

WOULD PRESERVE TRAILS OF WEST

OTTAWA TO BE ASKED TO SAVE LANDMARKS

Honore Jaxon, Once Reil's Secretary, Interests Himself in Plan.

Winnipeg, Oct. 28.—Honore A. Jaxon, famous in the stirring days of '85 as the secretary of Louis Riel, passed through the city accompanied by Mrs. Jaxon, on his way to Chicago on a certain mission to perform. The purpose of his visit to Ottawa is to gain the co-operation of the government in the preservation of the old trails of the west, and the spots of historic interest, which are scattered throughout the three prairie provinces.

Honore Jaxon, who returned to the west after 22 years spent practically in exile in the United States, and addressed the trades and labor congress in Winnipeg in September of 1907 on the question of the "Undesirable citizen," has for the greater part of the past two years been making a tour of the west accompanied by Mrs. Jaxon in a prairie schooner, with a tepee of his own design for shelter. He has visited, in his wanderings, Saskatoon, Battleford, Duck Lake, Carlton, Prince Albert, Battleford, Snake Plains, Jack Fish, Edmonton, Red Deer, Calgary, Macleod, Lethbridge, Medicine Hat, Swift Current, Moose Jaw and Regina, and the country between, and has addressed the nearly as possible to the old trails, which were laid out by the plain hunters, with unerring instinct for direction and accurate knowledge of the country many years ago.

"I found to my regret, however," said Mr. Jaxon, "that many of those fine historic old trails had been fenced off, or plowed up, and that places of historic interest throughout the west had been desecrated or torn down altogether. The government highways which were formerly surveyed along the route of least resistance, and by which communication was kept up between the settlers, whose place can never be filled by the railroads, have been levelled by the plough, so that a few bushels of grain may be raised. Such a thing is pressing materialism up to the hilt. How can we plume ourselves upon the glories of the northwest when we allow such vandalism to go unchecked?"

"The value of the trails to the communistic spirit," continued Mr. Jaxon, "can not be overestimated. In the old days we knew each other well in the northwest, and each man greeted his fellow on the long trails as a friend. Now we are confined to the communication of the railroads. It doesn't seem to have occurred to those who are ploughing and breaking and fencing out those old landmarks, that in so doing they are not only breaking up a means of communication which is of great value; but that they are also violating the original promises to the Indians to the effect that the old trails should not be cut off. To this day the old chiefs resent the trespass as a peculiar manifestation of the white man's bad faith. The great test of the civilization of any country or nation has been its roads, and the country which neglects its highways characterizes itself as being very young indeed."

The trails to which Mr. Jaxon had special reference were roughly as follows: The old Carlton trail, used for many years by the plain hunters, which ran from Qu'Appelle to Edmonton, via Prince Albert, Carlton, Battleford, Duck Lake, Battleford, Frog Lake, and Fort Pitt; the Whopup trail, from Edmonton to Calgary, Macleod and across the border to the old whiskey fort, from which the trail got its name; the Sounding Lake trail, one of the most romantic trails of the west, running from Battleford by the Sounding Lake to the forks of the Red Deer and thence to Calgary; the Swift Current trail, by which Col. Otter came to the rescue of Battleford in 1885, and which runs from Swift Current by way of Saskatchewan Landing, the Eagle hills and the Mosquito reservation to Battleford; the Green Lake trail, from Carlton to Green Lake, over which thousands of tons of supplies went north, and thousands of tons of furs came south in the old days, and which was known as the great north trail; and the Pelly trail from Qu'Appelle to Fort Pelly. Nearly all of these with the exception of a few to the southwest Mr. Jaxon found to have been to a greater or less extent broken up.

"There is still enough left of the old trails, however," said Mr. Jaxon, "to rescue them from oblivion, and what I purpose doing, if I can obtain the moral backing, is to form a society for the preservation of the trails and historic landmarks of the northwest. If the government will not appropriate a sum for the purpose, then, perhaps, certain private gentlemen or means can combine to help in the cause. Any one who wishes to take part in the undertaking may communicate with me at the general delivery at Ottawa."

