

Twice-a-Week Times

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RECIPROCITY.

In regard to this question of reciprocity with the United States which has for the past few weeks been creating a great deal of interest not only on this continent but in Great Britain, it is perhaps not so very extraordinary that some misgivings have arisen as to the effect of it. The people of Canada are so prosperous that it is no wonder in a great many are timorous about sanctioning any change in our fiscal system...

As a most conclusive example of the effects which follow a slight relaxation of trade restriction, we quote the following from an Eastern newspaper: "In the month of August, 1909, as a result of the reduction of the United States duty on cream from five cents per pound to five cents per gallon, we exported 1,650 gallons of cream to the American market. In November of the same year this increased to 70,000 gallons. For October last the amount was 327,064 gallons. It is believed that the value of our exports of dairy products to the United States for the year ending March next will be \$2,000,000, as against less than a quarter of a million the year before, and practically nothing prior to the change in the American duty."

AN ALL-POWERFUL BODY.

Great is the power of Canada's Railway Commission, of which Judge Mabey is the chief. Not a great deal of time has elapsed since the Commission, after pointing out in an illuminative way the manner in which the capital stock of the two Canadian express companies has been watered, and rates increased beyond reason for the purpose of earning interest on this fictitious capital, ordered the railway companies (who own the express companies) to make a substantial reduction in their rates. After making some wry faces, the railway companies agreed that they had better comply, without making a fuss, with the order. And now all the American express companies have decided that the best thing they can do is to reduce charges also. Chairman Mabey will be congratulated.

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ing the whole of the transportation business of the American continent if he does not watch out.

ARE THEY EDUCATED CLASSES REALLY EDUCATED?

Enfranchising the workingman was a great mistake, if the opinions of many supposedly educated people are to be believed. Letters from England, however, telling of the recent campaign, say that the miners, the artisans, and the laborers of that country, at any rate those in the towns and populous villages, spend much of their time in reading the newspapers and studying economic questions. They are thinking as they have never thought before. They read newspapers and journals dealing with both sides of the questions of the day and judge between them. When canvassed by the politicians they are able to argue the matter out so that canvassing has become a laborious task, a battle of wits, while the simple expedient of kissing the babies has been relegated to an obsolete past.

On the other hand, those who have been canvassing the voters of the middle and so-called upper classes found an appalling state of ignorance. One man would like to see Lloyd George ground to powder under his heel, but just why this should be done is not made apparent. He probably knows that George is responsible for "Form Four" which he had to fill up, or which he probably paid a solicitor to fill up for him. He has very vague ideas of government in general, and none as to how what he terms "the colonies" are governed. He thinks politics a "beastly bore, you know," and although he attends his Primrose League gatherings, and cheers at the right places in the big meetings, his knowledge is most limited.

It is all very well to study art and sport, and music, and to read the Old Masters of literature. These things are valuable. Something more is required, however, in these practical days. Classic allusion does not count for much in the science of government, and in working out the problems of the day in an intelligent manner. Many of the leisure class are setting themselves bravely to the task, but the majority of them care little for these things. This accounts for the stability with which the Liberals in the Old Country have held their majority in the House. It is a notice to the men who have been accustomed to rule that their reign is ended, unless they adapt themselves to modern conditions, educate themselves according to the requirements of the day, and learn to discuss intelligently the problems which are facing them on every hand. The people are as ready to follow a true leader as they ever were, but that leader must be a man who has learned to grasp modern problems, and his supporters must also know the reason why in every step he takes.

IS WAR A SPORT?

Italy is now proposing, in the interests of humanity, that airships shall not be used for actual fighting purposes, although they may be allowed for scouting. This is simply another step towards the limitation of the horrors of war. It is a recognition of the fact that war is a horrible thing and that it is the duty of nations to try to avoid it. It shows the trend of modern thought, but whether it is a move in the right direction or not is rather doubtful. We are half inclined to think that this putting on of restrictions in a way legalizes war, helps to keep it respectable, and as with the rules in duelling, does away with many of its worst features and gives it somewhat the standing of a sport. If all restrictions were removed, dum-dum bullets were in general use, every prisoner was slain or tortured, every possible improvement of war brought forward which would help to win, no matter at what risk, there would be such a revulsion against the whole butchery business that the nations of the world would come to their senses and do away with it altogether. Arbitration treaties have been proposed and rejected. Why? No one knows. Disarmament or the limitation of armaments have been proposed, but with no better result. As long as there are uncivilized nations there must be powerful police. Every one acknowledges that. There must be provision made for any nation breaking the regulations of arbitration. But why it should still be looked upon as respectable and even honorable to go out with the deliberate intention of killing the members of a neighboring nation, men against whom we have no quarrel, no one can explain. Ideas such as these are looked upon as the words of a faddist, a freak, or a crank, but they are held by a great many people, a rapidly increasing number of people. When a sufficient number are of the same mind something will be done to put an end to the present condition of affairs.

