

RUN FOR BANDIT IS UNSUCCESSFUL

Provincial Police Officer Returns From South But Without His Man

Sergeant Frank Murray, of the provincial police department, who has been south in an endeavor to secure a clue to the whereabouts of Healy, the art bandit who, with his brother, is believed to have been the perpetrator of the hold-up of the C. P. R. train near Ducks on the western return to the city without having been successful. Healy's brother was shot near Ashcroft by Special Constable Decker, who in turn was killed by the other brother who succeeded in eluding the police and getting away with the loot. The brother found on the effects of the dead Healy the police succeeded in locating the parents of the bandit near Los Angeles and every effort has been made to follow up the various clues and arrest the fugitive. For the past month Sergeant Murray has been in the south assisting in the hunt which took him to Los Angeles, San Francisco and other cities. While the police have been unable to get their man it has been established that Healy, after getting away from Canada, went to Los Angeles, where he stayed a few days and then departed. Where he is now is the question which the authorities of that city have been unable to solve.

MAP OF RAILWAY BELT

Department of the Interior Issues Valuable Map Affecting British Columbia

A new map of the Railway Belt of British Columbia has just been issued by the Department of the Interior, Ottawa. The map is a valuable paper, printed in colors on heavy paper. The information upon it is corrected up to July 1st, 1909. A glance at the map will give a person a clear idea of any particular area in the Belt stands, colors being used to indicate set lands that have been in some way. For instance, all homesteaded lands are marked in yellow; lands, excepting grants made by the provincial government, in grey; Indian reserves in white; forest reserves and parks, in green border; timber lands in green hatching; grazing leases in brown hatching. There are also figures as to the acreage included under each of these headings. In addition all available information regarding railways, post offices and topographical features of the provincial lands adjoining the Belt have been inserted so that the map provides useful information with respect to a comparatively large part of the province. In fact, the map covers British Columbia from north of the railway belt right to the United States boundary, including the Boundary Lake region, and the Crow's Nest valley district. To make the map complete an insert has been added, under the title, showing the location of the line and a portion of Vancouver Island. The map was prepared under the direction of Mr. J. H. Young, superintendent of interior, Ottawa. It is to be issued to the public free and applications sent to Mr. Young will be promptly dealt with.

GUNS IN THE WRONG PLACE.

Father of the Dreadnoughts Committed to the Equatorial

In an address on the subject of British naval power, given at the Victoria conference, Sir William White, former chief of naval construction for the admiralty, who returned earlier in the evening from Victoria, said he had just visited Equatorial and regretted to find that the last night he spent on top of which they were formerly mounted. He had never agreed with the British policy in abandoning the guns which was that Canada being at peace with the United States, there was no great need of maintaining Equatorial and Halifax. While he hoped that Canada and the Empire would remain at peace, the great expenditure on armaments yet it was necessary, in time of peace, to prepare for distant possibilities of war, to assure Great Britain's supremacy at sea for therein lies the peace at all other nations did in naval expansion Great Britain and the colonies should and would do more. Sir William complimented Canada and other colonies on their attitude on the question of war of the press conference and Vancouver. He provided a form for volunteer naval brigade. Sir Joseph Thompson was in the chair.

REFERRED TO THE HAGUE.

Disposal of North Atlantic Contentions Between America and Britain.

London, Sept. 9.—The agreement between Great Britain and the United States respecting the North Atlantic fisheries calls for the submission of all matters in dispute to the Hague tribunal within three months. Article 1 of the agreement sets out seven questions which are to be submitted for decision, all arising upon which the case happened. The convention signed in London on October 20, 1898. Three subsequent articles relate to procedure. Article 3 provides that a tribunal of arbitration shall be chosen from the general list of arbitrators of the permanent court of the Hague, within three months.

Not After Mail Contract

London, Sept. 9.—Speculation as to whether the acquisition of the fast Mediterranean steamer Heliopolis by the Northwestern Transportation Company does not indicate that the Mackenzie Mack, who are in close relationship with Mr. Peterson, manager of the company, intends to have a shot at the Canadian mail contract and eventually compete for the All-Red route.

