

SASKALTA

NAME FOR NEW STEEL RANGE

A short time ago we inaugurated a competition to secure a name for our new steel range and all the conditions of the contest were published in this paper.

1. **SASKALTA**—By Mrs. R. G. Harrison, Pense, Saska. Saskalta is a combination of the words Saskatchewan and Alberta, and is very appropriate, as the range has been specially constructed for Western trade.
2. **YACUNA**—Goddess of Rest and Ease—By Mrs. Wm. Barnett, Living Springs, Ont.
3. **LADIES' AID**—By Mrs. John H. Pierce, Truro, N.S.
4. **MARATHON**—By Mrs. Henry Cleo, Russell, Man.
5. **CLARION**—By Miss Elsie Honeyman, Ladner, B. C.

The competition was a big success, over 18,000 names being submitted, and a great deal of interest and enthusiasm being shown. All those who contributed to the competition will be communicated with individually and receive an illustration of the new range.

THE McCLARY MFG. CO.

LONDON TORONTO WINNIPEG VANCOUVER
ST. JOHN HAMILTON CALGARY

Largest Manufacturers Under the British Flag of
Stoves, Ranges, Furnaces, Etc.

**WILL WAIT ON THE
GOVERNMENT TODAY**

Manager of Le Roi Company
Will Present His Views
on Coke Shortage

(From Thursday's Daily)

A. J. McMillan, of Rossland, managing director of the Le Roi Mining company, is in the city. He will meet the members of the government today with regard to the coke question in the Boundary country.

"There is a great deal of misconception," he remarked last evening, with regard to this question. Those responsible for the present agitation make it appear that the entire trouble arises from the shipping of coke to the United States smelters. This has little to do with the question. All told there has been shipped to the United States this year from British Columbia about 26,000 or 27,000 tons of coke of which 14,000 or 15,000 tons has been shipped to the Le Roi smelter at Northport. This smelter, which was built before the present owners acquired the property, is only four or five miles across the international boundary and some sixteen miles from Rossland. It treats practically nothing but Le Roi ores, and has always been looked upon as to all intents and purposes a British Columbia smelter. Apart from the ore sent to Northport about 12,000 or 13,000 tons of coke has been sent to United States smelters principally in Montana.

The coke sent to Montana would have helped to build in Mr. McMillan's opinion to have reached the station in British Columbia. "If the whole of the coke," he remarked, "sent to Montana this year, had been kept in British Columbia it would scarcely have been sufficient to keep an extra furnace going in one smelter. As seven smelters, including the Le Roi smelter at Northport, are engaged in treating British Columbia ores it is easy to see that the relief afforded would have been so small as to be scarcely perceptible. I might point out that no coke is going to Montana now, and that none has been shipped there since about the third week in July except a shipment in August."

"The trouble arises principally from two causes, and these are, unsettled labor conditions and shortage of railway rolling stock. As regards the latter it is well known that there have been days together when the cars and motive power have not been available for moving coke. Everyone knows that owing to unsettled labor conditions at the coal mines last spring no coke was produced for quite a long time, while later on when coke was being produced the gold and copper mining companies had labor troubles at their own mines. The outcome of all this was that in the early part of the year none of us could get as much coke as we required, while in June and July several of the largest smelters in British Columbia cut down their coke orders, and asked the Crow's Nest Coal company to discontinue shipping as large quantities as formerly. You ask about the shut down of the Granby smelter a week or two since; that was caused by a cave-in of a tunnel on the railway which held up some 300 tons of coke there for about a week including some for our own smelter."

**WRECK DEATH LIST
INCREASED TO SEVEN**

Official Statement From C.P.R.
in Reference to Train
Disaster

Montreal, Sept. 4.—The following official statement was handed out today by the Canadian Pacific Railway authorities in connection with the wreck at Caledon, Ont., yesterday. In the accident at Caledon yesterday the following passengers were killed: Norman Tucker, Flesherston; John Thurston, Walters' Falls; James Banks, Perth; James Bolter, Prichville; W. Armstrong, Markdale, and Robt. Carr,

Shelburne. In addition to these, Richard Bell, who was injured, has since died in the hospital.

