

## Twice-a-Week Times

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## McBRIDE RAILWAY POLICY

Monday the Times dealt with the agreement between the government of the province and the Canadian Northern Pacific Railway Company, and in its article pointed out what the government had granted in lands and exemption from taxation. It was shown that the company may secure claim to as many townships as they may choose to select, each township to consist of 3,600 acres, and the sale of the lands in these areas is to be absolutely controlled by the company, the lands being free from taxation for any purpose until sold. Not even school taxes can be collected on these town lots as long as they remain the property of the company. To-day we propose to deal with the obligations assumed by the government, and for which the province is to be held liable.

It will be recalled that when the agreement between the government and the Canadian Northern Pacific Railway Company was under discussion in the legislature it was represented by Hon. Mr. McBrice and his ministers that the government was secured by first mortgage on the property of the company within the province of British Columbia. Much emphasis was laid on this feature of the security held by the government for the protection of the public. The government press reiterated the statement and the argument with a hundred variations. It is, therefore, with some degree of surprise that we read the advertisement of the company offering the stock of the railway to British subscribers "secured by the unconditional guarantee of the government both as to principal and as to interest." A reference, however, to the agreement shows that the only security the government has for this "unconditional guarantee" is contained in Clause 6 of the agreement, which distinctly empowers the investors who purchase the stocks to realize on their securities, which securities are "a first mortgage on the company's line of railway." Clause 6 also distinctly stipulates that "subject to the terms of the agreement the province shall be subrogated as against the said company to all rights, privileges and powers to which the holders of the respective securities so paid were entitled." The term "subrogation" may be defined as "the legal operation by which a third person who pays a creditor succeeds to his rights against the debtor as though he were the assignee." So the province is the "third party" who "on payment of the debts" of the "first party"—the company—may have the same standing in relation to the "second party" or "creditor" as though the province were an assignee. If the company defaults in respect to either interest or principal the province has in law no claim whatever except upon payment of the debts of the company, and then only such claim as any other debtor would have in the presence of a creditor who had advanced him money for business purposes. In short, should the company ruin itself by bad management, extravagance or by reason of business depression, the government does not own a foot of the property mortgaged to the investor nor a mile of the road nor any interest in the terminals until it satisfies the debts of the company agreeably to the creditors who hold the "unconditionally secured" stocks of the company.

A careful analysis of the agreement shows that the government has made itself liable for:

Bonds or debentures bearing interest at 6 per cent not to exceed \$60,000,000 per mile and the capital stock of the company authorized at \$25,000,000 and entitled to bear interest at 4 per cent.

In tabular form the government liabilities will appear:

Capital stock at 4 per cent.	\$25,000,000
Six per cent. debentures.	35,000,000
Total	\$60,000,000

This calculation is exclusive of terminals, for which the company may issue unlimited debentures and without restriction as to the terms of the security. Should the company default and the line revert to the province the province would have no ownership whatever in any terminals. Of what use is a railway without terminals?

Dividing this liability by the mileage of the railway, which is not to be more than 600 miles, and we have a liability of \$101,666.66 per mile, upon which the government must pay the debt computed between what the railway earns and the rate of the loan. The actual cost of construction has been estimated at \$35,000 per mile and for the specious purposes of dissembling before the legislature and misleading the incapables who constitute it this sum was specified in the agreement as the amount to be guaranteed by the gov-

ernment. What the government actually did was to pass special legislation enabling the promoters of this railway to acquire through the medium of a construction company—the difference between the actual cost of the railway and the sum of \$101,666.66 per mile. The constructing company build the road out of the \$35,000 per mile stipulated in the agreement—obtained on the unsecured credit of the province—and the government has guaranteed interest on \$101,666.66 per mile. The Times submits that, should any dispute arise as to the amount of interest, payment of which the government is liable—appeal being made to the Supreme Court, as provided in the agreement—this is the amount for which the government would be adjudged liable. Reasonable dividends on capital stock would undoubtedly be calculated in any judgment rendered by an equitable court. The annual indebtedness of the government will then appear as follows:

Capital stock at 4 per cent.	\$1,250,000
Six per cent. debenture bonds	1,750,000
On flotation of \$35,000,000.	2,160,000
Total annual interest liability	3,410,000

The agreement does not state whether earning power of the road is to be computed over the whole transcontinental line or within the province only, but the other terms and conditions of the agreement pre-suppose that the British Columbia section is to be held separate and pay its own way. The exemption from the control of the Dominion Railway Commission would at least suggest as much.

