

Twice-a-Week Times

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AN OBVIOUS DUTY.

(From Wednesday's Daily.) We regret exceedingly to observe that the Colonist does not appear to appreciate the equivocal position in which it finds itself as a result of the action of Mr. Borden in repudiating all responsibility for the publication of that forged telegram. The leader of the opposition, as our readers already know, took the first opportunity that presented itself of publicly declaring that the message as published in our contemporary on the eve of the election was not a true copy of the message as dispatched by him to the editor of the Conservative newspaper. (We infer from what the leader of the opposition said in the House of Commons that he was very much annoyed because of the liberties which had been taken with his message and the misrepresentations of his attitude towards Oriental immigration there contained. Mr. Borden further intimated to Parliament that he had received a partial explanation of the extraordinary and unparliamentary conduct which he might later on, in order to completely exonerate himself, be compelled to give to the members of the House and the public. So that it is evident our contemporary realizes the gravity of the offence with which it is charged and of which it has hitherto attempted to make no denial. Surely under the circumstances the Colonist must understand that it owes an explanation to its readers as well as to its political leader. The offence was not only committed against Mr. Borden; it was committed against the constituency which it decybered by its dishonest conduct.

Therefore we submit that the matter cannot be passed over with the slightest unsatisfactory explanation that the publication of the forged message was carried out in good faith. The message, to use a descriptive expression, which will give the least possible offence to our good neighbors' exquisite susceptibilities, is the talk of Canada. It is a subject of comment in private and public circles from Atlantic to the Pacific. The general impression is that some satisfactory explanation will be vouchsafed and some one made an example of as a guarantee that such reprehensible practices cannot be condoned even in the office of the Colonist. The fact has been clearly established on the editor's own confession that the telegraph company was not responsible (although it is doubtful if that much weight has been admitted had the company not been more jealous of its good name than is the Colonist of its reputation.) We are therefore justified in assuming that the offence has been brought home to the actual culprit in the office of publication, and while confessing to a fellow-feeling of the deepest kind for brethren in the profession, it is obvious that in such a case all mere human emotions should be firmly thrust aside and the offender punished in accordance with his deserts. Under the old dispensation the custom was to drive a staked victim of the lower priors (which must be without blemish) out into the wilderness bearing upon its head the sins of the entire community. If in this instance the actual culprit is to be high standing to be treated so summarily, let the ceremony of atonement be carried out vigorously. "The thing is to use an expression which has the sanction of the highest authority in British Columbia, that the public shall be convinced that there are certain conventional observances as between politicians as well as between private individuals which cannot be violated even in order to wreak revenge upon personal, political or business rivals.

May we be permitted to indulge the hope that this reasonable appeal will have the effect of arousing the Colonist to a sense of duty to what is left of its reputation and to its oft-deluded readers.

CHILD-LIKE FAITH.

One Conservative newspaper in the province has undertaken the heavy responsibility of attempting an explanation or excuse for the fall of the Colonist. It is one of the most curious apologies, probably ever penned by the hand of man. The Vancouver Province, in its zeal for the good name of the journalistic fraternity, points out the many avenues through which a newspaper dispatch must pass before it finally reaches the hands of the editor and how easily words might be dropped or inadvertently added in such a way that the meaning of the announcement intended to be conveyed. Did the Province ever hear of a complete clause containing a considerable number of

words and embodying a distinct declaration of policy being added to the message of a national political leader by accident in the course of transmission? That is precisely what happened in this instance. The telegraph company has proved by the production of the original message that no error was made in transmission. The dispatch as written by Mr. Borden was delivered at the office of the Colonist. It was not satisfactory, apparently, as a declaration of principles of policy and so an addition was made to it which evidently contained that which was desired for the accomplishment of a given object. The addition was tantamount to a forgery of the name of Mr. Borden to a statement of principles to which that gentleman as a responsible public man could not conscientiously subscribe. Probably the person who wielded the editorial pen to such splendid purpose wondered at the time at his own moderation. Realizing no responsibility, apparently, either to his own leader or to his newspaper's readers, he might just as well have committed Mr. Borden to a declaration of war against Japan and the allied nations of Asia. But as the Province admits that the amendment made was sufficient, over the name of Mr. Borden, to elect any candidate of his who might be in the field in any constituency, it is clear the revisor displayed sound judgment, however hazy his conceptions of newspaper ethics or of ordinary morality.

