

MOTOR LIFEBOAT WAS DISCUSSED

ITS ADAPTABILITY FOR VANCOUVER ISLAND

High Class Qualities of Craft Form Subject in Parliament.

(Special Correspondence.)
Ottawa, Feb. 15.—During the consideration of the estimates of the marine and fisheries department yesterday afternoon, an interesting discussion took place regarding the new motor lifeboat recently stationed on the West Coast of Vancouver Island by the Dominion government. It was opened by Mr. Eorden, who wanted to know what steps had been taken for the protection of life on the coast of that island.

Mr. Brodeur: The accident (Valencia wreck) occurred at Carmanah Point on the coast of Vancouver Island. Several wrecks had occurred within the last few years in that vicinity. When this accident occurred there was no wrecking plant and afterwards erected at Fashena Point and Volvest Point lights and fog alarm stations. Now, we are, in view of the expression of opinion which has taken place in British Columbia, building a trail on the shore of Vancouver Island covering a certain number of miles, over which a life-saving apparatus can be transferred from one place to another. Since the work has been begun a very serious accident has been averted in consequence of it. The work is under construction and will be finished next year.

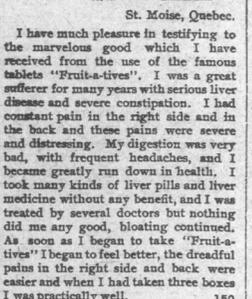
Mr. R. L. Borden: We had a discussion also about two years ago with respect to the establishment in this country both on the sea coast and on inland waters as well, something along the line of the English life-saving stations. Has anything been done in regard to that?

Mr. Brodeur: I got last year a larger vote that permitted me to do something with regard to life-saving stations. I have a map here showing the life-saving stations. There was a station on the westward island no life-saving station, and as my hon. friend knows, perhaps, a very serious accident occurred about a year and a half ago near East Point. The consensus of opinion seemed to be that the life-saving station at Charlottetown should be equipped, because there were good railway facilities for transferring the boat from Charlottetown to the different parts of Prince Edward Island. A boat has been supplied at Souris and a coxswain has been appointed, and the same thing has been done at Alberton. In New Brunswick, at Richibucto, a boat has been put in charge of the harbor master, and there has also been a boat supplied at Point Esquimaux. In British Columbia, a surf boat, with a coxswain, has been established at Ucluelet, and at Cohoes the same thing has been done. There are three new stations on Vancouver Island. We have established on the British Columbia coast the first motor life-saving boat in Canada, although they have been in use in the United States on an experimental scale for some time. Colonel Anderson, who has been advising me in these matters for many years not very enthusiastic about these boats, but in the light of his later experience he has come to the conclusion that it would be a good thing for us to have one.

Nothing Did Good

Until She Tried "Fruit-a-lives"

Madame Rioux is the wife of M. Jos. Rioux, a wealthy manufacturer of lumber in St. Moise. Madame Rioux is greatly esteemed in her home town and her testimonial in favor of "Fruit-a-lives" carries conviction with it, as it is entirely unsolicited.



St. Moise, Quebec.

I have much pleasure in testifying to the marvelous good which I have received from the use of the famous tablets "Fruit-a-lives". I was a great sufferer for many years with serious liver disease and severe constipation. I had constant pain in the right side and in the back and these pains were severe and distressing. My digestion was very bad, with frequent headaches, and I became greatly run down in health. I took many kinds of liver pills and liver medicine without any benefit, and I was treated by several doctors but nothing did me any good, bloating continued. As soon as I began to take "Fruit-a-lives" I began to feel better, the dreadful pains in the right side and back were easier and when I had taken three boxes I was practically well.

"Fruit-a-lives" — or "Fruit Liver Tablets" are sold by dealers at 50c a box — for \$2.50 — or will be sent on receipt of price. Fruit-a-lives Limited, Ottawa.

Mr. Brodeur: Is this motor boat of Canadian make, or is it imported?

Mr. Brodeur: It is of American make. It is a patent. I do not think they are used even in Great Britain, which is one of the most advanced countries in the world in life-saving appliances. It had to be built in the United States where the patent is controlled, and by the only people who are building that class of boat.

