

Twice-a-Week Times

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POOLS, OR WORSE, WITH FIRE-ARMS.

(From Monday's Daily.) The woods of Vancouver Island, upon the first day of the week at all events, have become as dangerous to human life as the woods of Ontario, of Maine and of some of the more populous eastern states during the hunting season. A young man was shot yesterday. He will be blind for life. Both his eyes and his nose are destroyed. It is yet doubtful whether life itself can be maintained in the mutilated body. The poor fellow might have been dead by now for all the fool with the gun cared about the consequences of his criminal carelessness. Instead of responding to calls for help, the fellow fled, leaving his victim, blinded, bleeding and helpless, upon the ground. That was a cowardly, inhuman act. It is a pity to think there is a man in Victoria, and especially a sportsman, capable of such callous conduct. It ought to be possible to discover the criminal and hold him responsible both for the fact and for the culpable offence after the fact. It is the bounden duty of every person having in his possession any evidence that will assist in the work of detection to place that information at the disposition of the police.

The deplorable event of yesterday accentuates something that has long been apparent to hunters and to all observant persons who may not be sportsmen. That is that something must be done to put a stop to such outrages as that chronicled in to-day's newspapers. The aim of the culprit in the case under consideration was too true. Dozens of cases have occurred during the present season in which, fortunately, the bullets did not find their intended billets. But there have been a number of narrow escapes. We have no recommendations to make in regard to what ought to be done for the protection of life. What we do suggest, however, is that sportsmen, as they value the privileges they now enjoy, should take counsel together and make recommendations to the authorities. Even the loss of one life a year, or what in this case is equivalent to the loss of a life, is too high a price to pay for the sport of shooting game birds and animals.

The governments of some of our municipalities have reached decisions as to their duty more quickly than the government of the province. There are regulations on the statute books governing the carriage of firearms, but they are a dead letter so far as any attempt to enforce them is concerned. It is a common sight to see lads of from ten to sixteen years of age roaming around with shotguns and rifles. Such weapons should not be in the hands of the immature, the inexperienced or the reckless. Especially is this true now that as a result of the action of the municipalities round about all shooters are excluded therefrom and the regular weekly army is mobilized in a few districts along the E. & N. Railway. The situation is dangerous, and the wonder is that more accidents have not occurred. What are the sportsmen and the government going to do about it? No reasonable-minded hunter will object to any suitable regulations that may be suggested to meet conditions which are every year becoming more dangerous.

THE SILENCE OF CAPTAIN TATLOW.

Some years ago a novel entitled "The Silence of Dean Maitland" caused a deep sensation in England. We forget really the plot of the story, but as we recall it the dean was accused of doing something that another man did, and he desired to "screen the real culprit" refused to reveal what he knew. In more recent days a local instance of similar import has arisen and the pub-

lic mind is deeply agitated by the silence of Capt. Tatlow as to the reasons that impelled him to leave the ministry. It is said that he promised the premier that he would not tell why he left the government. But has not the conduct of the government press in referring to Capt. Tatlow as "a tool of the C. P. R.," and a man who had sacrificed the interest of that party to the railway corporation absolved him from that promise? Has not the time arrived when for the sake of his own reputation he should take the country into his confidence? He should stand side by side with Sir Hibbert Tupper on the platform at Broad street hall next Saturday night and expose the ministerial remnant who still hold sway at James Bay.

SIX RAILWAYS FOR VANCOUVER.

Within a very few years Vancouver will have six transcontinental railways, all with their terminal stations and works upon Burrard Inlet. That is what Hon. W. J. Bowser, K. C., says, and of course it must be true. Three of the roads will be Canadian and three American. The Chicago, Milwaukee & St. Paul, the Attorney-General says, is already making arrangements for entrance to the Terminal City. We are delighted indeed to hear that Vancouver is about to come in a real sense of the term the Terminal City of the Pacific Coast. May it continue to prosper and speedily become what its loyal and enthusiastic citizens believe it is destined to be, the metropolis of the West—not merely of the Canadian West, but of all the West.

At the same time, if the things predicted by Mr. Bowser are going to come to pass, and immediately, whence the necessity of borrowing twenty-one million dollars and lending it to the Canadian Northern Railway Company, even assuming that that company will pay interest upon it and meet the principal sum when it becomes due? The C. P. R., the G. T. P., the N. P., the C. N. and the C. M. & St. P. ought surely to be sufficient for the business of Vancouver with all its boundless ambitions. The Attorney-General as good as says all the roads mentioned which are not already in Vancouver are coming in without any inducement except the business they can do. Why cannot the Canadian Northern, whose advocates in this city claim it to be the most prosperous, the best managed and the most promising, if not actually the best equipped, of all Canadian lines, do the same thing?