We find, then, that the 600 miles of railway must earn \$3,410,000 per mile above the cost of operation in order to meet the interest claims for which the province is liable. Should the interest on capital stock and debenture bonds be reduced to the very lowest optimistic calculation, each mile must still earn at least \$2,400 above cost of operation in order to pay the interest. The Canadian Pacific railway had been in operation twenty years before its net earnings reached \$1,600 per mile, and it will require more than the faith of a child to credit the assumption that the Canadian Northern will net anything like this sum within the boundaries of the province during the lifetime of the present infant generation.

Yet these law-makers to whom the people of the province have committed their destinies have, in turn, committed them to these responsibilities. Blindly followed by the idol worshippers who keep step to the pace set by him "upon whose lineage high destiny has set its seal" we have arrived thus far in our pilgrimage as a province—so prodigal government can bankrupt it.

## McBRIDE RAILWAY POLICY.

The Times in two previous articles dealt with the action of the government in placing in escrow vast tracts of public land to be administered by the Canadian Northern railway with a two-third ownership in the lands. It dealt partially also with the liabilities inhering in the guaranteeing of principal and interest on the bonds of the road. There is, unfortunately, more to be said in this last respect.

The Act of Incorporation by which the company holds its charter rights in the province gives the company power to do almost any conceivable kind of business that may be carried on in a country rich with resources and awaiting only the advent of capital for its development. Even the powers designate as a railway corporation are unusually broad and comprehensive, but beyond all these section 11 of the Act gives the following powers:

"The company shall have power to promote any other company or corporation or association or persons for any purposes which may seem, directly or indirectly, calculated to benefit the company, and for that purpose to obtain any Act of Parliament which may seem expedient, and to oppose any proceedings for applications which may seem calculated, directly or indirectly, to prejudice the company's interests."

The more this clause is analyzed the more its monstrous iniquity appears. It will be repeated perusal and it after repeated perusal the power is not convinced that it legislated into the hands of the company a monopoly of any business in which the company chooses to engage, we do not understand the meaning of the English language. Even the authority of the legislature may be defied in any competent court of jurisdiction, for in the clause quoted is this stipulation:

"The company shall have power . . . to obtain any Act of Parliament which may seem expedient and to oppose any proceedings or applications which may seem calculated . . . to prejudice the company's interests."

Under the Act of Incorporation the company may purchase and operate coal mines, whaling stations, lighting and power plants, powder factories, irrigation works, or anything else, and all upon the capital authorized by the province and upon which the interest to the extent of \$101,666 per mile is guaranteed. This means that the speculative industrial operations of the company may be used for any purpose without any guarantee as to their relation to the capital stock or earning power of the 600 miles of railway. There is absolutely no provision in either Act of Incorporation or the Agreement by

which the earnings, profits or losses of industries or speculations, apart from the railway, can be taken into account in computing the earnings of the railway and the liability of the province for the interest on the stock of the company.

Tersely figured out, it results as follows: The company may issue \$25,000,000 of capital stock and \$35,000,000 of mileage stock at \$60,000 per mile. This makes a total of \$61,000,000 of stock which may be sold and the whole of the money invested in any undertaking the company may—by its Board of Directors—decide. Interest on this whole amount must be paid out of the profits of these subsidiary or speculative industries or speculations before one dollar of the money need be applied to payment of interest on account of the railway lines. This provision has guaranteed to the extent of \$35,000 per mile. This interest at 4 per cent. per annum—the amount authorized in the agreement—reaches the sublime total of \$840,000 per annum for which the province is liable, and which it will unquestionably be required to pay. It is also liable for the principal on the same amount per mile, for which it holds no security, until the possible debts of the company are paid, and then only the security of an assignment.