"I remained for 22 years in the United States," concluded Mr. Jaxon, "and never during that time had I any idea of taking out naturalization papers. My heart was always in the northwest. One of my chief regrets on my return was that I did not see my father alive. I have been taking many photographs of the old places and old-timers, and am just like a man who has been up in the north for two years and has returned with his pockets full of photographs. I have procured many photographs of value and have compiled many of historical interest during my trip."

VANCOUVER BY-LAWS.

Vancouver, Oct. 28.—Two money by-laws, Cambie street bridge, \$675,000, and waterworks extension, \$460,000, passed with large majorities on Saturday.

INDIAN ACQUITTED AT NELSON ASSIZES

Killed Companion in Self Defence During Drunken Quarrel.

Nelson, Oct. 23.—The criminal part of the fall assizes closed to-night with the acquittal of Frank Kootenay, the Indian charged with murder, and of Lockhart, of Fernie, charged with the theft of \$1,000 of the Fernie relief funds.

The Indian murder case had several sensational features. Chief Justice Hunter shut out no less than four alleged confessions, chiefly on the ground that no care had been taken to get an interpreter by the authorities at the preliminary hearing. The learned judge remarked that in this case the accused understood them, were farcical. Accordingly the statements made by accused to Chief Constable Devitt at Nakusp when arrested and later to the same official, as well as those made to the coroner and the magistrates, were all ruled out.

A. M. Johnson, for the defence, then placed the stalwart accused Indian in the box, and the latter dramatically told, through the priest interpreter, Father Coldi, how the deceased had purchased whiskey from a Chinaman on August 15th; how he and deceased had drunk the liquor, and finally how the deceased had picked a quarrel with him on the bank of the Columbia river, the fierce struggle that ensued, and how he had killed his partner and life-long chum in self-defence by clubbing him with the loaded rifle he had wrestled away from him to save his own life.

The alleged cutting up of the body turned out to be a cut four inches long in the stomach made by the Indian in the body to make it sink in the river.

The jury, after two hours' deliberation, brought in a verdict of acquittal on the ground of killing in self-defence, adding a rider that the law should be changed so that those who sold or gave liquor to Indians should be sent to jail for a long term without the option of fine.

Chief Justice Hunter said he was in thorough accord with the jury's recommendation, and he hoped a change in the law would be made. The man who sold the Indian the liquor in the present case which resulted in the Indian's death should have been heavily punished by a long term in prison.

In discharging Frank Kootenay, he said that the Indian's death was a touching liquor again.

MINING ACTIVITY AT BARKERVILLE

With Advent of Grand Trunk Pacific Camp Will Be Busy One.

Barkerville, Oct. 20.—The increasing mining activity in this section has resulted in bringing into the neighborhood an influx of people interested in mining. Among them is P. C. Paxton, of Cincinnati, O., who is developing the Wayside group of mines. Speaking of the prospecting of mining properties opened up and in the development stages on Bridge river and Caldwell creek, he states that the diorite belt of territory on upper Bridge river will prove to be a conservative field of mining investment.

The regularity of values and the persistence of ore bodies is remarkable as witnessed by the Ben O'R. Lorne, Wayside and others, where development work has been done sufficiently for inspection. The territory is probably the only distinctly defined free-milling belt in British Columbia, and the development will undoubtedly expose many ore bodies, not now traceable on account of the exceedingly heavy overburden.

The advent of railway transportation will make a busy camp in the territory.

BOUNDARY MEN INVEST IN WHEAT

Rich Yield in Country Tributary to the Kootenay.

Trail, Oct. 25.—William K. Essling has been established in Southern Alberta, where he purchased for Trail and Rossland investors 2,400 acres of winter wheat land, at \$10 per acre. He completed the land on the night of September 26th, and on the morning of October 1st the C. P. R. land department announced a general increase of \$2 per acre on the price of all winter wheat land. Winter wheat lands are such as are above the water supply from the general irrigation system, and are east of Calgary, north and south of the main line, in Southern Alberta. North of the town of Bantry the price is increased from \$11.50 to \$13.50; north of Cassels, from \$13.50 to \$15; north of Latham, from \$11.50 to \$13; and north of Bassano, from \$10 to \$12 per acre.

