

BATTLESHIP FOR HALIFAX

H. M. S. Empress of India, Long Ago Stricken from Effective List, to Join Niobe on Atlantic

Another warship is to be added to the navy on the Atlantic coast according to a report received here. The battleship Empress of India is to be sent to join the Niobe at Halifax. The Empress of India, built in 1891, was one of the seven vessels of the Royal Sovereign class which were to have been constructed, but as the war has been postponed to have been entered into where H. M. S. Empress of India is to be sent to become a harbor defence ship at Halifax. She will not reach there for some time as alterations are to be made before the battleship is sent across the Atlantic.

Halifax is exceedingly well defended in comparison with Esquimaux. The garrison there numbers 3,000 rank and file while Esquimaux defences are manned by 120 rank and file. Yet Sir Wilfrid Laurier stated on the floor of the house that the danger zone was in the Pacific. The coast defences at Halifax have modern guns, while those at Esquimaux are for the most part of a type long since discarded at every other fortification in the British empire, and not only are the guns obsolete but they are now in such a condition that they are of little value as a means of defence.

The neglect of Esquimaux since the Liberal government took over the defences is well known. The two 9.2 guns which have been lying by the side of the road at the Ordnance yards where they have been since the Imperial troops went away six years ago are a standing advertisement of this neglect. The addition to be made to the navy at Halifax is another vessel, which, like the Rainbow, the vessel which forms the Pacific squadron of the Canadian navy, and the Niobe, had been stricken off the effective list of the British navy. The Empress of India, before being struck off the navy lists, carried a complement of 712 men. She is a battleship which cost \$4,500,000. She is a vessel of 14,100 tons displacement, 330 feet long, 75 feet beam, and with maximum draught of 32 feet. The armament consists of four 13.5 inch ten ton 13 sixteen 6 pounders, twelve 3 pounders, two maxims and three torpedo tubes. Jane in his "fighting ships" says: "These ships cannot now steam very fast, but they can hold their own at 13 knots as long as their coal lasts."

PRINCE RUPERT ENCOUNTERED FOG

Thick Weather Prevailed During Trip From North-Damaged Propellers

The steamer Prince Rupert, Capt. Johnson, of the G. T. P., returned on Sunday from Stewart and Prince Rupert several hours late and after disembarking her passengers proceeded to Esquimaux where repairs were effected to her propellers, which were damaged as a result of striking submerged logs at Prince Rupert. The trip to Seattle was cancelled and the passengers from the sound city were by train to join the liner at Vancouver on her northbound voyage, on which she started yesterday morning. The passengers from the north included: C. E. Scott, W. W. Moore, Miss Wright, J. A. Torry, G. E. Eastie, Mrs. and Miss Lester, D. R. Young, J. D. McDonald, A. Allen, J. S. McDonald, A. K. Stevenson, Miss Peterson, J. Olson, P. C. Coates, Miss B. Major, Miss L. Major, Miss E. Pugh, J. G. Hayes, Miss Alton, Frank Ward and W. E. Playfair.

Dense fogs were encountered in northern waters and Capt. Johnson spent 45 hours on the bridge at a stretch. From the time she left Prince Rupert until passing Seymour narrows fogs were encountered.

Among the passengers bound for Stewart and Prince Rupert on the G. T. P. line yesterday morning were: F. J. Rattenbury, R. Angus, L. Marka, C. Marks, H. Wilson, Mrs. G. R. Humphries, Miss Humphries, Miss Lester and J. T. L. Meyer.

The Prince Rupert brought news of a near-tragedy at the G. T. P. port on Labor Day. A float on which there were 14 people including 2 infants was capsized and all were thrown into the water. The party had just landed on a trip to Metlakatla. All were saved. The Prince Rupert News said: "With the pitiful scream of 'Oh, my baby, my baby' a woman was kept by main strength from throwing herself back into the water. Another, Mrs. McLeod, rose below the float and would have drowned but for the heroism of Alex. Mackay, who dived for her, cropping under the heavy logs of the raft. Her husband saved the baby swimming with it in his arms. The other little one was rescued in an unconscious condition, and it took Dr. McNeil two hours of constant work to restore it to a safe state last night. Both mothers and both the other ladies suffered severely from shock and were in hysterics when rescued."