Still, it is somewhat noteworthy that the Province considers some explanation is due from the Colonist. It has no doubt whatever that such an explanation will be forthcoming. It admits that the "honor and honesty" of the oldest publication in British Columbia is at stake; that the whole affair reflects a curious light. Doubtless our contemporary will be surprised when it learns that the Colonist admits the addition to Mr. Borden's telegram was made in its own office and that as yet no explanation of any kind has been vouchsafed except the cryptic announcement that the dispatch was altered and amended was published, in fac simile, in "good faith."

ABUSES OF THE "ROYAL WARRANT."

As we understand the fundamental principles of constitutional government, it is the duty of parliament to jealously maintain control of the revenues of the country as well as to pass laws for the government of the country. In British Columbia alone of all the British possessions, apparently, the executive is superior in power to the legislature. It is not dependent upon parliament for supplies. It can obtain all the money it requires for any purpose it may desire by the simple expedient of issuing "royal warrants." Within a few months of the financial year the government of British Columbia expended in this irregular manner, or obtained power to expend, about a quarter of the entire provincial expenditure for the year. It will be the duty of the legislature during the present session to inquire into this grave question of executive arrogance and decide whether such an unprecedented assumption of power can be tolerated in a presumably constitutionally governed province. If the legislature should condone such an invasion of its rights, then it might as well surrender its control of the revenues and formally recognize the administration as a more or less modified form of absolutism suited to our peculiar constitutional circumstances.

In every province of Canada, in Canada itself, and in Great Britain, the principle is rigidly upheld that revenues cannot be expended under Royal Warrant except in cases of grave emergency when it is impossible to obtain the consent of Parliament. The action of the Dominion government in contributing one hundred thousand dollars for the relief of the earthquake sufferers in Italy, may be cited as an example of the manner in which the prerogative of the Royal Warrant may be legitimately exercised. But the government of British Columbia obtained power, illegitimately and censurably, to maintain, to expend within a few months between five and six hundred thousand dollars upon public works in the province, besides other sums which in the aggregate bring the total up to the figure we have mentioned. The ostensible objects to which these large sums of money were applied will doubtless be explained in the course of the session, but the real purpose of the invasion of the prerogative of the legislature is well known. It had something to do with the recent federal election.

In discussing this extraordinary violation of the constitutional prerogative of the people's representative in Parliament, our object at the present time is to merely ask whether such things are going to be tolerated. If there is any independence in the legislature the members will assert their rights, uphold their duty to their constituents, maintain the principles of constitutional government, and pass a vote of censure upon the government which has been guilty of such a manifest infraction of all practice and precedent. Voting of supply under such circumstances is merely a form or a farce.

The semi-annual meeting of the Presbytery of Victoria will be held in the First Presbyterian church on Tuesday, February 2nd, at 2 p.m.

TREATMENT OF LAW BREAKERS.

The question of the administration of justice, of the vital object behind our treatment of offenders against the rules made by society for its protection, of whether that object is the reformation of the offender or the wreaking vengeance upon him for his offences, is receiving a good deal of serious attention outside of Victoria, where a comparison of the alleged vagaries of justice has recently created some discussion in the columns of the Times. We find that points of view vary greatly upon the matter. The Toronto Star of a recent date thus discusses the question:

"The Montreal Star, in commenting on the position this journal has taken relative to the punishment of criminals, says: 'The purpose of the administration of the law is not reformation. . . . Society has no right to inflict a sentence on a man for the purpose of reforming him. . . . Society sends a man to prison—not for the purpose of either reforming him or punishing him. . . . Punishment is intended to prevent crime, and society should permit no other possible incidental effect to defeat it in this purpose.'"