It is this and that has given so much of an enormous wheat yield in Southern Alberta. One farmer, with 640 acres, netted this year from wheat and stock, \$100,000. The elevator capacity of Alberta, which was 250,000 bushels in 1905, is now 5,000,000 bushels. In 1901 there were less than 500 acres planted to wheat. Last year there were 100,000 acres, and the average yield per acre was about 3 1/2 bushels, while the average yield throughout the United States was less than 15 bushels to the acre. It is no uncommon matter for the first year's crop to pay for the land.

LARGE INCREASE IN OUTPUT OF ORE

Shipments for Week From Interior Mines Largest This Year.

Nelson, Oct. 23.—The total ore shipments for the week in Southeastern British Columbia amounted to 52,191 tons, and for the year to date 1,597,327 tons. The smelter receipts were 49,336 and 1,389,500 respectively.

This is by far the largest weekly output so far this year, and away over the average. The Granby's output, and that sent to the British Columbia Copper Company's smelter accounts for the very gratifying increase.

The following are the ore shipments by districts and smelter receipts:

Ore shipments — Boundary, week, 43,756 tons; year, 1,165,015 tons. Rossland, week, 4,816 tons; year, 188,376 tons. Slocan-Kootenay, week, 3,169 tons; year, 35,838 tons.

Smelter receipts—Granby, week, 27,573 tons; year, 807,300 tons. Trail, week, 3,417 tons; year, 382,032 tons. B. C. Copper Co., week, 12,346 tons; year, 297,407 tons. Le Roi, week, 12,761 tons. Total, week, 49,336 tons; year, 1,389,500 tons.

DUNKARDS SETTLE IN OKANAGAN VALLEY

High Class of People, Hard-Working, Thrifty and Law Abiding.

Vernon, Oct. 25.—The colonization of the Cherry Creek district of the Okanagan Valley with Dunkards from the state of Washington, projected last spring, is now being rapidly accomplished. Already several carloads of effects belonging to the settlers have passed through Vancouver.

Every day a large number of men, the Cherry Creek lands being distant 30 miles from that point. Much of the land in this district is owned by J. S. Rear, of Vancouver, who has been largely instrumental in bringing about the immigration of the Dunkards. Already a number are on the ground, others are shipping their effects into the country and still others have started trekking north across the boundary line, moving their household goods in wagons by easy stages.

The Dunkards are declared to be among the highest class of settlers, being a thrifty, law-abiding people who in their religious beliefs resemble the Quakers. They are strongly attached to the land, and the great success which attends their agricultural and horticultural efforts bespeaks the energy and hard work they put into their undertakings.

FISHING SEASON IS NEAR CONCLUSION

Steelheads in Demand, But Supply Remains Small—Cohoes Still in River.

New Westminster, Oct. 25.—The fishing season for this year is rapidly drawing to a close, and a week or so more is expected to find most of the nets out of the water.

Every day a large number of men beach their boats for the winter, and hang their nets to dry. The reason for the cessation of fishing is to be found in the fact that the sockeye and spring salmon are no longer at their best, and are being refused by the buyers. Dog salmon are not in much demand and only command a small price. Red salmon are only required in small quantities, and the only fish which find a good market are the steelheads and the cohoes. For the former the fishermen receive 50c. and for the latter 15c.

The bad weather and the small number of marketable fish caught in the nets at this time of year make the life neither pleasant nor profitable for a large number of boats.

FIRE CLAY PLANT IS TALKED OF AT MATSQUI

Splendid Deposits of Great Value are Accessible.

New Westminster, Oct. 25.—It is probable that another large plant will be established in the near future for the purpose of exploiting the great beds of fire clay, near Matsqui, which Clayburn takes its name. At the present time the Vancouver Fire Clay Company, which some years ago built a \$425,000 plant near the beds is the only institution working the produce of these beds. Notice is given in the current issue of the Dominion Gazette, however, to the effect that the Dominion government has granted permission to J. C. MacLure of Vancouver to purchase the southeast quarter of section 30, township 19, east of the coast meridian. This land is situated near the base of Sumas mountain, not far from the fire clay beds, now worked by the Vancouver company.