Joseph Martin is a politician who occupies a position of conspicuous isolation. Mr. Martin's "principles" are so high that they cannot be made to harmonize with his political environment. In point of fact, Joe is living about a century in advance of his

time. Although elected as a supporter of F. P. Ansell, the member for St. Pancras East has no confidence in that gentleman. He says there is only one more incompetent leader than Mr. Ansell—and that man is Mr. Balfour. Isn't it sad to think that the people of Great Britain cannot recognize a real political leader when one appears in their midst? And isn't it peculiar that the people of Canada are afflicted with a like obliquity of vision? Joe first appealed to his own, and they received him not. After his own peculiarly strenuous fashion he forced himself into governments, into leadership and into one premiership. His political paths were strewn with wreckage. He is now a derelict himself, and of course he is against every man and all parties. But of course none of these things can be attributed to defects in Joe's own character. Men and parties and systems are all wrong—as Mr. Martin would say himself, "everything is rotten; only I am pure." Yet if it were not that if this denunciation, at large, were capable of introspection, his self-analysis he might realize that his own mental vision is affected by his own physical condition.

It would be a courteous act to name the first Canadian cruiser the "Winnipeg." That city is the farthest away of all Canadian cities from either coast, and logically might be expected to be the least interested of all others in naval matters. Instead of that we find the people taking a keen interest in the matter of naval defence. Naming a ship after their chief city would tend to increase this interest and would be a compliment to the city holding the commanding inland position near the centre of the continent. We feel sure that Victorians would forego any claim they might feel they had for recognition in this matter in favor of the prairie capital. If we are not mistaken there is already a "Victoria" in the British navy, but we have never heard of a "Winnipeg."

Ontario people talk of "out west," meaning anywhere from Manitoba to the coast and British Columbians speak of "down east," meaning anywhere between Manitoba and the Pacific. These generalities are often very misleading. The country is so big that it would be wise to particularize more. The real West is British Columbia, while the East means the Maritime Provinces, or perhaps Quebec. Manitoba, which is sometimes spoken of as being in the west, is not in the West at all. It is the central province. At one time it was the "prairie province," but now that title has to be shared by Saskatchewan and Alberta.

A few of our contemporaries display poor judgment in their comments on the evidence being brought out before the Royal Commission now sitting in Vancouver. Would it not be more discreet to wait for the publication of the findings of the commission? It is just possible that the facts may prove in this case, as in every other matter calling for investigation, that the chief fault of the Dominion government lay in retaining the services of appointees of a former government.

The McBride government has enlisted a recruit who in his new-born zeal expresses confidence that work upon the Island section of the Canadian Northern Pacific Railway will commence within thirty days. And here the Colonist, who for a year has been making promises that have not been fulfilled, claims that construction is actually in progress.

The speech from the throne in the Quebec legislature indicates that an effort is to be made at once to improve the educational facilities in that province. This is good news. Knowledge is the greatest foe to sectionalism. Education tends to unity of purpose.

Tariff reform in Canada and the United States means a reduction of the tariff. Tariff reform in Great Britain means an increase in the tariff. Some day when the nations are ready the abolitionists will step in and put the reformers out of business.

A prominent Ontario newspaper speaks of Dr. Lyman Abbott as "one of the boldest of American thinkers." The intimation seems to be that it is only a very bold man who will dare to think for himself and express his thoughts, even in these days of so-called freedom of speech.

Newark, N. J., Jan. 23.—Admitting that Mrs. Caroline Martin, convicted of the murder of her niece, Oezy Smead, who was found dead in a bath tub, had never told the real facts of the case, counsel for the Martin woman appeared Saturday before Judge Ten Eyck in a final plea for mercy for his client.

Mrs. Martin's counsel explained for the first time just how Mrs. Smead died in the East Orange bath tub. He declared that Mrs. Martin had often given her niece morphine to relieve her of pain. On the day of her death the drug produced narcosis. She then placed the younger woman in the bath tub, which was full of water. In an effort to revive her, but Oezy died during the treatment, and to shield herself Mrs. Martin had tried to make it appear that Oezy had committed suicide.