The conception behind these sentences, which fairly represent the whole tenor of the argument of our Montreal contemporary, is fundamentally wrong. Society has a double duty to perform in dealing with the criminal and the individual of criminal tendencies; it is in duty bound to protect itself against injury at his hands, and it is under an even greater obligation to use the means best calculated to turn the unfortunate from his evil course. The two obligations run together. The command to each man to be his brother's keeper, and to individuals collectively to perform the same office, must be accepted in its widest sense. In dealing with criminals, the Star repeats that the first object should not be the protection of society, in the sense expressed by locking up an offender for the purpose of preventing him from harming society, but the reformation of the offender. The one question before the minds of those charged with the administration of the law should be, What course is best calculated to turn the erring one from his wrong? In some cases wise counsel from the magistrate or judge, backed by all the majesty and impressiveness of the place and occasion, may be the most effective means to the end in view; in others the lash may be called for; in some imprisonment for an indefinite term may be necessary. But always, and under all circumstances, the fact should be borne in mind that none but those utterly degenerate, are wholly bad, and the one paramount idea to be kept in mind is, How is one who is in danger of becoming a wastrel or a permanent menace to be reclaimed and made a useful member of the society that is responsible for his existence and his well-being.

SPORTSMEN AND GAME BIRDS.

To the Editor:—Is the Game Club still in existence, as I see no sign of it endeavoring to preserve the pheasants around these parts? Scores have fallen prey to coons, being too weak to fly, since the cold spell started. I have been feeding about 75 and 20 quail a 3-gallon bucket full of oats since the 1st inst., but I am getting tired of it, as I don't shoot a dozen birds myself in a season. My next neighbor told me that he counted 57 cock pheasants and only a few hens in his yard yesterday amongst his fowls, and that he fed a number of quail on his premises as far as I can see. The club does the talking and shooting and the farmer does the preserving. If any member of the club wants to verify what I say, let him come up to Hillbank, E. & N. railway, and he can see for himself. FARMER. Cowichan, B. C., 25th Jan., 1909.

FEEDING OF PHEASANTS.

To the Editor: Mr. Cowichan Farmer sits heavily on The Fish and Game Club and sportsmen generally for not feeding his birds this cold snap. Doubtless The Fish and Game Club, as well as other small fry, have had about enough of the Cowichan Farmer and his kind. The Farmer has the law to suit himself. Now if a farmer with dog and gun jumps off the train around Cowichan he is spotted and treated as a thief and interloper, not as a sportsman, and it is an imposition for him to legally shoot pheasants or those talked about pheasants unless he has a friend's rancher. A friend of mine shot his gun off at Duncan on the highroad last year and he was chased by a man on horseback. I wish others, have tried to shoot around Cowichan but find it useless, as all the land is placarded with trespass signs and the farmers also formed a prosecution league and advertised their intention to prosecute trespassers. I willingly, as well as others, would give a couple or more sacks of corn for permission to shoot on these lands and sportsmen next year, but no one feels inclined to help feed the fowls, even if the farmer does not shoot more than a dozen himself. I took to the hills and had good luck in procuring shooting birds that are unfed and free for everyone to shoot and where you don't have to run if you see anyone coming.

VICTORIA WEST SPORTSMAN.

MAN'S LEG IN WHALE.

Mammal Fed on Victim of Great Earthquake Disaster.

Messina, Jan. 25.—An enormous whale has been captured on the coast at Catania, and in its stomach was found the leg of a man with a shoe on the foot. The shoe indicated that it had been worn by an Italian sailor who probably was a victim of the great tidal wave following the earthquake of December 28th.

LETTER NO. TWO.

To the Editor: Advertising again to the man who has been found in British Columbia by the Canadian Pacific Railway Company on their main line. From the information available to the public, it is difficult to form an estimate of the excess amount paid on the Pacific division over that charged

C.P.R. LOCAL RATES. A SUBJECT FOR THE RAILWAY COMMISSION. LETTER 1.—BY T. W. PATERSON.

To the Editor: Notice having been given in the press that the railway commission will sit in this city next month to inquire into the local rates charged for freight and passenger traffic on the main line of the Canadian Pacific railway in British Columbia, it is important that the people of this province should know that the rates in force here are very much in excess of those charged for similar service east of the mountains, and that no good reason exists for the extra charge.

