of the Fraser was not open to objection, he having been informed that the proposed terminus at the mouth of the Fraser was dangerous by reason of fogs and other difficulties.

Mr. Bodwell said he was informed by Capt. McKenzie, who had charge of that portion of the scheme, that such was not the case. He would go into the matter at the meeting in the theatre.

Ald. Williams moved that the speed of the ferry be 18 instead of 14 miles. The motion was lost. Ald. Williams and Kinsman alone voting for it.

The clause relating to the contingencies which might temporarily impair the ferry service was amended by striking out the reference to the river and inserting "in case of extraordinary storm and fog and the dangers of navigation, always excepted." The city solicitor pointed out that in other by-laws where the company failed to operate the ferry it forfeited the subsidy for that year, and the clause merely provided for the extraordinary stringent.

Ald. Yates wanted an assurance not only that Victoria should be the terminus for freight from the East, but as well for Oriental freights designed for the Orient.

Mr. Bodwell replied that while the officials had stated that they intended to handle their Oriental Canadian freight from here, still he could not covenant to that provision at present.

The \$2 rate from Victoria to Liverpool was moved by Ald. Beckwith. He stated it \$1.50, and said the \$2 rate meant that it would cost more to go to Vancouver by this route than by the C.P.R.

Ald. Cameron pointed out that the rate into Vancouver from Steveston was only 25 cents, while the rate to the port of Victoria was \$2.00. He stated the rate specified was the lowest in the province. Ald. Williams, however, was obdurate, and his motion was voted down.

A little later he intimated that unless the conditions of the city wished, instead were accepted the promoters could take their scheme away.

Some discussion took place on the clause wherein the company becomes responsible for damages arising out of the construction or operation of the road, and the city would otherwise be responsible. Mr. Bodwell pointed out that the General Railway Act provided for the rights of the citizen whose property was injuriously affected. Any redress he had lay in the general law, and the clause merely provided for the case where the city was sued the company became responsible.

Ald. Beckwith suggested that the rate of speed through the streets of the city be reduced from six to four miles, and Ald. Williams moved that the company be required to erect gates wherever necessary. The clause stood over to allow of the streets being designated.

The following clause relating to the lease of the market building stood over until the item of \$7,500 to be paid by the company to assist in removing the fire brigade, Ald. Williams moved that the sum be \$14,000. Mr. Bodwell would pay it all right. (Laughter.)

Mr. Bodwell—No, I will not. I have already offered \$2,500 on my original offer, and the matter had been agreed upon by the council.

Ald. Williams and Kinsman supported the motion.

Ald. Beckwith—If suppose we will be told that some of the aldermen there away \$2,500.

Ald. Williams—That's what you're doing all right.

Ald. Brydon—Ald. Williams likes to catch his mackerel and lose his whale.

Ald. Stewart—Oh, he likes to be foolish, that's all. (Laughter.)

with the probability of taking it at a good rental. Then with reference to the streets, the running rights were of no actual monetary value. The company would not harm the streets, but would keep them in repair and would bring a large business and revenue to the city. "We give you the chance to make your property of very much greater value," said Mr. Bodwell, "and give the V. & S. more business. I do not think we are asking great favors. If you do not think you are getting value, you should not grant these concessions. I do not want favors. We are going in for something equally beneficial."

He added that while there was not the slightest intention of making Victoria anything but the terminus, yet conditions might change, and it might be desirable to alter the terminus. But it would always be to Victoria's interest to have terminal rates. Even if it were designated as a terminus it would not oblige the company to have its shops here. No contract could be drawn to cover all these things. They came about by mutual helpfulness.

Ald. Beckwith—Then I understand, Mr. Mayor, that you oppose the scheme. The Mayor—Not if we don't pay too much for it.

Ald. Yates said if seeing opposition he had raised to the scheme, was merely for the purpose of getting it on a business basis, and thus making it acceptable to the people, who would have to pass on it.

The mayor remarked that the council knew some things now which it did not know before.

Ald. Beckwith—What things, Mr. Mayor?

The Mayor—Well, this is not to be the terminus of the Great Northern. The present end of the line at Liverpool is to be transferred here, that is all.

To this Mr. Bodwell replied: "You have everything been reprinted, Great Northern itself was to come in. You have a railway connecting with it. You have the passenger and freight trade. You have the Great Northern officials interested in Victoria, and in making up trade here. If anyone can tell me of any additional advantage Victoria would get from the actual entrance of the Great Northern itself, I would like to hear it. I can't understand the logic of a line of reasoning by which it was claimed that the scheme was all right if the Great Northern, but not if it through the mediation of a separate company."

Alluding to the telegram sent to President Hill, Ald. Beckwith said that the reply received was a straight answer to the telegram which was sent. He concluded that when the council placed a clause in the by-law binding the company to enter into a five year bona fide compact with the Great Northern they were dealing with the Great Northern. He hoped, however, that this would be made the terminus for their freight from the Orient.