BELLE OF SPAIN SAILS. Rail-Laden Vessel to Make Another Effort to Reach Prince Rupert.

The steamer Belle of Spain, second of the rail laden fleet to be damaged by heavy weather in the Atlantic en route to Prince Rupert, sailed from St. Lucia on Monday after making repairs. The Belle of Spain left Sydney, Cape Breton, on August 31st with a full cargo of steel rails for the Grand Trunk Pacific, and reached St. Lucia on September 10th, damaged by heavy weather.

ALD. TURNER TO RUN FOR MAYOR

MAKES ANNOUNCEMENT OF HIS INTENTIONS

Two Candidates for the Position Are Already in the Field.

(From Tuesday's Daily.) Ald. Turner will run for mayor at the approaching municipal elections. While this announcement will not come in the nature of a surprise, it is the first time that such intention on the part of the alderman has been made public.

Ald. Turner has served one session at the council board, but he was elected by a very large majority in No. 5 ward, and has been very energetic in his work for the city. He has been chairman of the streets, sewers and bridges committee of the council and in that capacity has done much to further civic improvement work.

With W. E. Oliver's candidature of the position, said the Times this morning that he would not again be a candidate for civic honors.

Ald. Henderson is now to be heard from. The latter has not disguised the fact that he has high ambitions in the same direction, though as yet he has made no public announcement of his intention to run for the office of mayor. Mayor Hall, the present incumbent of the position, said the Times this morning that he would not again be a candidate for civic honors.

FIVE GIRLS LOSE LIVES IN FLAMES

ORPHANAGE IS DESTROYED BY FIRE

Two Brave Women Carry Fifteen Children to Places of Safety.

Lynchburg, Va., Oct. 26.—Five little girls, inmates of the Presbyterian orphanage near here, were incriminated to-day in a fire which destroyed the girls' home building.

The dead are: Ruby Moorefield, Lucille Moorefield, Mollie Reynolds, Mary Hickman and Mary Poole. The fire was caused by an overheated furnace, and the property loss is estimated at \$15,000.

When Mrs. Priest and Mrs. Cook, who look after the little ones, awoke this morning they found the kitchen a mass of flames. They rushed to the third floor and they carried fifteen sleeping children to places of safety. Returning to the burning structure they marshalled a number of other girls who had been sleeping in the main wing of the building and marched them to the roof, where they were rescued by volunteer firemen. When they attempted to return into the structure for the remaining five girls they were driven back by the flames. The building was totally destroyed.

NEW MINISTERS IN ALBERTA CABINET

Two Newspaper Men Are Taken in to Fill Portfolios.

Edmonton, Alta., Oct. 25.—A change has been made in the Alberta government, the first to be made of any extent since the organization of the administration. The change is due to the resignation of Hon. W. P. T. Finlay, minister of agriculture, and the need of enlarging the cabinet.

Hon. Mr. Finlay is resigning on account of ill-health. His health has been failing for some time. He will be replaced by Mr. J. H. McCreary, a newspaper man, who is very well known throughout the province. He is a practical farmer, as well as an active newspaper man, being manager of the Bulletin.

W. A. Buchanan, member for Lethbridge, and editor of the Lethbridge Herald, is taken into the cabinet as provincial treasurer.

Mr. Lessard, member for Paken, is to be minister without portfolio.

TAIL SHAFT OF STEAMER MUST BE REPLACED

Was Fractured When Propeller Was Stripped Near Prince Rupert.

When the steamer Princess May met with the accident recently off the north coast of British Columbia, the propeller was found to be fractured. The result is that a new shaft has to be made and the repairs may take longer than was expected. It is not yet known whether the vessel will be ready to go north on her regular run November 2nd. Due notice will be given if she is not ready.

The May is being repaired on the slip of the B. C. Marine Railway at Esquimalt harbor.

DAUGHTERS OF EMPIRE CHAPTER ORGANIZED

Victoria Women in Line With Their Sisters in Dominion.

There was formed on Saturday afternoon what is expected to be a strong chapter of the Imperial Order of the Daughters of the Empire, the first woman's patriotic organization to be founded in the empire, which had its birth in Montreal in 1901.