CASUALTIES TO MANY SAILING SHIPS

Bark Drummir Beaches Sydney in Distress—Overboard Magdalene Vinnen at Iquique Damaged.

Advices from Melbourne contain details of the mishap to the British bark Drummir, which was recently reported at Sydney, in distress. During the voyage of the Drummir from Algoa Bay to Sydney her foremast carried away in a heavy storm and falling brought with it the main royal mast and gear attached. The deck was pierced by the falling wreckage, which had to be cut away for the vessel's safety. When off

PORT KINGSTON TO RUN HERE

Steamer Built for Bristol-West Indies-Route Purchased for the Canadian-Australia Line of Steamships

The British steamer Port Kingston, a fine new passenger steamer built in 1904 at Glasgow, by Stephens & Sons, has been purchased by the Union Steamship Company for service on the Canadian-Australian line pending the completion of the 10,000 ton liner ordered for this service by the Union company. It is understood the Port Kingston will replace the Zealandia, which is owned by the New Zealand Shipping company, which company was a partner in the former contract for the Canadian-Australian line. The Port Kingston has accommodations for 160 first class and 40 second class passengers, and can reach a speed of 17 to 18 knots an hour. The steamer Makura of this line left Honolulu yesterday and is due here next Tuesday. She sailed from Sydney on August 28th and from Auckland on Sept. 1st, and called at Suva on Sept. 5th.

LOG RAFT WRECKED

Six Million Feet of Timber Goes to Pieces at Columbia River Bar.

ASTORIA, Ore., Sept. 11.—Pounded by heavy seas, the 6,000,000-foot raft of the Hammond Lumber company which grounded on Peacock spit last Saturday, went to pieces yesterday. The efforts of five tug boats, including the Belmont, Dauntless, Hercules, Ononta and Walula, to pull the big raft off the bar proved futile.

CHOLERA RIOTS

Italian Government Adopts Military Measures to Support Disorders in Cities. CHIASO, Switzerland, Sept. 11.—Massacre, the Italian city, which according to information, mobs burned the cholera hospital and carried the cholera-stricken patients through the streets, was declared today under martial law. Twenty additional persons have been arrested for attempting the release of cholera suspects who were under observation.

BRITISH PRESSMEN VISIT VICTORIA

Touring Journalists are Entertained to Banquet by Board of Trade—Leave for Nanaimo

Twelve representative working newspapermen, connected with well-known newspapers and periodicals throughout the United Kingdom, were entertained in Victoria on Sunday last by members of the board of trade and representatives of local newspapers on their arrival here after having spent a month in crossing the continent from Halifax. These journalists formed what is known as the British Association for Canada and they were brought out and sent through the Dominion by the government for the purpose of seeing the country at first hand that they might be better able to describe it and its possibilities accurately on their return home.

Owing to an inflexible itinerary the party was unable to remain in Victoria over a week day. They arrived on Sunday afternoon and were met and taken to the hotel. After having been given an opportunity to remove the stains of travel they were taken by automobiles around Oak Bay, the Gordon Head district and other well-known and immediate districts of importance. In the evening the Victoria board of trade, on behalf of the government, entertained the visitors at a banquet at the Empress hotel.

President H. Goulding Wilson presided and besides many prominent members of the board of trade there were representatives of the Colonist, the Times and the Week, and representing the provincial government. Hon. Dr. Young and Hon. Peter Ellison.

The British journalists expressed a unanimous opinion much in favor of Canada. They had spent a month in coming west and now, on their return, they would spend a month here. They had one thing to say, they found Canada much better than they had expected and, at that, they had expected a good deal. They all regretted the shortness of their stay in Victoria.