How the debts of the company would be computed and how much of the liabilities of the subsidiary or associated companies would have to be taken into account is not stated in the agreement. It may be safely assumed that the whole indebtedness of the entire corollary of co-related companies would come in for equitable shares in the guarantee. This would mean that the province would have to make good to the full extent of the \$35,000 per mile, or \$21,000,000.

The Times does not pretend that all these facts and figures are new to the public or are its latest discovery. Extended reference was made to the loophole and jug-handled character of the whole bargain with the Canadian Northern company at the time the Acts were under discussion in the legislature. But the arrangement of the liabilities of the province, the absolute mastery of the company, and the complete and conspicuous absence of any safeguards to the public interest, call for a fresh consideration by the people. It is idle for the premier to pretend that the country is safeguarded by the established character of the incorporated company. The government is in power to legislate for the protection of the people and not to entrust their public domain and their public treasury to the reputed honor of a corporation.

The fact that the corporation drafted the Acts and that the government assented to them is proof of one of two things. It means either that the government is utterly callous and indifferent to the public interest or that the lawyers in charge of legislative affairs are incompetent and incapable of properly interpreting their own legislative acts.

The Times will continue to analyze the agreement from the standpoint of its effect upon what may be termed the minor interests.

## McBRIDE RAILWAY POLICY.

In three previous articles the Times has devoted some attention to the crudities of the Agreement and Act of Incorporation by which the province has alienated sundry rights in the Crown domain and otherwise obligated itself to the Canadian Northern railway corporation. In the discussion in the Legislature when the agreement was ratified by the solid vote of the McBrice following much capital was made of the statement that the government retains control of the rates to be charged by the company for transportation. The hollow mockery of Clause 8 in the agreement is so patent that it is remarkable how such an agreement could have passed the assembly. It must be recalled that the Canadian Northern is—by the legislation of the government of the province—exempted from the provisions of the Railway Act of Canada, and is therefore exempt from the authority of the Railway Commission as to rates of transportation. Clause 8 was enacted obviously to bring the company under the control of the provincial government. It reads as follows:

"The Lieutenant-Governor in Council may, from time to time, having due regard to the position and interests of the company . . . modify any rates established by the Pacific Company for the carrying of freight and passengers to and from all points on the aided lines within the province of British Columbia."

Any modification the Lieutenant-Governor in Council may make in the rates charged for carriage must be "with due regard to the interests of the company." But this is not enough safeguarding of the company's interests; the company does not trust the government, so it makes further provision for "its interests." The clause continues: "Provided, always, that before any rates are so modified the company shall be heard," and still further "Provided that, if at any time the Pacific Company shall be dissatisfied with any rates so modified . . . it shall have the right to appeal from the

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On the stomach, "Fruit-a-tives" acts as a soothing tonic and allays all irritation.

By purifying the blood—strengthening the nervous system and regulating kidneys, bowels and skin—"Fruit-a-tives" builds up the whole system as nothing else will.

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order so modifying such rates to the Supreme Court of British Columbia.

So it is not the government that will have to decide the rates; these must ultimately go to the Supreme Court, where these things are understood and where "justice" will be done. It is this feature of the agreement which absolutely nullifies the government control of rates excepting in so far as it agrees to keep the rates as high as the traffic will bear. When appeal is taken to the Supreme Court, the court "having due regard to the position and interests of the company" will fix a just rate, and this rate must be based as much on the obligations and liabilities of the company as upon the earning power of the road. If the court fixes rates which will not pay interest and sinking fund on the road, the government must pay and the pay must be taken from the public either through traffic rates or through direct taxation. In any case the public pay.

The Railway Commission of Canada fixes the rates for traffic over the competing lines and it is scarcely to be expected that the Canadian Northern can compete with these at lower rates. But the government has power, under the agreement, to grant permission to charge a higher rate than the Commission would allow in order to bring the earning power of the road up to the interest and other bonded indebtedness. So the special safeguarding clause giving rate control to the government may be transformed into a rod for the people's backs. The company and the Supreme Court control the matter; not the government.