Boy Discharged.

Simcoe, Ont., Sept. 9.—Emery Shelley, held since August 15 in connection with shooting old Michael J. King dead on the Canadian mail contract, was discharged yesterday because of lack of evidence.

PROVINCIAL NEWS TOLD IN WORDS

Sir Joseph Ward, premier of New Zealand, reached Vancouver yesterday.

William Morton Irish, a reputed Canadian, died yesterday at Vancouver.

The British Columbia Electric Railway Company is issuing £200,000 debentures in London, Eng.

John Sampson has succeeded C. H. Rundberg as superintendent of the local Dominion Copper mines.

British Columbia Indians won the canoe races at Seattle on September 6, from American Indians. The northern Indians were also successful in the tug-of-war.

The Gold Range Rifle association's first annual shooting competition commenced on Labor Day and after spirited contest the Armstrong team succeeded in capturing the Kamloops Corporation shield.

A sad drowning accident occurred Tuesday afternoon near Protection Island shaft, the victim of the tragedy being George D. Noury, the 7-year-old son of Mr. James Noury, the well-known fisherman.

A Best of Pitt River, came up before Capt. Pittendrigh last Tuesday on the charge of shooting grouse out of season and was fined \$20 and costs. The grouse season does not open until October 15 and any violations of the game laws are strictly punished.

Columbian College, at New Westminster, reopened Monday morning with nearly five students. The small initial enrollment is owing to the early commencement of the term, and it is expected that another upsurge will close of the first semester. The faculty includes several new members.

Byron N. White, principal owner of the famous Slocan Star mine at Sandon, announced yesterday that work would be resumed on a large scale at the property as soon as some details are closed in winding up the company's lateral rights case with J. M. Harris, known as Star vs. White. It is expected that another upsurge will close of the first semester. The faculty includes several new members.

Mr. and Mrs. D. Donaldson, superintendent of the provincial industrial school at Point Grey, have returned from an extended visit through the United States, Canada and Great Britain, having visited in their journey a large number of industrial schools, reformatories, juvenile courts, mental and detention homes, and also one of the large training ships in England.

The purse of \$2,500 put up for a tournament between the Westminster and Vancouver lacrosse teams at Sandon, has been provided by the "Salmon Bellies," and they have accepted the offer. Vancouver declared themselves agreed to the match some days ago, and the matter is considered arranged. The money will be divided for three-fifths to the winners and the rest to the losers.

The new Nelson Tramway company has closed an agreement with the city council subject to ratification by a by-law which will be submitted at once to the ratepayers. The company will supply electrical power and guarantee \$20,000 worth of company bonds. The company will extend the existing lines and resume general street car service, suspended last August, on the plant 15 months ago.

A large dredge with a capacity of 72 tons per hour is being erected at the mouth of Seymour creek, and large quantities of gravel will be taken out for local contractors. The gravel will also be sluiced for gold. It is expected that in a short time a large coffer-dam will be installed, and now being manufactured at Spokane, by the syndicate which purchased 81 per cent of the rights of the company operating the placer claims on Seymour creek.

Lying unconscious on the sidewalk with his pockets turned inside out, E. J. Kendall was found by an officer at the corner of Thurston and Alberni streets in Vancouver at a late hour on Monday night. Kendall said that he could not remember what had happened on the sidewalk. He had \$76 in cash and his watch with him. Sir William White, who was on duty, said that Dr. Boggs had been attending him for injuries to his head which he had received from some pipe falling on him while working in a pulp mill. It is thought that he fell unconscious and then some accident, seeing him lying there, went through his pockets.