ST. JOHN FAVORED BY LIBERAL GOVERNMENT

Citizens of New Brunswick Port Expect That Canadian Heavy Will Be Built There

ST. JOHN, N. B., Sept. 12.—The citizens of St. John are confident that their port will be selected for the location of the construction of the Canadian navy. Mr. Edward Bath, who is the consulting engineer of Norton Griffiths & Co. of London, the lowest tenders for the great dry dock which is to be erected at St. John, has just notified for the statement that the location of the dock is much lower than that of other tenders. He states further that they favor St. John as the location of these great works, at a point close to the site of the dry dock. It is further stated that capitalists interested in these great works are of opinion that the natural gas found in New Brunswick will be utilized in connection with the steel works at St. John, which would be a great point in its favor. The hopes of the citizens are fulfilled and these great works materialized, a new town will soon grow up on the shore of St. John harbor, east and many necessary industries will naturally follow the larger and more important.

The tenders for new harbor works at West St. John, which will close on September 20th, include the construction of two additional steamship berths, one hundred and the other eight hundred and eighty feet long. The first of these would be ready for the steamship trade of the winter of 1912, and the other for that of 1913, while the construction at the same time of some twelve hundred feet of wall would enable the C. P. R. to raise the shore flats and lay such a system of railway yards as would be of very great advantage in connection with the handling of winter port trade. It is proposed also to extend the breakwater to Partridge Island, close up to the harbor, and protect the whole channel and harbor from the wind and tides.

CHANGE IN TARIFF WOULD BE DETRIMENT

How Fruit Growers Regard Reciprocity—Some Recommendations Are Submitted.

Mr. C. E. Laurence, of Kamloops, who is touring the interior districts of British Columbia in the interest of the Dominion Commission for Conservation, is being met by the Liberal government in that behalf was put in a very uncomfortable position during the meeting which he held at the Nakusp opera house recently. Mr. Laurence, in his address, said that it had been the appointment of various parts of the Dominion and the States, who held meetings explaining what farmers should do and should not do. The Dominion government had decided to remove this order of things and had appointed committees who asked the farmers for their individual opinions how farming should be conducted, with any suggestions, which would be gathered and published for the benefit of others.

The lecturer's remarks were interesting and thoroughly enjoyed, but when the audience was asked whether there was anything at present or anticipated in the near future with regard to the fruit growing industry concerning the tariff, the chairman and others desired that an answer should be recorded that any change in the tariff would certainly be a detriment. Another speaker drew attention to a similar question, being asked at another important centre, where the lecturer had refused to incorporate in his records although the question was the most important one at this juncture.

Mr. Laurence said he could not possibly insert the answer as it verged on a political issue. Personally he was in full accord and sympathy with the audience in this matter, but remained steadfast in refusing to inform the commission of the audience's suggestion in his report.

Being informed that it would be in order, a resolution was passed urging on the Dominion government the necessity of opening up the lands between the Arrowhead and Revelstoke for settlement in small holdings. Another urged that the federal government take action to protect the river bank from being washed away at points south of Nakusp, as considerable lands had recently been lost. A third resolution was that the government should devise some means of providing irrigation on lands requiring it and where the communities are small.

B. C. TEAM WILL TOUR CALIFORNIA

Provincial Rugby Fifteen Being Selected to Play Californian Universities This Fall—Strong Team Assured

A strong rugby fifteen will go from British Columbia to meet the California and Stanford University teams this fall. The Victoria and Vancouver clubs are working hand in hand in the endeavor to assemble an aggregation which, while being truly representative, will be the best balanced and the fastest that can be obtained within the confines of the province. That they will succeed in securing a creditable team, there is no doubt, 40 names of players willing to make the journey already being recorded, and with several of those who are desired and who are away still to be heard from.