J. E. SCHWITZER DIES AT MONTREAL

Chief Engineer of Canadian Pacific Falls Victim to Pneumonia

(Special to the Times.) Montreal, Jan. 23.—J. E. Schwitzer, recently appointed chief engineer of the Canadian Pacific railway, died at the Royal Victoria hospital at 10 o'clock on the day following his arrival here from Winnipeg. Mr. Schwitzer was born in this city in 1870, but the family later moved to Ottawa, and he was educated at the High School there. He graduated in engineering at McGill University here in 1891, and for several years worked on the railway, first in Ontario and in Quebec. In 1899 he went to Port Arthur and entered private practice, but shortly after being appointed town engineer he was taken by the C. P. R. He was resident engineer there. The next step was divisional engineer and in 1907 he became assistant chief engineer of the western lines. His transfer to Montreal and promotion to the highest engineering position of the company was announced late last fall. Mr. Schwitzer was recognized as a leading man in his profession in Canada, if not on the continent. Leith-bridge viaduct and field tunnels are monuments to his skill, but to friends and associates the remembrance of a charming personality will be equally enduring.

His father is still one of the well-known men of Ottawa. Mrs. Schwitzer was with her husband at the last.

CANADA'S TRADE CONTINUES TO GROW

(Special to the Times.) Ottawa, Jan. 23.—The total trade of Canada for the first nine months of the fiscal year was \$73,000,000, an increase of \$3,000,000 compared with the preceding year. The imports totalled \$30,000,000, an increase of \$8,000,000.

CHINESE INQUIRY

Vancouver, Jan. 23.—Hardly had Mr. T. R. E. McInnes taken the stand at the Chinese customs for commission this morning when a flare-up began between Mr. Gordon Grant and Mr. McCrossan, which before it was through brought Mr. Taylor and Mr. McInnes into it to the extent that Mr. McInnes openly charged Mr. Geo. E. McCrossan, the crown's attorney, with not acting in good faith. Trembling with emotion, Mr. McCrossan arose and said: "Your lordship, I am prepared to lay down my brief in this commission if you believe that I have acted unfairly as charged by Mr. McInnes." "It was apparent to those who have their finger on the pulse of things generally in this commission that there was a 'strain' or hitch somewhere. As soon as Mr. Justice Murphy took the stand he said: "Your lordship, I must respectfully ask that the originals of the telegrams that were sent by the Hon. William Templeman and the one signed with the name of Mr. Harry Skonker be produced in court. Mr. McCrossan has had ample time to secure them, but for some reason they are not here yet." "I don't think," said Mr. McCrossan, rising, "that Mr. Grant needs any nervousness over these telegrams. They are being searched for and will be produced in good time. I might add that I hold in my hand two copies of telegrams, and I am unable to find the originals in the C. P. R. files. These telegrams were sent by Mr. Grant to Mr. McInnes."

ATTEMPT TO KILL AUTHOR

David Graham Phillips Shot Down in New York.—Assaulting Commitments Succeeded.

New York, Jan. 23.—David Graham Phillips, the author, was shot and seriously wounded to-day by a man who afterwards committed suicide by shooting himself through the head. The shooting occurred in front of the Princeton club on Broadway street. The assailant fired four shots into Phillips' body and using the sixth to kill himself. Newton James and Frank Davis, members of the club, were descending the steps of the building at the time and caught Phillips as he was falling. The author gasped: "Some fellow shot me."

WOMAN ACQUITTED

Tacoma, Wash., Jan. 23.—Mrs. Martha Kvalhaug was today acquitted of the charge of conspiring with Charles F. Newcomb, her alleged paramour, in the murder of her husband, Martin Kvalhaug, on the night of May 14, 1909. The jury deliberated 3 hours, retiring late Saturday night. This was the woman's third trial. Two jurists having previously pronounced Newcomb's conviction of the murder of Kvalhaug in November, 1909, and now is under penalty of death. A stay has been granted, pending an appeal to the United States Supreme court on his behalf.