Mr. Mayor—We have no assurance on that point.

Ald. Brydon thought it much more difficult to figure the value of the running rights on the city streets than to estimate the benefit the city would receive by the use of the river and the \$15,000 too much to pay for connection with a live railway corporation. He believed the company would enter into an agreement with the Great Northern.

Ald. Beckwith—They must do it.

Ald. Williams moved that the subsidy be cut down to \$10,000.

Ald. Brydon thought it would be worth that sum for the connection, if only to force the C. P. R. to make a move.

Ald. Stewart—And the Port Angeles railway. (Laughter.) Continuing, he expressed surprise at the attitude assumed by some members of the council. He had not heard a single kick from a ratepayer and the opposition developed in the council astonished him. All of the subsidy would come back to the city, the city was constantly looking for something big, they would never get it, and would be left behind in the race. As it was they were falling behind. If they wanted connection with the Mainland, they would have to pay for it. If some steps were not taken soon, the city would recede, and would die a slow death.

Ald. Kinsman commended the Mayor. The city would not get any more pay for its estimated colleague in the hall, and felt confident that he would head the poll on the 7th of November, and the statement was received with vociferous cries of "Hear, hear."

Then the matters of post office department and finance were taken up and ably discussed, the speaker saying that Mr. Fielding was the pride of Canada. From finance he passed to the Intercolonial railway. The proposition could not find fault with the post office department, nor with the finances, in fact with none of the government measures, so they had adopted a campaign of slander. They made general charges, such as the Yukon scandal, but they did not substantiate them. He then cited the miserable fiasco made by Sir Hilbert Tupper.

There was little hope for the Conservative party in Ontario to-day, when John Haggart and Mackenzie Bowell were at dagger points.

Never was a party more anxious to honor a leader than the Liberal party was to honor Sir Wilfrid Laurier. There had been no man like him since Sir John A. Macdonald. The country cannot afford to lose the services of Sir Wilfrid Laurier, and it would be a credit to this city if it would return two members to support him.

Mr. Riley said that one week from today would decide the contest, and one week from to-night at this hour he would be the member from Victoria. He felt so confident of his election that he would not waste time. He then referred to Sir Charles Tupper and said there was no comparison between Sir Wilfrid and Tupper. It would be like comparing a Bengal tiger to a singed cat. Sir Wilfrid Laurier made three promises before election. He promised the plebiscite, and it was taken. The vote was close and the temperance people were satisfied, while the whiskey men had no fault to find. He promised to settle the school question in Manitoba, and he did it. And last of all he promised to kick Sir Charles out, and he did that too. (Prolonged laughter.)

Mr. Riley went on in a humorous strain for a few minutes, his sallies provoking a roar of laughter. He concluded by saying that a number of his friends approached him with a proposition to plump for him. He did not want them to do so. He would rather they would not vote at all if they could not vote for both himself and colleague.

Mr. Richard Hall, M.P.P., then took the platform and ably dealt with issues of the campaign, among them the tariff, the advantages of cold storage whereby farmers could ship the products of their dairy trade to the old country. Why should electors vote against the present government when the exports were greater in the last four years than in the eighteen previous years? The Liberal government was the best government any country ever had. "We have not the D'Anbrey or D'Vere families

## MANY THANKS.

"I wish to express my thanks to the manufacturers of Chamberlain's Colic, Cholera and Diarrhoea Remedy, for having put on the market such a wonderful medicine," says W. W. Massingill, of Beaumont, Texas. "There are many thousands of mothers whose children have been stricken by attacks of dysentery and cholera infantum who must also feel thankful. It is for sale by Henderson Bros., wholesale agents, Victoria and Vancouver."

## Do Not Fear The Results

Every Indication of the Election of Messrs. Riley and Drury.

Splendid Liberal Meeting Held in John's Bros. Hall Last Evening.

As the campaign progresses prospects grow more favorable for the election of the Liberal candidates in this city by a big majority. The meeting held in John's Bros. hall on Douglas street, last evening, was one of the most enthusiastic held since the campaign opened. There were over 200 voters in the hall, and the speakers were applauded most heartily. Mr. Drury made a most convincing speech, and Mr. Riley a short, but exceedingly witty one. The other speakers were Richard Hall, M.P.P., Dr. Lewis Hall and T. W. Patterson, and all were well received. Captain William Cox acted as chairman of the meeting.

In opening the meeting the chairman said that Messrs. Riley and Drury were coming before the electors confident that they would be elected. Four years ago the policy of the Liberal government looked like an experiment, but subsequent events had proved that it was the well thought out policy of a master mind. He then called upon Mr. Drury.