We have been unable as yet to discover the cause of the accident, the track and cars being seemingly in perfect condition. The locomotive was the first to leave the track. There was no indication of fast running, as the train stopped within a short distance after leaving the track. The government and our representatives are now looking closely into the matter, endeavoring to ascertain the cause of the derailment.

All the patients in the hospital are now doing well, and no immediate serious results are expected. This morning there were 25 in the hospital, a number of whom are expected to leave tomorrow morning.

Toronto, Sept. 4.—The injured in yesterday's train wreck are: A. J. Robinson, Orangeville; J. M. Davis, Markdale; S. Boggs, Guelph; A. McDonald, Shelburne; Mrs. A. McDonald, Shelburne; Mrs. (Dr.) Caldwell, Flesherston; Mrs. McCormack, Markdale; D. Mall, Caledon; John Boyd, Flesherston; Mr. S. Webster, Horning's Mills; Frank Graham, Markdale; Geo. Bathford, Shelburne; W. A. Hillhouse, H. H. Albert, Orangeville; Maggie Patterson, Badgerow; Sarah Patterson, Badgerow; one unidentified.

The accident seems to have been caused by the ditching of the train through some unexplained cause. The train consisted of five cars and left Markdale crowded with passengers. It was scheduled to arrive in Toronto at 10:20. The spot where the accident occurred is about 43 miles from Toronto, between the Cardwell Jet, and it is known as the "Horseshoe." Just before approaching this place the train coming east begins the descent of the mountain, where there is a very steep grade. The steel on the Horseshoe is the very best obtainable, as this is known to be a bad spot. There are deep ditches and banks. It is supposed that the engineer lost control of the train coming down the steep grade of the mountain, and that in plunging around the horseshoe the train was ditched.

A relief train, consisting of an engine and three coaches, left Toronto Junction and brought in the injured. Two doctors accompanied the train, taking with them a corps of nurses, who cared for the more seriously injured. The injured were taken to the Western hospital.

The C. P. R. officials state that the train was timed to leave Markdale at 9:30 in charge of Engineer Hart. About 9:30 the train pulled into Orangeville an hour late. When it left that town it was crowded. The run from Orangeville was down grade and the accident took place nine miles from there. The two coaches that turned upside down were completely demolished, and the two next to them were badly smashed. The track was not torn up, although the rails were twisted. Among the injured is M. K. Richardson, ex-M. P. of Flesherston, who had a bad scalp wound. Police magistrate Rutherford, of Shelburne had a miraculous escape. Mr. and Mrs. Douglas, of Markdale, are among the badly injured. Spectators say that the train, which came around the curve, was going at a great rate of speed when it leaped the rails, and that the engine and the two foremost coaches turned upside down and were badly smashed. It was in these coaches that the fatalities occurred.

ANTWERP DOCK STRIKE.

Militia Controls Situation—Many Rioters Wounded.

Antwerp, Sept. 4.—The militia controlled the situation here today, though the rioters attacked a number of freight cars in which the strikebreakers were hidden. Three thousand of the locked out dock laborers, porters and men in similar trades, who struck in sympathy with the locked out laborers, held a meeting during the day and adopted a resolution setting forth that they were not and firemen struck in sympathy with the locked out laborers yesterday's disorders.

Twenty rioters were wounded last night by the sabres and revolvers of the police.

The men who took part in the recent disorders here have largely been led by a woman.

Postmasters' Salaries.

Toronto, Sept. 4.—While the Ontario Postmasters' association officially pressed itself as grateful to the Dominion postal authorities for the recognition of their work in the shape of salary increases, it seemed to be the general opinion at the convention in the Temple building yesterday that the increase as announced was too small.