SALE OF SKIRTS Regular \$4.50 to \$20.00, for Prices From \$2.90 to \$11.90 EVERY SKIRT IN THE STORE REDUCED Splendid Skirts in the newest and most attractively made models. The materials are Panamas, Venetians, Serges, Diagonals, Tweeds, Broadcloths, Meltons, Voiles and Silks, in pleated, panel, side pleated, semi-hobble and straight cut effects. Regular values \$4.50 to \$20.00, for \$2.90 to \$11.90

Pre Stocktaking Clearance on Main Floor A LIST OF ITEMS TO BE CLEARED. 15c COLLAR SUPPORTERS for 5c 50c AND 35c HOSE SUPPORTERS 25c SHOPPING BAGS, 35c, 25c and 35c 50c HAIR CURLS, all shades 35c 5c HAIR PINS, 3 for 5c 6c and 35c BELTS 10c \$1.00, 75c, 50c, 35c, 25c NECKWEAR 10c 5c TOILET PINS, 2 for 5c 10c DOZEN HAT PINS, per dozen 5c \$2.50, \$2.25, \$2.00 HAND BAGS \$1.00 Though the price of cotton has steadily advanced, our price for Coates' Spoon Cotton is still a dozen 50c

Big Sale of Queen Quality Shoes at \$3.50 Values to \$6.00 We have just received a large shipment of the se famous Shoes, which we shall offer for sale at \$3.50 Judging by the way the first offering early in the month was snapped up by eager buyers, this shipment will not last long at this price. By shopping early you will be certain to secure your size. The shoes come in all leathers and are of the very latest styles. PATENT LEATHER LACE BOOTS, stamped \$6.00, for \$3.50 PATENT BUTTON BOOT, brown cloth top \$3.50 GUN METAL BOOT, in Blucher or button \$3.50 VICI KID BOOT, in Blucher or button \$3.50 TAN RUSSIA CALF LACE BOOT \$3.50

Interesting Arrivals in New Evening Material These evening materials have a special claim to the interest of every woman as they are direct from European fashion centres. ORIENTAL SATIN, pure silk satins, possessing magnificent draping qualities for foundations, notably in conjunction with dewdrop unions. Colors, apricot, maize, sky blue, shell pink, reseda, mauve, pearl, emerald, King's blue, old rose, cream, white and black; 42 in. wide. A yard \$2.00 METEOR SILK, one of the best fabrics shown for this season. Colors, sky, pink, ashes of roses, mauve, pearl, maize, cream and black. 42 inches. A yard \$2.50 VELVETS for afternoon gowns, beautifully soft and rich. Colors, old rose King's blue deep blue, emerald, reseda, taupe and black; 42 inches wide. A yard \$4.75 A large shipment of Silk Velvets has just arrived. Prices \$1.00 and \$1.50 a yard. Colors, brown, cardinal, grey, rose, trine cotta, reseda, garnet, taupe, mauve, Persian blue, cream, white, black, fawn and champagne.

Muslin Underskirts Specially Priced UNDERSKIRTS of good strong cotton, with deep tucked flounce, finished with two-inch Torcheon lace 65c UNDERSKIRTS of heavy cambric, with tucked and hemstitched flounce. Length 30, 32 and 34 65c UNDERSKIRTS of heavy cambric, with 18 inch flounce of tucked muslin, finished with 6 inch frill of embroidery. Also many other styles, lace and embroidery trimmed 90c

DAVID SPENCER, LIMITED V. I. D. L. COMMITTEE TO SEE GOVERNMENT Land Settlement and Labor Bureau Chief of Many Matters to Be Urged (From Saturday's Daily.) The absolute necessity of a land settlement policy for Vancouver Island, and of the opening up of island lands by means of roads and trails, is to be put forcibly before the provincial government soon by a strong and influential committee of the Vancouver Island and Development League, which is representative of the wishes and demands of the whole farming, agricultural, and commercial population. At the last board of trade meeting the secretary of the league spoke on this matter by request, and the remarks made by him were embodied with those of speakers from the Victoria and Vancouver boards of trade in an address on road appropriation policy on the provincial executive yesterday forenoon. On Monday the executive of the Victoria branch of the V. I. D. L. will hold a special meeting at the League rooms when this matter will be gone over with the president and a committee nominated. The president, J. W. Coburn, of Nanaimo, and J. J. Shalcross, the president of the Victoria branch, will be members of the delegation, and several others have to be named. It will be suggested that the government throw open for settlement much land held under timber leases. In many cases, as explained to the board of trade by the league secretary, stakers of timber have squandered their holdings by taking "tractions" of some kind as much as 100 acres of good agricultural land, and no benefit has been derived therefrom. The delegation will further urge on the government the establishment of a labor bureau, through which more settlers can be put into touch with desirable settlement land. It is held that this bureau would collect and distribute the fullest information relative to lands open for settlement. It will be suggested, perhaps, that the government subsidize settlers to the extent of passage money from England. The premier and his colleagues will be addressed on road appropriation money by the delegation, and the West Coast road to connect Victoria with the Barkley Sound district is perhaps again in this matter, for it has the endorsement of the branches of the league at Nanaimo, Port Renfrew and Sooke. The meeting on Monday is called for 3 p.m. LIVES WITH BROKEN BACK. Chico, Cal., Jan. 23.—Physicians here say that John Thurston, a Jumberrill hand, has established a record by surviving two years with a broken back. Thurston was crushed by a log at Sirling City. Since then he has been confined to a cot in the Sisters' hospital, but is said to be in better general health than ever before in his life.