Mr. Brodeur: How much did it cost?

Mr. Brodeur: Ten thousand dollars.

Mr. Brodeur: I agree with the hon. member for Vancouver (Mr. Macpherson) that I know something about the boats and engines. I believe these are proper boats for the department to have for this service. But these boats and engines for them are made in Canada. When the captain requires a boat, Canadians should have an opportunity to tender.

Mr. Brodeur: Naturally, we would prefer to give the contract to Canada. Now that we have this opportunity, a pattern, if it proves a success, Canadian builders can build on the same pattern.

Mr. Brodeur: Was it built on the Pacific coast?

Mr. Brodeur: In New Jersey, and carried across the continent by rail.

Mr. Brodeur: Then, a boat could be built in any part of Canada, no matter where it was to be used?

Mr. Brodeur: Yes. The intention of the department is, if possible, to have the boats built in Canada.

Mr. Brodeur: Is the intention of the department to replace the present motor life-saving stations with motor boats?

Mr. Brodeur: That will be done gradually. It is an expensive change, and the boats are being built on the Pacific coast seems to be a success. I think it would be advisable to supply them to our life-saving stations as rapidly as possible.

Mr. Brodeur: In the city I represent there is a concern with a great deal of capital behind it which manufactures engines for marine purposes, and also builds boats.

Mr. Brodeur: Having had a little to do with sending Col. Anderson to investigate motor boats and to give an order for the one referred to, I may be permitted a word or two. The boat was ordered by the marine and fisheries department as a means of protecting life on the coast of Vancouver Island. This was done very largely to the deplorable casualty of the wreck of a couple of years ago, which was discussed in this House, during which discussion some hon. members censured the government for lack of life-rafts on the West Coast of Vancouver Island. The department took the matter up, the result being the ordering in Paysone, N. J., from celebrated manufacturers, of this life-saving motor boat. Col. Anderson visited the United States life-saving stations on the Atlantic coast and examined their appliances and got into communication with the chief officer of the life-saving stations of the American government. On his advice, Col. Anderson recommended this style of boat as one suitable for the Pacific coast. The contract price was a little over \$10,000. Old tenders were asked for—it was quite impossible to ask for tenders in such

case. The boat has a 40-horse-power gasoline motor, which is hermetically sealed in the stern of the boat. The vessel is self-righting and self-bailing. Mr. Bergeron: Is there a model of her here?

Mr. Brodeur: The plans and specifications are in the department. Besides this gasoline engine, the vessel is equipped with a mast and sails and with ten pairs of oars. She is 25 feet in length and is made of mahogany as being the lightest and strongest material for this purpose. It is probably the most up-to-date life-saving boat in the world, having some improvements even over those used in the United States. Another reason why this boat was built in New Jersey is that the plans were those of the American government loaned to the Canadian government for this purpose. The superintendent of construction of the boat certified to the department that everything was right. The boat was built under the immediate supervision of Col. Anderson and the chief officer of the American life-saving station. The boat has made 12 knots an hour. She made the trip from Victoria to Nanaimo, a distance of 100 miles, in a heavy sea, when very large vessels had to seek shelter. She will go out in any sea and keep up her speed.

Mr. Brodeur: But will she come back, that is the question?

Mr. Templeman: Yes. She has been tested in every way, including being upset. The American government have given an order for a duplicate of this boat to be used along the coast of the State of Washington, immediately south of Vancouver Island. The boat is, to some extent, an experiment, but the place in which it is being used, Banfield creek at the mouth of Barclay Sound, immediately contiguous to the place where many marine disasters have occurred within the last ten years.

NELSON TO TAKE OVER POWER PLANT

C. B. Smith of Winnipeg is Well Satisfied With Inspection.

Nelson, Feb. 22.—Cecil B. Smith, late city engineer of Winnipeg, made an inspection of the civic power plant at Bonnington Falls yesterday, at the request of the city council. Mr. Smith's report in the matter will be made at Monday night's council meeting, but he expressed himself to-day as being well satisfied with the building and plant. He strongly approved of the city's intention of putting in a second power circuit, and said that this could be readily done. Some changes and improvements will be recommended, but these are of a minor character, and Mr. Smith said that he is substantially approved of the plan as it now stands.