WELL KNOWN INDIAN OFFICIAL IN VICTORIA

Sir Walter Lawrence Tells of How Coolie Labor is Arranged for

(From Thursday's Daily)

Sir Walter Roper Lawrence, K. C. L. E., who was private secretary to Lord Curzon of Kedleston while viceroy of India, and more recently chief of staff to H. H. the Prince of Wales during his tour of India, spent yesterday in Victoria. Sir Walter put in most of the day visiting the various points of interest in the city in the lieutenant-governor's motor, while in the evening he was the guest of honor at a dinner at Government house. He expressed himself as much struck with the beauties of Victoria, and indeed with Canadian scenery generally, and thought that this city especially would make an ideal spot for retired civilians of the India civil service, provided they brought their Indian servants with them, as they would certainly do.

Sir Walter entered the India civil service in 1871 and spent twenty-one years in India, chiefly in the Punjab, during three years of which he was head of the emigration department of the Indian government, the bureau which looks after the interests of thousands of coolies who leave India annually to work in the plantations of Demara, in the Straits Settlements in South Africa and elsewhere. These coolies he met, and, as they shipped to a specific point for a specific time to work for a specific wage, and when their contract is up they are repatriated. An official is appointed to look after their interests in all the countries whither they are despatched, and these men have given great satisfaction, especially in tropical countries where the white man cannot, and the native will not, do manual labor.

On completion of his twenty-one years' service Sir Walter resigned and returned to England, only to go out to India once more as private secretary to the viceroy, a position which, as readers of Kipling will remember, is frequently one of the first importance. Returning to England, as he thought for good, Sir Walter soon found himself attracted to the Indian service, in charge of the arrangements of the Prince's tour, and expects to return there once more in the immediate future as a member of a committee of enquiry into the Indian railways, which must be remembered, are all owned and operated by the government.

When seen at the Driard yesterday Sir Walter said:

"You may say that I am utterly delighted with the beauties of Canada. I was much struck with Montreal, and had nothing but praise for the magnificent and comfortable services given by the C. P. R. Victoria is a beauty spot. I have rarely, if ever, seen anything finer than the drive around the beach to Oak Bay, with its splendid beaches. If I were in England I would be crowded with children bathing. You ought to write an article and have it published in India, telling them about the beauties of Victoria, and especially of its equable climate. After a life time spent in India a man would live years longer in a climate like this than he would in a more rigorous one, while the retired civilian with his pension of £1,000 a year could live far better and do more than he could in England. And as he would bring his Indian servants with him he would be in a position to live in a more luxurious manner than he could do in England. I lived for years in India and I think they are a magnificent people. As cultivators the Indian has nothing to learn from us. He may not know anything of the chemistry of agriculture, but with his rule of thumb methods he produces wonderful results. I have been told here that a Chinaman will make a garden out of a rock, and I am quite sure that an Indian would do as well."

In response to questions regarding the emigration policy of the Indian government, Sir Walter said:

"The Indian government will make contracts with responsible people for the supply of coolie labor, but it is very careful to safeguard the coolie's interests as regards his treatment and the other conditions of his employment. In every colony whither these coolies go an official is appointed who knows their language and customs, and whose business it is to listen to their complaints, prevent abuses and remedy any causes they may have for legitimate complaint. At the end of their engagement they are repatriated with their savings, and the arrangement would appear to have worked well."

Sir Walter absolutely declined to express any opinion as to the desirability of importing coolie labor to British Columbia, but in reply to direct questions said:

"There would be no difficulty, I think, in getting them should the people of British Columbia want them. Nor would there be any trouble about their having or seeking to have any voice in the government of the country. There were some who would like to have votes, nor would they ask for the franchise. They would not want land; they could be kept to the employment for which they were imported and repatriated when their term of engagement came to an end."

"What would the result of the presence of coolie labor be upon the local Chinese and Japanese population?" was the next question.