A murder at Twenty-two Mile Post, Harrison lake, is engaging the attention of the provincial police at the present time. The body of a tall, powerfully-built man, partially buried, was discovered lying across a camp fire, with the top of the skull fractured. The face was beyond recognition and has been returned against the guilty parties, of whom yet nothing is known. One arm had been broken and near him was a loaf and bread wrapped in a paper dated August 1, which fixes a date since which the Cranberry lake summit, and the Junction of the Cranberry and Thompson and Clearwater rivers. The surveys are extending northwards along the valley of the former river. The Cranberry lake summit is about 60 miles from the Tete Jaune Cache. Another party of the same company, led by Dr. Cook, is working through the foothills of the Rockies towards Yellowhead pass. The C. N. R. is also busy in the Lower Fraser valley, and its engineers are working towards Hope. Still another party is running a location line along the Thompson river, between Lillooet and Kamloops. It is expected that by the end of the year the C. N. R. route will be located all the way between Edmonton and Vancouver.

A. W. Vowell, superintendent of Indian agencies, Victoria, is on a visit to the Kamloops and other reserves in the district.

The remains of the late Sergt. Walter Cook, who died in the Cook expedition, were laid to rest Tuesday afternoon with military honors.

Lord and Lady Macleod, London, Eng., after an extended stay at various mountain resorts in the Rocky Mountains and Selkirk, have reached Vancouver.

A petition containing 111 signatures of the residents of Edgewood and vicinity has been forwarded to the Dominion Express Company to establish an agency there.

The C. P. R. gives notice of its intention to apply to the Railway Commission for authority to construct a branch line from their present main line to the Phoenix Amalgamated mine of the Consolidated company.

Alexander Smith a real estate man of North Vancouver, has disappeared and so far, although search parties are scouring the country, no trace of him has been found. He left his ranch at Brighton Beach on Labor Day to go out hunting and he has not been seen or heard of him. It is feared that he may have accidentally shot himself.

An important land deal was put through recently by which Peter Ferguson, the leader of the Dookhobos, who already have a colony at Water-look, between here and Roseland, secured possession for his followers of 1,002 acres on the Kootenay river, twelve miles west of Nelson, the consideration being \$35,000. A Dookhobos colony is to be established on the land which, therefore, will be brought under cultivation with the least possible delay.

Hugh Bell, gatekeeper at the provincial asylum, last Monday took a plunge off the bridge into the icy waters of the Fraser river. He was not noticed by a watchman on the bridge, and when asked what he was doing on the Great Northern track, for it is against the law for anyone to go out on the bridge, he stepped to the edge and plunged into the river fully dressed. A man coming up the river with a boat succeeded in rescuing him, and he is swimming strongly at the time but it is evident that he must be slightly deranged.

Allan Purvis, divisional superintendent of the C. P. R., and W. R. Haldane, general freight agent, have received notification from Winnipeg that authority has been given by William Whyte, vice-president of the C. P. R., to commence the reconstruction at once of the line from Three Forks to Sandon. The track will be completed in one month and ready for traffic within the next 30 days. This branch of the C. P. R. has been out of commission since June last, when the spring freshets played havoc with so many miles of railway track. The distance between Three Forks and Sandon is five miles and bridges and large spaces of track were washed out intermittently from one end to the other. The rebuilding of the line to Three Forks, where it connects with the Nakusp branch, will be of immense value to the mining interests in and around Sandon. The traffic for the first few weeks after the line is again in operation is likely to be exceptionally heavy as large quantities of lumber, grain and other goods have since June and are now awaiting shipment.

Dr. Cook's Mt. McKinley Trip

Tacoma, Wash., Sept. 9.—Belmore Brown, who was one of the members of Dr. Cook's party when the latter, with one companion, ascended Mount McKinley in Denmark, and distinguished geographer, Professor Torp, rector of the University, in presenting the diploma which he spoke of the admiration his achievement had aroused in the University, and declared that the news that another famous explorer had solved the same problem could in no way detract from the honor due Dr. Cook.