MINES THROWN IDLE BY FOOLISH PRANK

Wellington Colliery Locomotive Derailed by Changed Switch — Doings at Ladysmith.

Ladysmith, Feb. 22.—The Extension mines were unexpectedly thrown idle on Thursday as the direct result of some one's foolish and malicious meddling with the Wellington Colliery Company's big locomotive No. 10, which was pulling out at 10 o'clock on Wednesday night on her trip to Extension to bring back the afternoon shift of men from the mine. The train was just gathering momentum when the engine plunged off the track owing to some one having changed the switch. Fortunately neither the engine nor the few occupants of the cars was injured, but the locomotive was so badly derailed that it was impossible to get it back on to the track in time for the morning shift at 6 o'clock. Accordingly the mine was laid idle for the day.

SPRING ARRIVALS

To-day we open a grand shipment of Spring Clothing

MEN'S SPRING SUITS \$20 to \$35
MEN'S SPRING OVERCOATS \$15 to \$30
LADIES' KID GLOVES For Spring now on sale.

FINCH & FINCH

The Exclusive Style Store, HATTERS, 1107 GOVERNMENT ST.

Mr. and Mrs. James Adam went yesterday morning after a few days' absence. A large number of Ladysmith Eagles and their friends were up to Nanaimo on Wednesday evening to attend the annual dance of the Aerle of that city. T. Bryant, the local postmaster, has been indisposed this week, having been attacked by lameness. A. Auchenoelle has returned from Chemainus hospital, where he recently underwent an operation for appendicitis. Mr. Auchenoelle is doing well.

NICKEL PLATE MINE AT FULL CAPACITY

Daily Shipments of High Grade Concentrates—Activity at Headley City.

(Special Correspondence.)
Grand Forks, Feb. 21.—A prominent mining man arrived to-day from Headley City, gives a most glowing account of the mining situation in that district. He says that the Nickel Plate mine which is situated at an angle of 45 degrees some five miles up the mountain side from Headley City is now working its full capacity of 140 men, no labor difficulties have effected this progress in the nickel mine. The Nickel Plate is now operating 110 stamps and is daily shipping 110 tons of high grade concentrates by freight trains to Keremeos where they are shipped by rail to New York. The one piece of the Nickel Plate, several other pieces are working at Headley City, among which is the Golden Zone, owned by J. J. Marks and others. At this property a compressor plant is now being installed as well as a cyanide plant.

The Bradshaw group near Headley is also starting up as well as the Kingston property. The Great Northern Railway is now laying a track between Keremeos and the Golden Zone, a distance of 20 miles. The railway contractors have no less than five big cranes in this 20-mile stretch, but slow progress is being made in laying track. The Nickel Plate is now shipping much rock and other heavy grading is now confronting the contractors. May be that is now fixed for the date that the rails are supposed to reach Headley City.

ALL OVER INNOCENT ROCK-CRUSHER

Wordy Warfare Raging Among Duncans—Only Municipal Question of Interest.

Duncan, Feb. 22.—An unusual interest is being taken in municipal affairs, all owing to one rock-crusher that innocently lies beside the Municipal hall. Some time ago the revolvers policy for the coming year and gave it to one of the local papers and invited discussion. The only party who interested in the matter was the rock-crusher and Mr. Duncan. Mr. Brodeur is divided into two parties—on the one hand the poor crusher. The variety of people's minds is shown in the variety of communications sent to local papers. Some are humorous, some show serious concern, some are full of indignation, some are not sure about nerve, and one has taken to poetry. There is some talk of buying a revolver. If this should be done there is danger of spirited warfare in the meantime the reve trembles when he thinks of oulthing any more municipal policy.

PINNED BENEATH LOG

Resident of Peaschland Has Narrow Escape From Death.

Peaschland, Feb. 22.—An extremely painful accident occurred here by which Seth Davidson narrowly escaped losing his life. When at work on his log, he slipped while trying to get out of the way of a rolling log. The log rolled on his arm and head. It was some time before he could attract the attention of anyone. Harold McCall was the first to reach him, and he soon got more help to remove the log and carry Mr. Davidson home. Although severely bruised, no bones were broken.