"They would unquestionably drive the Japs and Chinamen out," said Sir Walter. "There is no doubt of this. The Japs especially would soon give up the job. Wherever they have been, we have found that Mongolian labor either goes out, or if not known, does not come in at all. I am speaking now of manual work and unskilled labor. As servants, as cultivators, as laundry men, as pioneers clearing ground for farms, etc., the Hindu can not be beaten. The Sikh, you have here, are so far as my own personal observation have gone, a very inferior lot, and not at all typical. They have probably gradually worked their way via China. The Sikh as a rule does not come so far afield, and usually some position, such as policeman. The Sikhs are a magnificent body of men, and as horsemen they are unexcelled."

Corporal A. N. Nicholson of the Northwest Mounted Police, has just arrived in the city from Lloydminster, where he is stationed. He is a son of T. A. Nicholson of "Roseberry" Royal Oak, and has just completed a term of five years in the above re-enlisting for a second term. He is naturally interested in the Barr colony, the headquarters of which is at Lloydminster. He states that it is now proving quite successful.

The Mantle Dept. Now In Full Swing

With Women's Fall Apparel

THE Costume and Suit section is a busy place now in preparation for fall business. Tailor-made suits and coats are going to be the most marked feature in women's wear and some highly pleasing effects await your inspection. Our present display of new models is extremely diversified. The most eminent style artists from the fashion centres of the world being represented in types of the highest excellence.

Ladies' Double Breasted Coats Worth Special Notice

LADIES' DOUBLE-BREASTED COAT, of black cheviot, 50 in. long, fitted back, self straps, cuffs and pockets, button and velvet trimmed, collar inlaid with velvet, yoke mercerized lined. Price \$17.50

LADIES' DOUBLE-BREASTED, BOX BACK COAT, of black cheviot, 50 inches long, wide stitched, self strap down back, patch pocket, self cuffs and flat collar, trimmed with fancy design in silk braids, body and sleeves mercerized lined. Price \$17.50

Ladies' Fall Suits Economically Priced

LADIES' MILITARY SUIT of black cheviot, neat smartly tailored jacket, twenty-five inches long, fitted back and front, fastened with hooks and eyes, front sleeves and collar braid trimmed, mercerized lined throughout, nine-gored pleated skirt, braid trimmed to match jacket. Price \$25.00

LADIES' DOUBLE-BREASTED SUIT, in French wool, tweed effects, shaped back jacket, 22 inches long, neatly trimmed with fancy braid, self flat collar and cuffs, trimmed to match, mercerized lined throughout. Smart fifteen-gored pleated skirt, with stitched self fold. Price \$20.00

White and Unbleached Turkish Towels at Special Prices

WHITE TURKISH TOWELS, size 17x30. Each 10c	WHITE TURKISH TOWELS, 19x40. Each 20c	WHITE HUCK TOWELS, hemmed. Each 25c	UNBLEACHED TURKISH TOWELS, size 15x36. Each 10c
WHITE TURKISH TOWELS, Special 15c	WHITE TURKISH TOWELS, 22x48. Special 25c	WHITE HUCK TOWELS, fringed. Per dozen \$4.50	WHITE HUCK TOWELS, hemmed. Each 50c
UNBLEACHED TURKISH TOWELS, 22x40. Each 15c	UNBLEACHED TURKISH TOWELS, Each 20c	UNBLEACHED TURKISH TOWELS, 24x48. Special 25c	BATH MATS from 75c to \$2.00

Open Handed Economies in Children's Coats

CHILD'S DOUBLE-BREASTED, LONG TWEED COATS, stitched box pleat from yoke at back, self collar and cuffs, piped with cloth, and trimmed with tinsel braid, made in sizes 4, 8, 10 and 12. Prices ranging according to size, from \$6.75 to \$12.50

CHILD'S DOUBLE-BREASTED LONG COAT, with inverted pleat down back, collar and sleeves trimmed with fancy braid, patch pockets, colors, navy and white and brown and white mixtures. Made in sizes 4, 8, 10 and 12. Prices ranging according to size, from \$2.50 to \$8.50