It is worthy of mention again—though we do not intend to elaborate the point—that the charter of the company permits it to use all the capital raised by the sale of stocks and guaranteed bonds in any enterprise it deems good to do. There is no provision by which money earned in other undertakings than the business of transportation shall be credited to the earnings of the railway. The railway, costing less than one-third of the guaranteed capital, must carry its own load, and if it does not pay the government makes good.

As to the provisions of the agreement which were lauded as protecting the interests of the workmen, we have seen how they have worked out on those parts of the line already under construction. While the agreement provides that for all unskilled labor shall be paid "such rates of wages as shall be currently payable to workmen and laborers engaged in similar occupations in the districts in which said lines of railway are constructed," by the adoption of the "station work" system the labor has passed into the hands of foreigners to the almost total exclusion of Anglo-Saxon laborers. These have been paid an actual average wage of 30 cents per diem. No white man will accept work under the conditions and for the wages obtaining unless he is forced to do so in order to save his life. We have had multiplied instances of this in Victoria since the commencement of the railway work in this district.

Even when laborers were imported by the contractors from the only available sources of supply the provisions of the Alien Labor Act were brought into regulation by the friends of the McBrice administration for the purpose of making political capital against the then federal authorities. How the birthrights of white and British laborers have been sold for a pig by Mr. McBrice's friends has been amply demonstrated, and the entire experience up to this date has been an example of shameless disregard for skilled and unskilled labor of the kind which it is to the advantage of the country to encourage.

If there could be a more hollow mockery than the McBrice railway policy we do not conceive how it could be devised. The public domain is squandered with the lust of prod-

gals; the rights of the people are absolutely subordinated to the prosperity of the company; the only guarantee the government holds—if it holds any at all—will not build fifty miles of railway, and yet McBride and his associates have "stung" the people at every turn. Let us continue to burnish the halo of Mr. McBride.

## A SURVEY OF LIVE STOCK INDUSTRY

## COMMISSIONER ON THE WORK OF HIS BRANCH

## Dr. Rutherford Points Out Some of the Lines of Action Needful

The progress of the live stock industry in Canada is summarized in the annual report of the Live Stock Commissioner, Dr. J. G. Rutherford, to the Minister of Agriculture, whose bulky yearly volume has just been received from the King's printer, Ottawa. In dealing with the work of that branch of his department, Dr. Rutherford says:

When in July, 1906, you added the duties of Live Stock Commissioner to those which I was already performing in my capacity as Veterinary Director General, the inauguration of the meat inspection service had not yet been considered. Had I then been able to foresee the heavy task about to be imposed upon me by the bringing into force of the Meat and Canned Foods Act, it is scarcely likely that I would have accepted the additional responsibilities of the live stock branch. These responsibilities proved to be heavier than I had expected, inasmuch as many of the lines of work in which the branch had previously engaged had not been followed to their legitimate conclusion and required more or less disentanglement. The straightening out of these matters and the general reorganization of the branch occupied a good deal of my time and attention, but when the additional work in the health of animals branch, above referred to, is taken into consideration, the progress made even during the first two years, may be looked upon as fairly satisfactory.

But little new ground was broken until 1908, when most of the old difficulties having been adjusted, and a better understanding established between the branch and the public, it became possible to put into actual practice some, at least, of my plans for the furtherance of the live stock industry.

The progress since then has been neither startling nor spectacular but it has been steady, and if one may judge from the opinions expressed by those most interested, of such a nature as to meet with general approval. The possibilities of the branch are practically unlimited, and I feel satisfied that a Live Stock Commissioner, if accorded a fair degree of latitude and provided with a reasonable, but not necessarily excessive, annual appropriation, could by the exercise of intelligence, energy, and foresight, revolutionize the live stock industry of the Dominion and cause the disappearance of many, if not all, of the striking anomalies which I have already directed your attention in the opening pages of this report.