In opening his remarks, Mr. Drury referred to the prosperity of the country and said that nature might have had a good deal to do with prosperity, but unless a man would take advantage of opportunities offered him he would not succeed. It was the same with a government. It could either retard or advance the prosperity of the country. If he was not able to show that the Liberal government was entitled to the support of the electors he would not ask for their support, and then went on to show what that government had done in regard to the tariff, laying particular stress upon the advantages of the British preference. That tariff indirectly resulted in a benefit to the consumer.

At this time Mr. Riley entered the hall and was received with loud applause.

In the city of Victoria, the speaker thought, it had been established that \$62,000 in cash had already been saved. You can't leave that amount of money without being of direct benefit to our citizens," said Mr. Drury. He then read from the Colonist report of Col. Prior's speech that gentleman had said in regard to preferential trade. At first Col. Prior dealt with the matter gingerly. Now he was getting bolder, and last night he denounced the measure in language that was almost vile. There was only one course left for Col. Prior. He must come out and boldly say that he would oppose it, if elected. "I dare him to come before the electors and say that he will repel it if elected," said the speaker. If manufacturers here cannot compete with British goods after paying duty from Great Britain to this country, then we are paying too high a price for our goods. Col. Prior had been asked to meet the Liberal candidates and discuss these questions in joint debate, but had refused to do so.

The railway question was next taken up and discussed along the same lines as at previous meetings. He was glad to see his esteemed colleague in the hall, and felt confident that he would head the poll on the 7th of November, and the statement was received with vociferous cries of "Hear, hear."

Then the matters of post office department and finance were taken up and ably discussed, the speaker saying that Mr. Fielding was the pride of Canada. From finance he passed to the Intercolonial railway. The proposition could not find fault with the post office department, nor with the finances, in fact with none of the government measures, so they had adopted a campaign of slander. They made general charges, such as the Yukon scandal, but they did not substantiate them. He then cited the miserable fiasco made by Sir Hilbert Tupper.

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Mr. Richard Hall, M.P.P., then took the platform and ably dealt with issues of the campaign, among them the tariff, the advantages of cold storage whereby farmers could ship the products of their dairy trade to the old country. Why should electors vote against the present government when the exports were greater in the last four years than in the eighteen previous years? The Liberal government was the best government any country ever had. "We have not the D'Anbrey or D'Vere families

with us, but we had influential men with us, and best of all, the workingmen with us." (Loud applause.)

Dr. Lewis Hall followed in a speech somewhat similar to the one delivered at Semple's hall on Wednesday evening. No government had ever done one-half as much for the workingmen as had the government of Sir Wilfrid Laurier.

Four years ago the voter was told that if he voted for Sir Wilfrid Laurier it meant blue ruin. Blue ruin had not come, and at the present time it was a hard matter to find a vacant house in the city of Victoria. Col. Prior should not be returned for many reasons, one being his failure to vote on the Yukon railway bill. If that road had been built it would have been of inestimable value to British Columbia coast cities. It was to the interest of Victoria to secure the mint, and for that reason it would be best to return Messrs. Riley and Drury.

In this connection he would also mention that the E. & N. railway be extended to the head of the Island so that miners could reach the city and so on.

The most despicable thing in the campaign was to bring up the sectional question between upper and lower Canada. In regard to preferential tariff he thought concessions should be made to the mother country by Canada, the fairest daughter in the Empire. He ended by appealing to the electors to vote for the Liberal party.

T. W. Patterson next took the platform and maintained that any government would point to such a record as the government of Sir Wilfrid Laurier was certainly entitled to rule the country for the next five years. There was not a man who could say that Sir Wilfrid Laurier was not sincere and honest, and that his policy had not been a good one. It was the hard for anyone to point to anything that had been secured by our members in the past four years. True, we had received some things, but it was not through the efforts of the Conservative party. If Col. Prior had properly presented the Yukon-Teslin railway matter to Mackenzie Bowell the bill would never have been defeated in the Senate. Col. Prior had made a speech of several hours in length protesting against the importation of cattle to Manitoba on account of tuberculosis or something of that kind. The members from Manitoba and the Northwest Territories could take care of their own country, and it would be better for Col. Prior to spend some of his time in the interests of the people of the post office department, the Intercolonial railway, the deepening of the canals and other issues, closing by appealing to his hearers to vote for the Liberal candidates and a vote of thanks to the chairman.

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The meeting broke up with cheers for the candidates and a vote of thanks to the chairman.

JAMES REED INJURED.

Mr. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, and also used several kinds of liniment and balm, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Mr. Reed is one of the leading merchants of Olney Court House, W. Va. Pain Balm is unequalled for sprains, bruises and rheumatism. For sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

NOT YET SIGHTED.

Halifax, Oct. 30.—Up to 2:30 p.m. transport Idaho, with returning Canadians on board, had not been sighted.

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.