The invitation of the president of the Alexandra Club a number of Victoria ladies gathered in the drawing room at the Empress to listen to members of a delegation sent out from the headquarters of the order to organize chapters and arouse interest in its work. Mrs. Croft introduced the delegates.

Miss Catherine W. Merritt, Toronto, organizing secretary, explained that they came as part of a band of loyal, patriotic women, who wished to do a woman's part in creating in the home and among the children the same spirit of patriotism which was aroused among the men by the National Defence Congress and the Imperial Press Conference. It could be said that the organization encircled the globe, and the Victoria League in Great Britain and the Guild of Loyal Women in South Africa were doing similar work. The order was non-political and non-denominational.

Miss Bruce gave an account of the forms of work various chapters engaged in: Mrs. Hamilton Burns, on behalf of the editor of Echoes, said a few words as to the value of the organ of the order; Miss Jackson described the work of the children's chapters; and Mrs. J. Elliott Langstaff, president of the National Chapter of the Imperial Order of the Daughters of the Empire of the United States, which has 400,000 loyal British members, spoke of the love for the empire retained by many thousands in the States.

Miss Merritt then took charge of the meeting, and on motion of Mrs. A. Rocks Robertson, seconded by Miss Macdonald, it was decided to form a chapter. The following officers were elected: Regent, Mrs. Rocks Robertson; vice-regent, Mrs. A. W. Jones; secretary, Miss Macdonald; treasurer, Mrs. Slater; standard bearer, Mrs. Harry Pooley.

ADVICE GIVEN BY REV. DR. MATTHEWS

Popular Seattle Clergyman Addressed Victoria Audience Monday.

"The shame of America is the government of her cities,"

"Cremate the party and resurrect the people."

"Some men drag the ilyvery of heaven into the sewer of hell."

"A bookmaker is an infernal thief."

"Storm the fort—no hold the fort—is the duty of the Christian."

With such searching phrases as these did the Rev. Dr. Matthews engage his arguments Monday night in Metropolitan church in favor of civic righteousness. The lecture was delivered under the auspices of the Men's Club of the Metropolitan church, and was the opening meeting of the winter season. There was a good-sized audience, which showed their appreciation of the lecture by hearty and prolonged applause. The lecturer, who presents a striking figure with his long body and wavy hair and his mobile face, made points in the lecture by the quick change of expression, giving subtle meaning to the words spoken. The argument throughout was that the men of the church to take an active interest in the affairs of government; not to bring politics into the church, but to bring the church into politics.

The listeners were urged to throw some personality into the business of government and to be willing to pay the price of self-sacrifice in order to benefit their country. The lecturer spoke of many practical ways in which the men of the churches could assist in the better government of the country, and said that a candidate must inject into his political faith some of his character and personality, not only his wealth and experience. The time demands strong men for public office.

Dr. Matthews favored government by commission very strongly and suggested a federated commission for all the cities of the Pacific coast so that the problems which confront the people of different cities might be discussed to the mutual interest of all.

The lecturer's description of his six-years' fight to drive the Meadows track race meetings out of Seattle and their transfer to Canadian cities excited much interest, and his call to the men of the community to prevent a repetition of it evoked warm applause. John Nelson, president of the club, occupied the chair and introduced the speaker. As a preliminary, Edward Parsons gave an excellent organ recital, and Gideon Hicks sang in splendid voice "Arm, Arm Ye Brave." The club are to be congratulated upon securing as an opening feature such a timely lecture by so pleasing a speaker as Dr. Matthews.

Special services will be held in St. Paul's church, Victoria West, next Sabbath in connection with the 18th anniversary of the opening of the church. Also on Tuesday evening, following the 18th anniversary, a concert and social under the auspices of the Ladies' Aid Society will take place, and an excellent programme of music and several short addresses. Light refreshments will be served. The admission will be free, an offering being taken.

NEW AEROPLANE RECORD.

Doncaster, Eng., Oct. 26.—De La Grange to-day broke the world's record by flying a mile and a half in Heriot's monoplane in 1 minute 47 1/5 seconds.