It is but a short time since Premier McBride publicly stated that the time had gone by for this province to give assistance in any form to railways; that the best railway policy was the policy his government had carried out for six years: to sit tight and watch the railways come in. And they did come in—but not without a railway policy, the policy of the Dominion government.

In view of the statements of the Premier and his Attorney-General is it any wonder that people are astonished at this sudden alliance with Mackenzie & Mann and are inclined to inquire what is the meaning of it?

TOO SIMPLE FOR THEM.

The Dominion government is anxious to satisfy the natural desire of the people of Victoria to have the Songhees Indians transferred from their reserve in the heart of Victoria. But the Dominion government is simply trustee for the Indians. It holds the property of the tribe as a trustee and is loth to resort to force, even in what it realises to be in the best interests of the Indians. The province claims a reversionary interest in the lands of the reserve and would undoubtedly proceed to maintain its claim should the property be vacated. Under the complicated conditions which have resulted from the position taken by the province, the demands of the city and the irreconcilable attitude of the Indians, the reserve problem cannot be solved. Unless all the parties come together and act in harmony it can never be solved, except through the ultimate resort of raising the aborigines to the status of citizenship and making their property subject to municipal taxation.

In that case the province would forfeit its reversionary interest, as the holders would have to be given title to their land, and, presumably, the provincial government would not raise any objection to that, seeing that it professes to be anxious to have the reserve eyesores removed from the midst of Victoria and that all other schemes of settlement have failed. Neither would the city get any of the land for public purposes excepting by purchase in the open market. For these reasons we believe the plan outlined by the leader of the opposition and explained by Mr. Drury in Victoria West is a good one. The government organs, which, we suppose, are more concerned about keeping open a question which can be turned to political account than about "doing something for Victoria," claim the scheme is too simple. They prefer something abstruse, which can be wrangled over for another fifty years or so. The very simplicity of the proposal commends itself to us. Offer the Indians a fair value for their property, prove to them that the price will be paid promptly to their best interests, and give them a chance to accept. If the supporters of the McBride government scold and

sneer at the proposal because it is not sufficiently complex to appeal to their great minds and merely affords them an opportunity of doing something of value for Victoria, let us put in members who will support a government that will at least try to settle the Indian Reserve question.

SONGHEES RESERVE AGAIN.

John Oliver, who will be one of the representatives of Victoria in the next legislature of British Columbia, and Premier of the province we hope, has evolved a scheme for the settlement of the Indian Reserve question. That scheme was outlined by Mr. Drury at the Liberal meeting held in Victoria West Friday night, and was received with every evidence of favor.

The Indian Reserve problem is a tough nut to crack. There were so many complicating features attached to it that we do not wonder the smoothest and the most finished of federal diplomats stands dismayed at the result after he has delivered the first blow on the nut.

When we consider that the province claims the reversionary rights in the lands of the reserve, that the provincial government has conveyed its reversionary rights in a considerable portion of these lands to the city of Victoria (although the transfer order is admitted not to be worth the ink on the paper upon which it is written), that the Indians are the wards of the federal government, that a watchful eye over their interests is maintained by the Imperial government, and several other matters tending to increase the tangle, it is perhaps no wonder that the matter has been under discussion and negotiation for almost half a century and that it appears to be no nearer solution to-day than it was in the beginning.

We suppose everyone knows why the efforts of the Dominion government to induce the Songhees Indians to move to a more desirable reserve have thus far failed. The occupants of the reserve have possibly just as shrewd an idea of the value of their holdings as any of us. They have also just as well developed a sense of the satisfaction of possession. They are not Socialists in respect of that trait of human character, inherent in the blood of all races of men. They may be communists. The Dominion government has never, owing to the complications mentioned in a position to assure the members of the tribe precisely what disposition would be made of their property and what amount of money might be placed to their credit provided the land were sold. The Indians like a concrete proposition, and the simpler it is the better they like it.

John Oliver, who takes an interest in the affairs of Victoria, which is a rebuke to the late "big four," outlines a scheme which may simplify the whole matter and finally settle it. We do not think the Dominion government would have any objections should any one take the tangle out of its hands.