Canada is a broad as well as a deep country and one of which agriculture will for all time be the mainstay. Without live stock there can be no husbandry, as the old and true meaning of this word itself indicates. Without husbandry farming is unworthy of the name, being merely land robbery, which in due time brings its own reward. This principle is as broad and as reasonable, but not necessarily excessive, annual appropriation, could by the exercise of intelligence, energy, and foresight, revolutionize the live stock industry of the Dominion and cause the disappearance of many, if not all, of the striking anomalies which I have already directed your attention in the opening pages of this report.

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So serious is the situation and so intricate are the issues involved, that it is perhaps not natural that there should be, on the part of those officially and shall we say morally responsible for the care and development of Canadian agriculture, more or less doubt and hesitation, both as to the nature of the remedies required and the wisdom of undertaking their application.

That action, prompt, practical and courageous, is needed, there can be no question of doubt. Exactly what this action should be is a question which can only be decided by a careful, thoughtful and far-reaching investigation of the conditions now existing with a view of ascertaining the real cause of the trouble. As a result of this action, many hundreds of valuable pure bred sheep had to be disposed of at auction prices, when at the same time the distribution of the animals at fair figures throughout the Dominion, the present day market for high-class stock would have been infinitely safer and more certain than it now is.

A striking illustration of the weakness of our present position was provided three years ago, when, for reasons which in consideration of all the circumstances, were from our point of view quite insufficient, the Canadian trade with the United States in pure bred sheep was practically wiped out by the imposition of a thirty days quarantine on all animals imported to the United States for purposes other than immediate slaughter. As a result of this action, many hundreds of valuable pure bred sheep had to be disposed of at auction prices, when at the same time the distribution of the animals at fair figures throughout the Dominion, the present day market for high-class stock would have been infinitely safer and more certain than it now is.

the report of the commissioner, soon to be made public, will so far as this particular class of live stock is concerned, point the way to better things. A similar policy should, in my opinion, be at once adopted in regard to the best production of the country, the latest figures in regard to which indicate a very serious falling off. That this falling off is partially due to changes which have been taking place in connection with the ranching industry in western Canada, is of course beyond question. These are, however, other reasons, among which may be reckoned the rapid development of the dairy industry and the consequent diminution of the number of animals of the beef breeds produced in the older provinces, the wholesale slaughter of young calves and the practice of rapidly growing up in favor among dairymen, especially those engaged in milk production, of buying cows fresh and selling them dry for slaughter.

With reference to this phase of the subject I have no hesitation in saying that, owing to the widely divergent views held on the best of those interested in the breeding of best cattle and on the other, by those devoting their attention to the dairy breeds, there has been a most regrettable failure to investigate fully and fairly the comparative merits of the various methods of breeding, and of any class of cattle combining milk in qualities with beef production.

The Canadian swine industry also, although in Ontario recently showing some signs of recovery from the serious depression which, as a result of overproduction, has for some years ago, is capable of an infinitely larger development than it has hitherto seen. In Quebec, as in the Maritime Provinces, the swine industry has never received the attention which it merits, the production being, in fact, far short of the actual local requirements, whereas, under proper conditions, there should be a large surplus for export.

In the western provinces, especially, this branch of animal husbandry has never as yet been taken up with any degree of interest or enthusiasm, and in this spite of the fact that, with reasonably favorable marketing facilities, it is unquestionably one of the most profitable adjuncts of the grain farm.

There is no doubt that in the western provinces the production of both cattle and swine has been seriously retarded by the unfortunate marketing conditions which have too long prevailed in that part of the country. These conditions, coupled with the difficulty and cost of transportation, have undoubtedly caused much disappointment and discouragement to western farmers, and are largely responsible for their lack of inclination to engage in the production of these two classes of stock.

The horse-breeding industry, too, save in a few favored districts where the value of the pure bred sire is fully understood and appreciated, is very much less profitable to the farmer than it should be. The prices paid for all classes of horses have during recent years been comparatively high, but the great disparity between the figures brought by good individuals of any special class as compared with those obtained for the underbred non-descripts, of which many are produced in Canada, clearly indicates the necessity for an educational campaign and, where this has not already been provided, a reasonable measure of governmental control.