SCHOONER EVA MARIE HAS POOR SEASON

Dirty Weather Partly Responsible for Small Number of Skins.

The sealing schooner Eva Marie, Captain Jacobson, arrived from the sealing grounds on Saturday evening with 42 sealskins, two otter and a few tons of codfish. This morning the white crew of the vessel was paid off. The Indian hunters having been landed on the West Coast on the way south.

Speaking of the voyage Captain Jacobson said on Tuesday that it was the worst season he had had in 27 years of sealing. There was no money in sealing when such a poor catch was secured. He could earn much more money ashore. There was but one bad storm throughout the trip, and that on the way south, on October 12th, about 600 miles from here, but the weather was disagreeable all the time, there being scarcely a day when the hunting could be said to have been good. He had been in the hands of one of the top notchers in the hunt, but this year there was no opportunity to catch them. The schooner left this port April 29th.

THREE-FUNNEL LINERS TO REMAIN ON ROUTE

Charmer Will Be Laid Off Indefinitely After November 7th.

When the C. P. R. change of schedule takes place on the 7th of next month the two three-funnel steamers will ply between this port and Seattle and Vancouver respectively, the Charmer being laid off indefinitely. This has been decided upon, but which steamer will take either route is not arranged. When the business to the north slackens off and one of the steamers on that route is available, it is probable that the Princess Charlotte will be laid off, but nothing has yet been decided upon. There will be a good deal of relief work to do when the steamers are getting their annual cleaning and painting, so that one steamer may be considered as detailed for that purpose. The result will be that, with the Charmer out of commission, no steamers will be idle, except perhaps the Princess Ena.

Local News

In Chambers Tuesday morning Mr. Justice Martin, on application of C. F. Davis, made an order for payment out in the matter of the estate of the late James Sumner.

The death occurred Monday eve. at the St. Joseph's hospital of Mrs. Jessie Broome, the wife of Guy S. F. Broome, school teacher at Ladysmith. Deceased was born in Feltre, Scotland, and was 31 years of age.

Commencing Friday evening next, October 29th, the Knights of Pythias, Far West Lodge, will open their social season with a five hundred tournament in their lodge rooms, corner of Broadway and Taylor streets. The Knights are invited to attend, and a pleasant evening is assured every one.

T. D. Vetch, manager of the Royal Bank of Canada, has purchased the Sadler ranch of 242 acres, one of the best properties in the Saanich peninsula, located about four miles from Sidney. The deal was negotiated through W. Currie & Co., of Victoria, and the sum involved in the transfer is said to have been in the neighborhood of \$20,000.

The members of the senior department of the Y.M.C.A. will hold their first general social of the season on Friday evening at 8 o'clock in the auditorium. A live entertainment is now making great preparations for a variety of fair and are outlining a grand programme. Ladies and gentlemen are cordially invited to attend and enjoy themselves.

The remains of the late John Barrett were interred Monday in Ross Bay cemetery. The funeral took place at 2:30 o'clock from the Hanna chapel, Yates street, where services were conducted by the Rev. T. E. Holling. A large number of friends were present and many flowers were sent. The following acted as pallbearers: M. Sweeney, J. H. McGregor, A. E. McEachern and F. E. Smith.

Interment of the late Mrs. Anna Tolpitt took place in Ross Bay cemetery Monday afternoon. Funeral services were conducted at 2:30 o'clock in the Hanna parlors by the Rev. C. E. Cooper. A large number of sympathizing friends gathered to pay their last respects, and many floral tributes were presented. The following acted as pallbearers: R. H. Bell, C. Frankel, E. Logan and G. Ewen.

Some little time ago it was announced that James A. Douglas, ex-alderman of this city, and grandson of Sir James Douglas, had renounced his British citizenship and declared his intention to become a United States citizen. It was further said that he had purchased and furnished a handsome estate at Port Angeles, just across the straits from Victoria, and was now establishing a permanent residence there. A Port Angeles newspaper of recent date says that Mr. Douglas has sold his newly-acquired residence and its fittings there and has fled him to London, where he will henceforth reside.