At a meeting of the Victoria and Vancouver committees, Messrs. Macdonald and Evans, representing the latter, and Messrs. Scott and Spalding being present in Victoria's behalf, the project was discussed to the fullest extent. It was decided that, beyond question, a 15 should make the tour of the south and the invitation extended by Mr. Milton Farmer, graduate manager of the California University, was ordered accepted without further hesitation. The only question was the selection of the team. A comparison of notes showed that there were 40 men from the island and mainland willing to go, so that it is only a matter of selecting the best. This, however, was left in abeyance as there are a number whose services are most desired who have not yet signified their willingness or otherwise to be included in the touring party.

SHOOTING SEASON OPENS ON FRIDAY

Sportsmen Preparing to Leave for Outlying Districts This Week—Good Bags Expected.

The feathers will fly on Friday, Saturday and Sunday. These are the first three days of this year's shooting season and there is every indication that a larger number of sportsmen will don their outing togs, shoulder their weapons and whistle up their dogs, than ever before in Victoria's history. The prospects are that the outgoing trains of Friday will be packed to their utmost with veterans of field sport in search of the grouse.

Whether those who are planning for an excursion into the wilds will do well is a question which cannot be answered, but who will secure splendid bags there is no doubt. Year after year there are a number who will be themselves to the woods at every week-end. This faithfulness is every indication that they know where to go to get the best results and, moreover, they know how to handle a shotgun. These sports will secure good results if they are not interfered with to too great an extent by the amateurs who flock into the outlying districts at the beginning of every open season, pulverize perhaps one or two birds too young to get more than two feet away, and then tire of the ravage they have made.

Generally the news is that grouse are as plentiful as they have been in recent years, so that the serious sportsman, those who really enjoy shooting and are proficient, should have first-class fun.

HIGHWAY ROBBERY

Harry Hall, Convicted in Police Court, Must Serve Two Years in the Penitentiary.

On being convicted of attempted highway robbery, Harry Hall, who claims he came from England and more recently from Montreal, was sentenced to serve a two-year term in the penitentiary, by Magistrate Jay, in the police court yesterday morning. According to a special constable Atkinson, he was walking along Langley street on Saturday night when he noticed the accused and a supposed accomplice, jump upon the informant, Peter Thornton, and at the same time push him into an alleyway. Witness hurried to the scene, but before he had reached the place the accomplice of the accused had made his escape. He said that the accused was on top of Thornton and was rifling his pockets. The officer pulled the accused away from the defendant, and was assisting in making the arrest by Constable Hastings, who had been attracted to the place, when he saw the accomplice of the accused hurriedly running down the street.

WAS A LIBERAL FOR FIFTY YEARS

Veteran Canadian Gives His Reasons Why He Must Vote This Election Against the Laurier Government

To have been a staunch supporter of the Liberal party for no less a period than fifty years and to sever that connection because of the reciprocity pact is the position of Mr. Robert McLaughlin, the veteran head of the McLaughlin Carriage Company, Ltd., probably the largest concern of the kind in Canada. A special dispatch from Ottawa, Ontario to the Toronto News, dated September 5, says:

"A generation ago Robert McLaughlin opened up a humble little carriage shop; twelve men toiled in this little shop and he himself made the three hundred. The McLaughlin Carriage Company and its subsidiary, the McLaughlin Motor Car Company, employ 700 skilled workmen. There are branches at St. John, N. B., Montreal, Toronto, St. Paul, Winnipeg and Vancouver. The McLaughlin business is national in its scope.

"Robert McLaughlin may rightly be called a Liberal of the old school. In days that are past he was numbered among the best Liberal campaign speakers in Ontario Canada. 'If anybody had told me a few years ago that anything under the sun would ever cause Robert McLaughlin to part company with the Liberal party, I would have laughed him to scorn,' said a prominent Ottawa citizen to the News this morning.

Mr. McLaughlin's statement follows: "For the first time in fifty years, like many of my old and respected Liberal friends, I take issue with the government on reciprocity with the United States. This question is far above party politics—it is of supreme national importance.