ATTRACTIVE WEEK END SPECIALS FOR TOMORROW

Special Prices on Screens for Tomorrow

Two Fold Screens, fancy hardwood frame, with fancy filling of sateen and chintz for tomorrow 75c

Special Line of Men's Trousers at Irresistible Prices

Men's Trousers in Canadian Tweeds, in striped and mixed effects, all sizes, Tomorrow at \$1.00

\$2.50, \$1.50, \$1.25 and \$1.00

New Arrivals in Denims, Sateens and Art Muslins

The new drapery and covering materials are here, fresh and crisp. Just the thing to do your rooms up cosy and homelike, at modest prices. See Government street window for samples.

Advance Showing of the Latest in Ladies' Footwear for Fall

We are Sole Agents for the Edwin C. Burt Co., of Brooklyn, New York, Famous Footwear—the most comfortable shoe made

WOMEN'S COLLEGE BLUCHER PATENT COLT LACE BOOTS, welt sole, military heel. Per pair \$6.00	WOMEN'S CORDIVAN BLUCHER LACE BOOTS, heavy leather sole, welted. Per pair \$6.00	WOMEN'S PATENT COLT BUTTON BOOT, dull kid top, welt sole, Cuban heel, opera toe. Per pair \$6.00	WOMEN'S HAND TURN FRENCH KID LACE BOOTS, military heel. Per pair \$5.50
WOMEN'S BLACK SUEDE BLUCHER OXFORD TIE, turn sole, military heel. Per pair \$6.00	WOMEN'S SPECIAL PATENT COLT LACE BOOT, matt kid top, 1 3/4 leather heel, opera toe, hand turn sole. Per pair \$6.00	WOMEN'S GUN METAL CALF BUTTON BOOTS, welt sole, military heel. Per pair \$6.00	WOMEN'S PATENT COLT LACE BOOTS, tan cloth top, welt sole, military heel. Per pair \$6.00
WOMEN'S TAN RUSSIA CALF BLUCHER LACE BOOTS, welt sole, military heel. Per pair \$6.00	WOMEN'S SPECIAL DEMIE PATENT KID LACE BOOTS, 1 3/4 leather heel, opera toe, Price \$6.00	WOMEN'S VICI KID LACE BOOT, welt sole, military heel. Per pair \$6.00	WOMEN'S PATENT COLT BUTTON BOOTS, welt sole, dull kid top. Per pair \$6.00

See Window Display, Government Street

Fine Dress Fabrics Very Economically Priced

AMONG our magnificent display of fine Dress Fabrics are many very handsome effects in all the newest fall styles. Of course, it is understood that our buyers are privileged persons when they visit European looms, theirs is the favor to pick and choose, and which you will find by visiting this department has been well carried out, and adding considerably to the attraction of their loveliness is the agreeably surprising moderation of prices.

FANCY TWEED SUITINGS, in fancy check effects, for tailored suits and separate skirts, 54 in. wide. Per yard \$1.25	FANCY TWEED, medium and dark colorings, in grey mixtures, navys, browns, fawns, and cardinals, 42 in. wide. Per yard 50c	WOOL CHEVIOTS, pure wool, rough finish, especially adapted for tailored costumes, coats, etc., in navy, cardinal, brown, myrtle and black, 56 in. wide. Per yard \$1.25	COLORED FRENCH VENETIAN, smooth satin finish, good heavy weight, suitable for tailored suits, complete range of shades, 52 in. wide. Per yard \$1.25
COLORED POPLIN, suitable for shirtwaist suits and separate skirts, 35 in. wide. Per yard 50c	COLORED CREPE-DE-CHENE, in navys, browns, cardinals and purple, 42 in. wide. Per yard 50c	FANCY PANAMA TWEEDS, smart stylish effects, in check and plaids, in medium and dark colorings, 54 in. wide. Per yard \$1.00	COLORED BROADCLOTH, fine chiffon finish, will not wear rough all the popular shades, 52 in. wide. Per yard \$2.00

DAVID SPENCER, LTD.

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