INJURED BY EXPLOSION

A foreigner working in No. 3 mine was killed by a heavily burned yesterday by an explosion of gas.

Citizens' League Meets. The regular meeting of the Citizens' League was held in the council chambers on Thursday evening. The attendance was rather smaller than usual and there was a lengthy discussion of the electric lighting question, no definite action was taken. A special meeting of the league is to be called at which some means will be decided on to rush the project.

PERSONAL MOVEMENTS

Mr. and Mrs. James Adam went yesterday morning after a few days' absence. A large number of Ladysmith Eagles and their friends were up to Nanaimo on Wednesday evening to attend the annual dance of the Aerle of that city. T. Bryant, the local postmaster, has been indisposed this week, having been attacked by lameness. A. Auchenoelle has returned from Chemainus hospital, where he recently underwent an operation for appendicitis. Mr. Auchenoelle is doing well.

This will Keep the Boy on the Farm

It Will Give Him a Real Start in Life

QUIT worrying about how you're going to give the boy a better chance in life than his father had. Let us wonder how you're going to manage to give him a start. Fix it so he can make his own start—and have fun doing it. He will stay on the farm if you go at it the right way. This way: Any normal, healthy boy likes to "fool round" with live things—chickens for instance. Make him work at it, and he'll tire of it quick. But give him a little business of his own—set him raising chickens on his own hook, and he won't let up till he makes a success of it.

You can arrange the whole thing for you, teach your boy how to succeed at poultry-raising for profit—show him where to save work and worry doing it—stand right back of him and coach him along—and find him a good, quick-cash buyer who will pay the highest prices for all the poultry he raises or the eggs he can sell.

Then I will tell you just how you can get an outfit for your boy—either the big size (200 eggs in the incubator—200 chicks in the brooder) or the minor size—(120 and 120)—Without paying a cent on the outfit until a year from now. By the time that first payment is due, the outfit will have earned far more than it cost, and the boy will know enough about the poultry-raising game to want to stick to it.

I know plenty of young folks who are earning their college money this way—and learning hard business sense as well—learning things that will make them succeed in other lines later in life.

I can show you why that's so. Write to me and ask me why the Peerless makes a worth-while present that will earn the biggest kind of dividends for you and for the boy,—or for the girl, for that matter. Get the free book.

Send for my free book—"When Poultry Pays." That will give you an idea of what there really is in up-to-date poultry raising,—of how much money anybody with hustle and gumption can get out of it.

And the book will tell you what kind of an outfit will get the most money out of poultry, quickest and easiest, and surest,—my Peerless outfit,—the Peerless Guaranteed Incubator, and the Peerless Brooder.

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The No. 2 (120-Egg Size) 1908 Peerless Guaranteed Incubator

In a word, I will make a business poultryman of your boy,—and I don't want a cent for doing it. I want you, for your part, just to help give the boy a start,—like this:

Send for my free book—"When Poultry Pays." That will give you an idea of what there really is in up-to-date poultry raising,—of how much money anybody with hustle and gumption can get out of it.

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You Needn't Hurry in Paying For It

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THE KETTLE

Change in Local Political Purpose

On or about the 1st MARCH, 1908, THE VICTORIA CREAMERY ASSOCIATION will be in the new premises on JOHNSON STREET, VICTORIA, and will be in a position to handle more cream than formerly. If you have cream to sell come in and have a talk with our Manager who will be pleased to give you all information.

NOTICE TO FARMERS

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COMPANIES ACT, 1887

Canada, Province of British Columbia. This is to certify that The Pioneers Fire Insurance Company is authorized and licensed to do business within the Province of British Columbia, and to carry out or effect all or any of the obligations of the Company as set forth in the legislative authority of the Legislature of British Columbia, extending to the Province of British Columbia, and to carry out or effect all or any of the obligations of the Company as set forth in the legislative authority of the Legislature of British Columbia, extending to the Province of British Columbia, and to carry out or effect all or any of the obligations of the Company as set forth in the legislative authority of the Legislature of British Columbia, extending to the Province of British Columbia, and to carry out or effect all