In expressing his thanks, Dr. Cook said he accepted the honor as testimony of the genuineness of his journey. He promised to send the University his complete records, and he repeated that it was his intention to dispatch a ship to Greenland, at his own expense, to bring down the Eskimo Eskimoes who accompanied him on his expedition. In conclusion the doctor said:

"I can say no more, I can do no more. I show you my hands."

The ceremony occurred in the great hall of the University, in the presence of a company numbering 1500, including a number of scientists. When Dr. Cook rose to reply he was unable to speak for five minutes on account of the continued spasm of his hand. Dr. Cook's words in referring to the records he said he would send to the University were:

"I can produce all desirable evidence which I reached the North Pole. He added that his Eskimo companions would be taken to New York, where they would be examined by impartial men of science."

More Denials

Dresden, Sept. 9.—Prof. Helm of the Technical University, of Dresden, is understood to have received a telegram from Herbert L. Bridgman, secretary of the Peary Arctic Club, to bring home through proof to refute Dr. Cook's narrative. Peary also has with him an eye-witness who will testify that Cook did not make the long journey he described and that his scientific equipment did not contain the articles in his possession which he took bearing. Prof. Helm is at present away from Dresden and cannot be reached for verification of this report.

Cook Back to Greenland.

Copenhagen, Sept. 9.—Dr. Frederick A. Cook is fitting out a ship here with the object of returning to Greenland and bringing back his Eskimo companions. Dr. Cook proposes to conduct the Peary and Cook expeditions with them, as well as with his scientific data.

Commander Cagna's Opinion

Rome, Sept. 9.—Commander Cagna, who was with the Duke of Abruzzi on his Polar expedition, said yesterday, with reference to the reports of Dr. Cook and Peary, that "Peary would reach the Pole some day, I never doubted, nor do I doubt the sincerity of the affirmation of Dr. Cook, but of Peary's success I am more convinced." Commander Cagna added that for years Peary had been in the first rank of explorers and his long studies in the Polar regions, the vast experience he gained

in former expeditions and the wise and complete preparations for the expedition just ended account for his greater credit accorded the announcement of Peary's success.

"The doubts with regard to Dr. Cook's expedition, which were the vagueness of his first statements, the misunderstandings regarding the Polar temperature, the position of the explorers, and his geographical and astronomical observations have been taken from floating ice, the position of which shifts almost daily, increase the difficulty they had in their observations, however, and if both have reached the Pole much divergence is impossible, but final judgment cannot be made down until we have exhaustively compared their notes and reports of the results obtained by both travelers."

Bradley's Statement

New York, N. Y., Sept. 9.—John R. Bradley, who financed the Cook expedition, declined yesterday to give any statement regarding the expedition, but he did not deny the conflicting statements made by him and by Dr. Cook. In his lecture Tuesday night in New York, Bradley said that matters were becoming so mixed up that he would have nothing to say until the controversy had been cleared up. Mr. Bradley said that the plans were carefully laid, they exhibited the great loss to the expedition, as he said, that they were doing something more than fitting out for a fishing trip.

Mr. Bradley further said that no one was aware it was a Polar expedition on the ship until it reached Etah, Greenland. Dr. Cook said in his lecture that "about the middle of 1908, when we started, the Pole was no part of the programme. We aimed altogether at study and recreation with the Pole possibly as a future problem."

Mrs. Peary Leaves

Portland, Maine, Sept. 9.—The wife of the explorer, Commander Robert E. Peary started today on their long railroad journey to Sydney, N. S. W., to meet Commodore Peary and his wife. They have arranged to take the Provincial express due at Sydney Friday night.

Peary's Assistant Dead

Elmira, N. Y., Sept. 9.—Realizing the grief that it would cause, Commodore Peary went to much trouble to break as gently as possible the news of the death of Ross Marvin, of this city, who accompanied him into the far north and who lost his life in the Peary relief expedition of 1901, to his mother immediately, before she could be notified of the death.

He was first assistant to Peary and of special value to the expedition on account of his knowledge of the southern slopes of the mountain and falling out party with him in addition to other forms, for which he was a valuable asset. He was accompanied by one of the men who accompanied him reached the top. I notice that the men who dispute the fact that he reached the summit were persons who were not with him and consequently will carry great weight.