Mr. Drury explains the matter in his speech published in another column of this issue of the Times. In brief it is that the provincial government, whose interest in the reserve is second only to that of the Songhees themselves, should purchase the property and pay to the Indians a fair market price for it. If that course were adopted the natives would know precisely how much they were going to receive in cash and how much would be funded for their future benefit. If there had been a government in power more intent upon doing the province service than upon fighting Ottawa for political advantage, there is no doubt that the reserve question would have been settled long ago in some such manner as that outlined.

As every other means of reaching a settlement has failed, the one suggested would be worth trying. It will never be tried by the McBride administration, judging from his record. In the event of the final effort proving abortive, there will probably remain but another course to pursue. The Indians cannot be permitted to reside on the reserve indefinitely under the conditions which at present obtain. They can be enfranchised and raised to the status of the neighbors they love too dearly to be parted from. Then all their property will be subject to municipal taxation just like that of any other voter. That is a simple cure for the evil complained of, but it will not be resorted to by the Dominion government except when driven to extremity.

VICTORIA'S INTEREST IN THE DEAL.

We suppose there are some people in Victoria for the sake of the city's reputation as the abiding-place of a sane community we hope the number is small—who believe that the agreement between Mr. Mann and Mr. McBride as it affects this city is a bona fide one and will be carried out—that it is not merely a piece of transparent humbug conceived for the purpose of deluding the public and winning votes. If there are any such, we ask them to consider calmly a series of facts. 1. Mr. Mann has distinctly intimated that the objective point of the Canadian Northern Railway Company is the port of Vancouver. He has said emphatically that Vancouver will be the company's terminus and that all the

shipping business will be transacted from that port. And the statement is borne out by the further fact that surveys are under way and have all but been completed over the entire route from Yellowhead Pass to Burrard Inlet. Liberals raise no objection to the Canadian Northern enterprise as it affects Vancouver. Their only objection is to the terms upon which the road is to be built, seeing that the road must eventually find an outlet on the Pacific Coast in order to attain the summit of its promoters' ambition, which is to become a transcontinental railway line.

2. The Canadian Northern Railway Company has made no surveys whatever between Vancouver and English Bluff. Its engineers have had no intimation of an intention to make any such surveys. Mr. Mann when in Victoria knew no more about the topography of the geography of Vancouver Island than an eight-year-old child. He says the ultimate point of his road will be Quatsino Sound. If that is the case, what is he going to do with a ferry on the southern end of the Island and with the Barkley Sound Railway, which he says will not be the terminus of the road? Will the organs of the government, reckless as they have become at the thought of what the defeat of the McBride government would mean to them, say that the Canadian Northern Railway is going to build to Barkley Sound, and from there pursue a zigzag course eastward and westward and northward until the terminus on Quatsino is reached?

The organs of the government profess to accept all this hodge-podge of a railway programme in good faith. They at the time grew so enthusiastic about it as to toss up their hats in ecstasy at the prospects. One of them donned the mantle of a prophet and began to tell us of the wonderful works he saw with the eye of his imagination rising right in the neighborhood of the sanctum: railway terminals, stations, lines of cars, grain elevators. We believe he even heard the sullen roar of mills grinding thousands of sacks of flour per twenty-four hours. It is a grand and profitable time to have enthusiasm about election time if you are connected with a Tory organ.

We are just as anxious as any one in Victoria can be to see the city become the terminus of a transcontinental railway. Our interests are all centered here, and we have not yet reached that altruistic state of mind politically which would move us to sacrifice our material interests for the sake of being on the side of a party achieving a passing victory at the polls. Popular favor, is a very ephemeral thing. It is certainly not worth the sacrifices (a criminal offence in one instance) of good name and long-established reputation one of our contemporaries has made in pursuit of it.

The Times is anxious to see Victoria flourish, then, but it hates to see the people of Victoria continually flimflammed and made a laughing-stock in the eyes of the people of every other city in the province by designing politicians who are unscrupulous enough to take advantage of their cherished ambition to become the actual terminus of a real transcontinental railway.

Listen to the proposition placed placed before us in connection with the Mackenzie & Mann deal. Elevators and mill and all sorts of enterprises connected with the railway terminals are to be erected here. The Colonist has pictured them all in operation. The cars containing the wheat that is to feed these concerns are to be brought from tidewater at Vancouver to English Bluff. They are to be transferred from English Bluff to Sidney on a fast ferry, one of the most complete and up-to-date craft ever launched. From Sidney the trains will be run, at express speed doubtless, to the terminus of that road at Blanchard street. The wheat which is not to be ground but to be exported will be conveyed by fast truck (horse power) from Blanchard street to the outer dock and there loaded on ocean-going vessels. All these processes are to be gone through notwithstanding the fact that the wheat with railway terminals has been transferred direct from cars to ships at Vancouver. By course economy in handling is not to be taken into account when authorities of admitted standing in the transportation world undertake to construct a purely political railway.