The railway commissioners have found that the rates charged in British Columbia are much higher than east of the mountains, and have already suggested that a substantial reduction be made, which is opposed by the company on the following grounds: 1. That the benefits derived by the province of British Columbia from the construction and operation of the company's railway have far exceeded the most sanguine expectations formed at the time the terms of union were agreed to and greatly in excess of any amount that in the above period the people of this province have paid \$15,775,228 more than should have been charged.

2. That the initial cost of construction of the Pacific division exceeded by an enormous amount that of the prairie divisions. 3. That the cost of operation and maintenance is very much greater in British Columbia. 4. That the sparsely settled territory through which the mountain sections run contributes very little local traffic compared with the middle west and eastern Canada.

In reply to the first part of paragraph one, it must be apparent that the expectations formed at the time of union could not have been very sanguine if the double rates charged on local traffic for the past twenty-two years have not been profitable to the company, nor can the benefits derived through said construction be greatly in excess of the contribution made by the province toward such construction.

The constitution by the province in addition to the Dominion subsidies (of which the province has to bear its share) consists of a forty-mile belt, twenty miles on each side of the railway from Port Moody to the eastern boundary containing 11,181,000 acres, which, if valued at \$2 per acre, a conservative estimate, would amount to \$22,362,000; also 3,500,000 acres in the Kootenai territory. If lands were sold for the right to purchase and select this amount of land at the present time, the price offered would not be less than \$5 per acre, or a total of \$17,625,000. For this grant of land the Dominion pays the province the amount of 100,000 per annum, which amounts to 3 per cent on \$3,225,000, leaving to the credit of the province \$2,895,000, a sum equal to \$8,000 for every mile of railway from the eastern boundary to Port Moody.

In reply to paragraph two, that the initial cost of construction of the Pacific division exceeded by an enormous amount that of the prairie divisions. The initial cost cannot be considered, as the value of the subsidies received by the company from the Dominion amounted to more than four times the total cost of all mileage constructed by them, as the following statement will show:

Table with 2 columns: Item, Amount. Cash subsidy, 25,000,000. 25,000,000 acres of land value, 100,000,000. 100,000,000 acres of land value, 200,000,000. Exemption from taxation, 5,000,000. Total value of subsidies, 325,000,000. and as the total constructed by the C. P. R. Co. was only 1,859 miles, the amount received by them was equal to a subsidy of over \$175,000 a mile, or four times what the work should have cost.

It is claimed in paragraph three that the cost of operation and maintenance is much greater on the British Columbia division, which may be quite true, but the fact is that the entire cost of the company; if they had built the line according to their contract with grades not steeper than the grades on the Union Pacific, the cost of operating would have been no greater than on the eastern divisions. As for the statement in paragraph four, that the sparsely settled territory runs contributes very little local traffic and that the mountain sections of eastern Canada, this is open to doubt as it is apparent to anyone who has passed over the line that the British Columbia section does a greater local traffic than the sections passing through Northern Ontario, Manitoba boundary to Sudbury, and it is doubtful that the company has ever found it necessary to intimate to manufacturers on any part of their system outside of British Columbia, that they do not agree to haul more than 40 per cent of their output, and as regards passenger business, it is only on the Pacific division that the company has found it necessary to establish an elaborate system of hotels and observation cars for the purpose of catering to the requirements of tourists who are attracted from all parts of the world by the sublime scenery of the mountains of British Columbia and the Canadian Pacific. The same principle should be applied to their line, and given such aid work would be immediately commenced.

SHINGLE MILL TO BE ERECTED AT SIDNEY

J. C. Converse, of Wisconsin, and J. H. Brown, of Tacoma, have completed arrangements for the construction and operation of a shingle mill at Bazan Bay, just south of Sidney, on the waterfront and alongside the V. & S. railway. The firm name will be the Converse & Brown Shingle Co. Two shingle machines have been bought and are now at Sidney. Mr. Brown, it is understood, is negotiating with Victoria firms for a suitable boiler and engine.