Feeling as I do that the adoption of a comprehensive policy for the betterment of live stock conditions in Canada should be preceded by a full and searching inquiry, such as is now in progress regarding the sheep industry, I will at this stage offer no suggestions. I cannot, however, re-echoing only after very serious consideration of the whole subject, that our Ontario breeders of pure bred stock are themselves largely, if not altogether, responsible for the present unsatisfactory state of affairs. These gentlemen, almost without exception, have devoted their time and attention to the cultivation of the United States market for pure bred stock, while they have at the same time neglected to encourage the development of the industry not only in the other provinces of the Dominion, but even in many portions of their own province. In making this statement, I am quite prepared to admit that the prices paid by United States buyers are often higher than those obtainable in Canada, and further, that it is much less troublesome and expensive to dispose of animals to buyers who come to one's door than to those whom it is necessary to seek out and cultivate. On the other hand, had even a small proportion of the valuable pure bred males which have crossed the line during the last thirty or forty years, been systematically distributed throughout the Dominion, the present day market for high-class stock would have been infinitely safer and more certain than it now is.

A striking illustration of the weakness of our present position was provided three years ago, when, for reasons which in consideration of all the circumstances, were from our point of view quite insufficient, the Canadian trade with the United States in pure bred sheep was practically wiped out by the imposition of a thirty days quarantine on all animals imported to the United States for purposes other than immediate slaughter. As a result of this action, many hundreds of valuable pure bred sheep had to be disposed of at auction prices, when at the same time the distribution of the animals at fair figures throughout the Dominion, the present day market for high-class stock would have been infinitely safer and more certain than it now is.

I am convinced that nothing would conduce so largely to the welfare of the live stock industry, and, as a natural consequence to the general prosperity of the Canadian farmer, as would the promulgation of a policy which, while leaving the Canadian breeder free for other occupations or particular class of live stock is concerned, point the way to better things. A similar policy should, in my opinion, be at once adopted in regard to the best production of the country, the latest figures in regard to which indicate a very serious falling off. That this falling off is partially due to changes which have been taking place in connection with the ranching industry in western Canada, is of course beyond question. These are, however, other reasons, among which may be reckoned the rapid development of the dairy industry and the consequent diminution of the number of animals of the beef breeds produced in the older provinces, the wholesale slaughter of young calves and the practice of rapidly growing up in favor among dairymen, especially those engaged in milk production, of buying cows fresh and selling them dry for slaughter.

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When our present policy, or rather lack of policy in this regard, is contrasted, especially as to results, with the policy followed by other countries, notably the Argentine, and to a less extent, many others, including the United States itself, it will be readily seen that we are merely reaping what we have sown and that a radical change is necessary if we are to maintain the position among the great agricultural nations of the world to which, in view of our vast resources, we are unquestionably entitled.

I trust that the work, which has been so well begun by the appointment of the Live Stock Commissioner, will be continued until every phase of the live stock industry, as it now exists in Canada, has been fully investigated and carefully studied with a view to the removal of disabilities and the granting of such intelligent assistance as may in the future appear to be necessary or advisable.

## PLANS FOR NEW DOCK NOW BEING PREPARED

## To Enlarge Holdings at Outer Harbor Whether Scheme Goes Through or Not

After spending considerable time at San Francisco and other southern cities, R. P. Rithet, of the local firm of R. P. Rithet & Co., has returned to Victoria and is now preparing plans for the enlargement of his extensive holdings at the outer wharf. As was announced in the Times some time ago a new pier is to be built for the berthing of ocean steamships, and will be as large as the present docks.

Mr. Rithet believes that with the opening of the Panama canal there will be a large volume of shipping to Victoria. Whether the new breakwater scheme, proposed by the late government, is carried out or not, Mr. Rithet has determined to increase the docking facilities here. The pier has been found to be inadequate, as the number of lines operating to this port is continually being augmented.

An announcement of the definite plans of the company are expected at almost any time.

## PLAINTIFF LOSES.

Claim for Commission in Coal Mines Suit Declared Unfounded.