Hamilton, Mont., Sept. 9.—Ed. Bitter, Root mountains, says that he and Dr. Cook went to the summit of the mountain, but he made the climb on Mount McKinley in 1905. He refuses to make any statement except to say that he had been in this country he will go before a notary and make a sworn statement regarding his association with the expedition.

Reception in Newfoundland

St. Johns, N. F., Sept. 9.—Owing to the uncertainties of the wireless service from the expedition, the reception in Newfoundland regarding the movements of Commander Peary reached here during the night of the 7th. Sir Ralph Williams, on behalf of the colony, has invited Peary to visit the city and the programme of welcome will be organized for the explorer and the crew of the Roosevelt.

HARRIMAN IS DEAD AT ARDEN

(Continued from Page One.)

Following the re-organization of the United States, 1887, began a systematic plan to place the properties in the best possible condition for their maintenance at high standard of efficiency. It was his policy to keep his railroads in the best workable conditions, confident that sooner or later the question of dividends would take care of itself.

To the task he had undertaken Mr. Harriman gave unflinching industry and his health broke down under the strain of the work which he brought on the fatal breakdown in his health. Stomach trouble developed more than a year since and medical treatment gave no relief.

Mr. Harriman had been in ill health for a long time. He was born at Hempstead, N. Y., Feb. 27, 1848. During the present summer he went abroad in search of health and about two weeks ago returned to his home in Arden very frail. His death has been announced in the following terms: "The end came Sunday last when Mr. Harriman suffered a relapse in his health which was unable to rally in his weakened condition. Since then he has been slowly but steadily failing."

The news of Mr. Harriman's death was not officially announced on Wall street today until after the closing of the market, and for that reason, and because he was known to be very low in health—so low that his demise was not unexpected—where rumors of his death were generally predicted.

While there was no authoritative confirmation made until after the closing of the market, the rumor that the look-out for had happened, was circulated, and spreading like wild fire among the speculators, the market was forced down the stocks of the several railway companies in which the magnates were interested. Closures on the Union Pacific and the Southern Pacific fell three points and a fraction in a little more than half an hour. That there wasn't a greater slump is the surprising feature to those who haven't been following events in the great financial centre of New York. It is explained, however, by the fact that the brokers and the general public had been expecting the end ever since the "Railway King" left Europe, where he went in an endeavor to regain his failing health, for America. That this is true may be more clearly understood when it was stated a couple of weeks ago that the market was expected to close at \$212 while today it closed at \$194 1/2—a falling off of nearly \$20. Likewise the Southern Pacific, which was expected to close at \$122, now is marked at \$122 3/4, a slump of \$13. That there will be a further decline tomorrow is freely admitted by the market, and the fact that the two concerns was a point and a fraction below the closing, that of the Union Pacific being \$123 1/4 and that of the Southern Pacific something below \$122 1/2.

Harriman's Last Battle

George W. Colburn, in an article in the September American Magazine entitled: "Hill Against Harriman," gives an adequate idea of the present status of Harriman's last great railroad battle. He says:

"The last move in the last chapter is that Harriman, bested again, has entered a tacit agreement with the Hill roads in the far northwest and that there is going to be traffic peace with the great transcontinental lines. One of these days when he gets around to it—gaining a little freedom from the multiplicity of other duties—Harriman will see the possibility of the second diagonal route from Texas to the northwest and he will again be on the way to the great west. He will spur to Albuquerque, the Oregon Railroad and Navigation Company through Pueblo and the Oregon Short Line, to Portland, Tacoma and Seattle. That will make the second line but Harriman is not around to see it yet.

"That peculiarly cosmopolitan crowd surrounding the president of the railroads, the great transcontinental lines, the St. Paul's Puget Sound route looks set today upon an entirely different railroad prospect than was dreamed possible a few years ago. The reason for that, as for the completion of the new transcontinental, is the fact that the Hill roads, which the west which has gained for neither much if anything but additional responsibility by its investment in the Hill road, a new commercial hope to the western people."