CANADIAN VICTORY.

Glasgow, Jan. 25.—The Canadian curlers at Crossmyloft to-day won the first out of three international test matches against Scotland, with a score of 112 to 78. The trophy in this competition has been donated by Lord Lieutenant-Governor and Mrs. Duns-muir have issued invitations for a ball at Government house on the evening of Thursday, February 18th.

for similar service on the same railway east of the mountains, as in the returns made to the Dominion government the earnings of the whole system are in one item. An approximate idea may, however, be got by comparing with the returns sent in by other railways in the province.

In the report of the department of railways for the year 1906 the earnings of the Esquimalt & Nanaimo railway for its length of 73 miles, from freight traffic was \$217,627 for the year, or \$2,970 for each mile of its length; from passenger traffic was earned the sum of \$151,497, which equals \$1,942 per mile. Assuming that the local earnings of the 514 miles of the Canadian Pacific in British Columbia were not greater than the earnings per mile of the Esquimalt & Nanaimo railway, it will be found that the earnings from local freight traffic for the twenty-two years the railway has been in operation amounts to \$31,550,450, and as the rate in British Columbia is approximately double that charged on the eastern divisions, it follows that in the above period the people of this province have paid \$15,775,228 more than should have been charged.

like comparison of receipts from passenger traffic applied to the Canadian Pacific railway mileage in British Columbia would for the same period of twenty-two years amount to \$21,730,723. On this account there has been paid one-fourth more than is charged by un-subsidized railways east of the mountains, which shows an overcharge of \$5,490,542, thus showing that for service rendered by a railway, subsidized by the Dominion in an amount several times greater than the entire cost of the undertaking, the people of British Columbia have contributed \$21,245,000 in excess of fair value for the service rendered.

It cannot be claimed that the above comparison is unfair to the Canadian Pacific, as the Esquimalt & Nanaimo railway is practically a shore line, has to gather its business from only one end and complete with water transportation, the heavy freight which usually goes to swell the earnings from that source being carried across this route to the sea by short railways at Nanaimo, Ladysmith, Chemalun and Crofton.

A comparison might also be made with the much-maligned Victoria & Sidney railway, with a length of only sixteen miles and which has to depend almost entirely for its receipts on the traffic arising in the country tributary to the northerly eight miles that on the southern and reaching the city in nearly all cases over the wagon roads.

The government returns for the six years' show the gross passenger receipts of this line to have been \$12,588, or 8¢ per mile, and for freight \$13,758, or 84¢ per mile. Applying this calculation to the Canadian Pacific mileage in British Columbia and making the same deductions for excess charges for the length of time the railway has been in operation, the loss to the people of the province would have been \$6,528,800, a very considerable sum.

Excessive cost of living in one of the greatest drawbacks to the entire country in this province, and as the high rates charged and the long distances over which goods have to be transported, are responsible for a good share of the increase in a determined effort should be made at this time to have the business of this country carried on subsidized times at the rates prevailing in other parts of the Dominion.

G. T. P. WANTS TO BE TREATED LIKE C. N.

Provincial Government Will Postpone Action Until After Session.

The provincial government will, it is said, lay over the question of assisting the Canadian Northern railway until after the present session. The proposal made is generally believed to be that of a guarantee of the bonds of the company on the line to be built.

The G. T. P., however, it is reported, may ask similar treatment for the branch line of that company from Fort St. George to Vancouver. In the prairie provinces the bonds of both roads are being guaranteed and the G. T. P. urge that if the province of British Columbia feel inclined to aid the Canadian Northern to the extent indicated so as to secure immediate construction, the same principle should be applied to their line, and given such aid work would be immediately commenced.

PEACE OF EUROPE.

Paris, Jan. 25.—An official note issued here to-day set forth that the powers of Europe are earnestly continuing their efforts to prevent an outbreak of hostilities between Turkey and Bulgaria, an outcome threatened by the recent mobilization by both countries concerned.

RELAX CATTLE REGULATIONS.