(From Thursday's Daily.)

Mr. Justice Clement yesterday afternoon dismissed the action brought by Reginald C. Brown, Vancouver, in the supreme court to recover from Doctors Munro, Cummings, and Brydon-Jack, \$50,000 in connection with the sale of the Dunsmuir collieries to Sir William Mackenzie. Costs were given against the plaintiff.

His Lordship came to his decision without hearing the address of the counsel for the defendants. He said that in the morning when Sir William Mackenzie, the plaintiff was evidently seeking commission for making a sale. He did not make the sale and the plaintiff then altered his claim to a share in what the defendants got.

There was no evidence, he said, to show that the defendants had ever offered Brown a share in the speculative venture of sending Hamlet to New York and as their profit came from that source Brown was not entitled to share in it. Brown's arrangement had been for commission on a sale according to his evidence.

## COLLECTED BILL IN GOLD.

Los Angeles, Cal., Dec. 20.—Mrs. C. E. Dubordieu, to whom the city of Los Angeles owes \$25,000, dropped in at the city treasurer's office and got her money. Fifteen neighbor women helped to carry it home. Mrs. Dubordieu presented the warrant for \$24,742 due her for property which the city had condemned.

"I'll take this if you please," she said. Chief Deputy Treasurer Powell detailed two men to draw sacks of gold from the vault. Each sack bore \$5,000 in gold.

"How do I know there is \$5,000 in each bag," "I want to count it." After counting it she split the \$50 pieces into piles and the women scooped them into shopping bags and market baskets, and the procession trailed forth toward the Dubordieu home.

## TWO CONVICTED.

San Francisco, Cal., Dec. 21.—Dr. J. Grant Lyman, promoter of a Panama canalization scheme, and C. M. Courtwright, a United States deputy marshal, were found guilty here of conspiring to escape from the custody of a United States marshal.

Lyman, arrested in San Francisco on a charge of using a mail to defraud, made a break for liberty and twisted his foot. He was placed in an Oakland hospital and got away, the jury found, with the connivance of Courtwright, who was set to guard him.

With Courtwright and his nurse Lyman made his way by automobile through Northern California and into Oregon, where he was captured. The trio was placed in the Lakeview, Ore., jail, whence the three escaped. Sentence was set for Friday.

The charge of misuse of the mails is still pending.

## LIQUOR LICENSE FOR RES

Vancouver Council  
Drive License  
ers of P

Vancouver, Dec. 21.—Hence commission declined to adopt a plan to giving up its power to license restaurants, as decided at the last meeting of the council, matters into its own hands, the city solicitor is applying to the court for an injunction to apply amendments from the council covering the same.

Some time ago some 4,000 signatures to the civic authority the cancellation of licenses in the city. On to the licensees, it was suggested that a charter secured taking from right to give any the commissioners back to the council returned to the council and time was had any recommendation.

"I understand," the council do not, call their power, "but it has been made."

The matter came when the city solicitor requested to give charter amendments to know if the actually be applied.

Ald. Ramsey, who have the necessary power to disallow license commission liquor licenses in of hotels.

Ald. Enright, who see the board its stand of shoving the council. He felt that McBrice's question back to and the resolution amendment to d power to grant licenses at all was

"FRISCO MA Cape Breton Ch Sound for Other

San Francisco, Cal., Dec. 21.—Steamer Cape Breton charter to load for Redondo, has charter to load for Sound for Cape Breton, slightly over 50 per highest figure paid time charter for a caters a very strong

The French has here from New Zealand charter for Balli was chartered to Co. to load wheat. The German cargo rechartered by M. wheat at Portland.

The barquentine Gray's Harbor, has the E. K. Wood's load lumber there. The British ship owned by the New York and as their profit came from that source Brown was not entitled to share in it. Brown's arrangement had been for commission on a sale according to his evidence.

SENT TO PE

Seattle, Wash. Smith, who is all frauded Oregon farmers out of m the operation of a

attle that collect advance and new shall, was found guilty here of conspiring to escape from the custody of a United States marshal.

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