Pauline & Company Men's Furnishings and Wholesale Drygoods Distributing Agents Stanfield's Underwear. VICTORIA, B. C. CREW PROBABLY PERISHED San Pedro, Cal., Jan. 23.—Capt. Johnson of the steamer Fair Oaks, of Aberdeen, arrived in port to-day and reported that on January 15 he had the gasoline schooner Washoe foundering 15 miles south off Hecla Point. In the heavy gale it was possible, Capt. Johnson said, for the vessel to be driven ashore. The Washoe carried a crew of 10 men. Capt. Johnson fears all may be perished. MUST CHANGE CARS. Toronto, Jan. 23.—The Ontario Railway and Municipal Board has given judgment in the hearing of the issue raised before it by the Toronto and the Toronto Railway Company regarding the payment of the company's by-law, save in the case of cars constructed and equipped according to the standard laid down by the board, with enclosed rear vestibule, grab rails and large platforms. The adoption of the rear exit was left optional with the company, which is allowed eighteen months to change its cars. There is an inviguit people FREE FROM EPI COO Its fine inviguit people FREE FROM EPI COO Its fine inviguit people

CHICAGO HER WAY Schooner Washoe Drowns Her Crew Distress signals picked up by the wireless station on Saturday night at 11 o'clock to this city, are pronounced to be and her crew. (From M) Distress signals picked up by the wireless station on Saturday night at 11 o'clock to this city, are pronounced to be and her crew. It appears that the schooner was in imminent danger. A wireless message this morning was received from the schooner Washoe, which was on its way to Seattle to arrive Saturday night. The report received at 11 o'clock, which was the Chicago, real Little Leek, after the castle. All O. E. asked. Return to steam. Steamer with us. For nearly two evening the wireless Lazo attempted communication with the picking up of the "rain particulars" all attempts were distress signals the first call was fainter and faint when the call was sound of the strength that the Alj the stations. From Seattle following dispatch times leaked wire Chicago, which of wrecking yesterday, report less she is in no is now at the angle station. her. How the fish in a leaky condition. From Seattle following dispatch times leaked wire Chicago, which of wrecking yesterday, report less she is in no is now at the angle station. her. How the fish in a leaky condition. Merritt, Jan. 23.—Cause he could was without funds years, ended his route at camp. Valley constructed in the Coldwater Merritt from Hazel considerable money sought employment of the contract with nautical finally became delirious. That such a deliberate attempt was successful. A few days before life he was taken an Indian who said him by the roads dition presumably. The officers of the on the coast of the modiation and when his tent the following the best of spirits. The next morning taken to Leslie under the hood of was aroused, the by the side of the developments disallowed this queer act for effort to take his his throat with a recovery he walked and deliberately waterhole in the When his body icy waters he was Dr. G. H. Tut visited and proceed he immediately After inquiring of stances the jury the effect of the death by drowning Coldwater river spontaneity. NEW MONOP Douai, France, the yesterday broke for a monoplane made a flight of and 54 seconds, and minutes and 23 seconds. WINNIPEG Winnipeg, Jan. 23.—July, 1909, Northern, 94c; No. 1 Northern, 88c; No. 2 Northern, 82c; No. 3 Northern, 76c; No. 4 Northern, 70c; No. 5 Northern, 64c; No. 6 Northern, 58c; No. 7 Northern, 52c; No. 8 Northern, 46c; No. 9 Northern, 40c; No. 10 Northern, 34c; No. 11 Northern, 28c; No. 12 Northern, 22c; No. 13 Northern, 16c; No. 14 Northern, 10c; No. 15 Northern, 4c.