Washington, Jan. 25.—The United States consul general at Ottawa has reported that the Canadian authorities now permit ships leaving United States and carrying horses but no other livestock to touch at Canadian ports.

BILL TO DEAL WITH REGISTERED LETTERS

Compensation Up to \$25 for Loss—No Cigarette Legislation.

Ottawa, Jan. 25.—In the Commons this afternoon the postmaster general introduced a bill providing that the postoffice department may give compensation up to \$25 in cases of registered letters or parcels lost in the mail. This places Canada in conformity with other countries belonging to the international postal union.

GERMANS HONOR KAISER'S BIRTHDAY

Banquet Held in Drriad Hotel—A Short Toast List.

The German residents of Victoria last night celebrated the fiftieth birthday of His Imperial Majesty Wilhelm II., Emperor of Germany, with a banquet at the Drriad hotel, at which some seventy to eighty guests were present. German Consul Carl Lowenbourg occupied the chair and had seated on his right the Premier Hon. R. Richardson, Mr. Henry Behnen, M. P. P. Hon. Dr. Young, H. B. Thompson, M. P. P., and on the left Speaker Eberts, Mayor Hall, United States Consul A. E. Smith and Mr. Tauscher.

The decorations of the banqueting room were in red with the German ensign and the Union Jack and the Stars and Stripes at the head of the room, while at the side a handsome bust of the Kaiser surmounted the Imperial German standard, the Kaiser's own flag and beneath it emblazoned by electric lights was the emperor's name. Madame Gaski, who in private life is Mrs. Tauscher, came into the room after her concert and his conferees, who furnished most excellent music throughout the evening.

BRITISH-AMERICAN TRUST CO. WILL ERECT OFFICE BUILDING.

British-American Trust Company purchased the property at the corner of Broughton street, which was occupied by C. E. Redfern's store and the Bancroft confectionery on Government street. The property is held under lease by the present occupiers, and the British-American Trust Company will not be able to carry out their plans in connection with the property. The plan is to erect a fine office building, which will be used by the Trust company for a time, probably until more commodious quarters are built in the city.

RUSH WORK ON EASTERN SECTION OF G. T. P.

Rapid Progress is Being Made in New Brunswick.

St. John, N. B., Jan. 27.—Notwithstanding the wintry weather construction work on the Grand Trunk Pacific is being rushed forward. The road with the exception of a mile or two on the right-of-way for 255 miles through New Brunswick, is cleared, much grading has been done. Several long sections of track are laid. In December the contractors had 396 men and 653 horses on different sections, nearly equal to the number which the contract for the construction through the province will expire in September, 1910, and from the progress made it is expected by the engineers that the line will be completed by that time.

C. P. R. OFFICIALS CONFERENCE.

Messrs. Coombe, Foster and Calder Meet Campbelle Troup.

(From Thursday's Daily.) Three C. P. R. officials, G. B. Coombe, traveling passenger agent for the Pacific coast division; C. B. Foster, assistant general passenger agent of Vancouver; and A. E. Calder, general agent of the passenger department at Seattle, are in the city, and this morning conferred with Capt. Troup, superintendent of C. P. R. coast steamships. The officials arrived in the Princess Charlotte yesterday and are leaving on the same boat to-night. They deny that their visit has anything to do with a change of rates on the part of the C. P. R.

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J. PEIRSON RECEIVES RED ROSE OF YORK

Presentation is Made at Gathering of Former Residents of Yorkshire.

(From Thursday's Daily.) The Yorkshire Society of British Columbia last evening held its annual meeting in the Sir William Wallace hall. The annual reports were presented. A balance of \$69.32 was shown and a decided increase in membership.

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POULTRY SHOW ATTRACTS

Good Attendance Last Night—Will Lecture

(From Thursday's Daily.) The poultry show success. Last evening over other attractions a crowd present. The exhibition on the coast those in eastern Canada. Mr. Denny gave an address on Rhode Island Pigeons. The committee in no pains in making and the public are a stage of the opportunity what they wish for. The Roberts' Pigeon was a pen of birds, was No. 86, but so claimed.

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