If Sir Wilfrid wanted a clear expression of opinion from the Canadian people, why did he not make use of the referendum, as he did on the temperance question, and thereby keep a grave question out of the bitter strife of party politics?

I oppose this pact, because, after the most careful deliberation, I believe it is a crisis in the beginning of the 'amazing prosperity' which the Globe rightly claimed we enjoyed before this pact, conceived at Washington, plunged Canada into strife and confusion.

I fervently believe that if this pact becomes law it will ultimately be a staggering blow to our industries, our men, and all our towns and cities whose very existence depends on the prosperity of our manufacturers, and the employment of a full force of the workmen.

It will prove to our workmen a most dangerous experiment. Has the Liberal press published the fact that now there is a crisis in hard times developing in the United States and that there are tens of thousands of factory workmen out of employment who no doubt will look for work elsewhere? In a report of the United States Railway Bureau of Economics it is stated that 'they have 82,000 fewer men on their pay-roll than they had a year ago.'

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King George IV., Old Banff 10-year old, Black & White, per bottle \$1.25

RYE WHISKIES

Canadian Club, Seagram's No. 83, C. & W. Special, Corby's Special, per bottle \$1.00

IRISH WHISKIES

Burke's Imperial quarts \$1.25

Burke's Ordinary quarts 90c

J. Jamieson's \$1.25

Mitchell's Imperial quarts \$1.25

Mitchell's Imperial pints 65c

Kellogg's 1/2 pints 40c

PORTS

Croft's Imperial, per bottle \$2.00

Croft's 4-Diamond, per bottle \$1.50

Warre's Convido, per bottle \$1.50

Cockburn's Red Label, per bottle \$1.25

Cockburn's Black Label, per bottle \$1.00

Graham's Oporto, per bottle \$1.00

Special Port, per bottle 75c

California Port, per bottle 50c

Native Port, per bottle 35c

BEERS

Budweiser, quarts, per dozen \$3.00

Pints, per dozen \$2.00

Lemp's, quarts, per dozen \$3.00

Pints, per dozen \$2.00

Calgary, quarts, per dozen \$2.40

Pints, per dozen \$1.50

Victoria Phoenix, quarts, per dozen \$1.50

Pints, per dozen 75c

Silver Spring, quarts, per dozen \$1.75


Pints, per dozen 90c

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Economy Tops, per dozen 25c

Economy Clamps, per dozen 15c

Crown Jars, 1/2 gallons, per dozen, \$1.25; quarts, per dozen 85c

\$1.00; pints, per dozen 85c

Jelly Glasses, per dozen 60c

Rubbers for Fruit Jars, per dozen 10c

Paraffine Wax, splendid for sealing fruit, per pound brick 25c

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Bohemian Club Pure Olive Oil, per bottle, \$1.00, 60c or 30c \$4.00

Gallon tin \$4.00

Bohemian Club Ripe Olives, per jar \$1.00, 85c or 50c

Per tin, 75c or 40c

Olive Oil—Pure French, per bottle, \$1.25, 75c or 40c

Half gallon tin, \$2.25, gallon tin \$4.00

Italian Olive Oil, per bottle, \$1.00 or 50c

Per gallon tin \$3.00

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Hazelton, a... inhabitants, is... kan border. It... and dense forest... the outside wor... route. For some... Province has be... ment of a road o... will ultimately... which Hazelton... by means of a... ley valley and co... boo road at or... Challoner & Mi... Highway Associa... a handsome gold... or pilot of the fir... eral have essaye... succeeded in win... son the attempt... watched with pe... the motorists of... ment officials of...

For many mi... Hazelton, it is... Trail will be fou... landmark of fort... fiasco in which... tensely intereste... thousands of do... work at least a... work upon it by... to come form a... highway to Alas... dependent of the... Co., but compri... stockholders of... capital stock st... of a telegraph li... ent north to Al... to the Behring... through Siberia... tals of Europe... to secure the s... graph Union, bu... garded it as a...