Arthur E. Stewart, formerly in the employ of the E. & N. Railway Company as relief clerk, pleaded guilty in the police court on Tuesday to a charge of mutilating a time cheque book and was sentenced to a year in jail. Accused went to work as clerk at the beginning of this month, having arrived from San Francisco. The time cheques were duly made out and signed by him. He obtained \$30 from an hotel keeper on one cheque, and the second one was found in his pocket when arrested. Accused pleaded guilty and offered drunkenness as the excuse.

GOOD PROGRESS ON NEW WORK

ASSISTANT CHIEF ENGINEER PLEASSED

Improvements on Coast Are of Substantial Character.

B. H. Fraser, assistant chief engineer of the marine and fisheries department of the Dominion government, has been in the city a few days and is leaving to-night on the steamer Leebro to inspect the new work which has been done during the present season on this coast. Speaking of that work this morning Mr. Fraser said that the progress made this summer had been of a substantial character. While he had not yet seen the work from the reports that he received regularly he was very well satisfied with what had been accomplished. He was here early in the spring laying out the work for Resident Engineer Killen and even more had been done than he had expected.

"The work at Triangle Island," said Mr. Fraser, "has been found to be very arduous. The undertaking is a big one, but the results when it is completed should prove exceedingly satisfactory."

The main construction work which has been undertaken this year, all of which the engineer hopes to visit, are: New lighthouse tower at Esquimalt; fog alarm at Race Rocks and Carmanah; new lighthouse at Quatsino; fog alarm at Ivory Island and light-house to replace the one washed away by a tidal wave nearly a year ago. Also a landing stage and derrick at the same place; new lighthouse tower at Lawyer Island removed to the top of the island; construction work on the West Coast trail; preliminary work on Triangle Island.

The above is in addition to the work on the wireless stations, which do not come under Mr. Fraser's department, but which are in charge of Superintendent Edwards. This work is also well advanced and several of the stations will be installed before the season closes.

H. C. Killen, who has had charge of the construction work of the wireless stations, will accompany Mr. Fraser up the coast.

FIXTURES MADE AS VESSELS ARE REQUIRED

Several Recent Charters Announced by Hind, Rolph & Co.

Seattle, Wash., Oct. 26.—Chartering for the grain carrying trade is still quiet, with the continental markets weaker, and with nothing on the horizon to encourage the grain interests to anticipate a rise, the small inducement to make wheat fixtures on top of the demand occasioned by local users of wheat and the firm tone of the Eastern markets.

In the lumber business rates are firming up considerably, both the Australian and United Kingdom ranges commanding higher prices. Hind, Rolph & Co. report the following recent charters: British ship Jordan Hill, Columbia River to Cork, for orders to the United Kingdom; 75,000 lumber; Austrian steamer Alberta, Puget Sound to Cork, for orders to the United Kingdom, grain, 28c.; British ship Matern, Puget Sound to the United Kingdom, grain, 75c. 4d.

LAID AT REST. Remains of Old-Timer Interred at Colwood on Sunday.

The funeral of the late Edward Vine took place at noon on Sunday from the B. C. Funeral Furnishing Company's parlors and proceeded to the Church of England at Metchoin, where the Rev. N. Baugh Allen conducted an impressive service. He made touching references to the lovable character of the deceased and gave words of comfort to the bereaved relatives and friends. The hymns "Father in Thy Gracious Keeping," "Son of My Soul" and "When Our Heads are Bowed With Woe" were sung at the church. A large number of beautiful floral tributes were presented, and nearly all residents of the district turned out to pay their last respects to one who was loved by all.

The following acted as pallbearers: C. T. Wigglesworth, A. Stewart, J. E. McMillan, G. Gawley, W. Malby and T. Higgins.

WANTS STATE STEAMERS.

Los Angeles, Oct. 25.—When Congressman James McLaughlin returns to Washington for the coming session of congress he will renew his fight for a federal steamship line on the Pacific coast. A bill to establish a line of federal steamers on this coast to supplement the line now in operation on the Atlantic seaboard, was introduced by McLaughlin in the last session of congress.

He stated his belief that the establishment of such a line would go far toward solving the perplexing problem of transporting California citrus fruits to the eastern markets, as well as to secure equitable rates for shippers at all coast points.