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SEEKING NEW LAND IN BEAUFORT SEA

(Continued from Page One)

go forward. He had discharged all his associates with the exception of Messrs. Storkson and Knudsen, who natives in their places, and while he had said nothing as to his intention to leave the expedition, it was more than ever determined to follow to the end the theories as to the existence of Beaufort Sea, which is the subject of the Mikkelson expedition with the ill-fated Duchess of Bedford three or four years ago. His examination of ocean currents and of the geology and the fauna and flora of the North are not to be neglected, but exploration and discovery are again the chief incentives luring the hardy young scientist into the silent places that environ the Polar seas.

Capital Port brings me an encouraging report as to the success of the Arctic whaling fleet. This business, which has been in a decline since the advent of the sealers, has diminished in numbers corresponding to the diminution of the owners' profits, during the last few years, and is in great danger of extinction. The Karluk and the Herman left of a company numbering at least half a dozen ten or twelve years ago, and both vessels will try the Arctic during the late season, wintering at the usual whaling grounds. The Karluk, the Herman having about 8,000 lbs. of trade bones and the Karluk 2,000 at last report. As the Karluk is the only vessel of the continent that has not been exploited for the past few years, better fortune is looked for in the remainder of the season.

The Nome camp at present is reported exceedingly dull, much difficulty being experienced in getting the camp cleaned up. At Teller, operations are almost wholly at a standstill, the Arctic whaling fleet, having been forced to close down absolutely owing to the severe shortage of supplies in this connection by the construction of a 40-mile ditch, but which was completed found that, as it crossed a field of glacial ice, it failed to carry the water, which was lost by the evaporation of the entire water, still having faith in the richness of the ground if only water could be secured for each of the gold fields. The ditch that had represented a loss to them of \$345,000, which indicates the money they believe there is in the auriferous region in operation if only it can be saved.

THE LOCAL MARKETS

Flour. Royal Household, a bag, \$ 2.00 Lake of the W. a bag, 1.50 Wild Rose, a bag, 1.50

Continued from Page One

of the Dominion government which has control over all the land through which the railway runs, in stationing an agent there to attend to the interests of the Dominion, and to immediately the timber has been removed thus eliminating a difficulty which hitherto has created much dissatisfaction. Hon. Mr. Taylor points out that now that settlement has been made in regard to the government consider it its duty to attend to the people's requirements in the way of public roads.

Mill Working Full Blast

Later the Hon. Mr. Taylor went to Arrowhead, where he found two large sawmills working to their full capacity. At Combsville there was another in operation night and day. Enquiry into the matter showed that the lumber was flourishing, that the market never had been in a healthier condition, and that the total output when estimated, was expected, would exceed that of any other season.

The Hon. Mr. Taylor also visited Camborne, one of British Columbia's mining camps, and while he did not

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and the same prosperity as elsewhere everyone was optimistic, looking forward to better things. The minister declared that near this town were some of the richest mineral deposits anywhere in the West. There was not the slightest doubt that Camborne, with its wealth of resource and its accessibility, would force to the front in the near future. At Golden it was reported that the new six-room school being built by the government was ready for occupancy. The news was imparted that His Excellency Earl Grey, while en route through the town on an outing in the Columbia valley, would open the building. Over this marked honor the townspeople were rejoicing. H. G. Parsons, M. P. P., Charles Warren and Mr. Hope met the minister here and accompanied him on an automobile tour of the valley. Boom Along Columbia. Among other points stops were made at Spilliamachee, Wilmer, Atholm, and Windermere. Everywhere there appeared to be a boom in progress, not of a frenzied character, but healthy and substantial. The fact that the Kootenay Central railway had been graded for fifteen miles out of Golden and that it was authoritatively reported that its promoters were serious in their intention of carrying through the work as quickly as possible had in-