Have we not given a true picture of the situation? Does an examination of the facts, even if we had no past experience to substantiate them, prove that the alleged agreement between Mr. Mann and Premier McBride is a fake, a humbug, a studied insult to the intelligence of the people of Victoria? Are the men who would attempt to perpetrate such a palpable fake worthy to hold office in British Columbia? Are we not warranted in saying that they would sacrifice the credit and the future of the province for the sake of another term in power? Is it not perfectly fair to assume that the late Finance Minister has learned of something in connection with that deal other than the guarantee of bonds and interest which compelled him for the honor of his name to dissociate himself from the parties to it? We desire to say with all the force we can lay upon words, that it will be an evil day for British Columbia should the McBride government be sustained in power on the 25th of November.

Splendid Bargains From Ladies' Underwear Dept.

Ladies' Combinations at 85c. LADIES' COMBINATION, just the right weight for this weather, at decisive savings is the important feature for Tuesday. This lot is made of natural wool, fleece lined; long sleeves, ankle length, high neck and buttoned; sizes from 32 to 85 inclusive. Tuesday 85c. Ladies' White Vests Priced Low at 25c. A splendid line of LADIES' WHITE VESTS, long sleeves, very neatly finished about neck, go on sale Tuesday. They are also in natural colors, splendid quality material; drawers to match. At, per garment 25c. Ladies' Wool and Cotton Underwear at 50c. LADIES' WOOL AND COTTON VESTS and DRAWERS, extra fine quality; very warm; in white and natural shades; vests have long sleeves; buttoned front; drawers to match. CHILDREN'S VESTS AND DRAWERS, vests have long sleeves, buttoned; also front and draw string; drawers to match. At 15c, 20c, 25c, 30c and 35c.

Ladies' Flannelette Underskirts. Specially Priced at 65c. LADIES' FLANNELETTE UNDERSKIRTS, good quality, made with deep flounce, trimmed with insertion and edged with lace. Special price 65c.

Ladies' Flannelette Drawers. Marked Special at 25c. LADIES' FLANNELETTE DRAWERS, extra good weight and quality, in fancy, dark and light stripes, all sizes. Priced at 25c.

Ladies' Flannelette Underskirts. Priced at 50c. LADIES' FLANNELETTE UNDERSKIRTS, in colors of white, pink and blue; full width, made with wide flounce, a splendid bargain at 50c.

Ladies' Flannelette Drawers. Priced at 50c. LADIES' FLANNELETTE DRAWERS, in plain white, pink and blue, made with frill, edged with embroidery. Exceptional value, priced at 50c.

Girls' Golf Jackets. Priced at \$1.50 to \$2.50. A GOLF JACKET is just the thing these days, warm and comfortable. Our stock of these is large indeed; in fancy weaves and colors, such as red, green, blue and grey, a great number of which are in coat effect, with pockets. Prices range from \$1.50 to \$2.50.

Children's Flannelette Night Gowns. Night Gowns 25c to \$2.00. We have just received a splendid line of Children's Flannelette Nightgowns, Sleeping Suits, Underskirts and Drawers, in plain effects; also a large variety trimmed with embroidery. Prices range from 25c to \$2.00.

DAVID SPENCER, LTD.

What Other People Think. NONE BUT ALIENS NEED APPLY.

To the Editor:—It is time that the public of British Columbia should be enlightened as to how the public money is spent, and by whom, in the northern parts of Vancouver Island. In the summer of the present year, 1909, the provincial government of British Columbia sent a survey party to Shushart Bay, V. I., to survey a road from Shushart Bay to Cooke Creek. They arrived at Shushart Bay without a cook, and although British subjects, settlers in these parts, wanted the job, a Chinaman was sent for to Victoria to take the position of cook in lieu of a British subject. This was the first act. Second act, when the trail was surveyed the government granted a big sum of money towards building the road from Shushart Bay to Cooke Creek. An American citizen who in these parts for a few months was at once made foreman, not one bona-fide settler being consulted or considered in the matter, either by the American citizen, or the provincial government. Although one settler of fifteen years' standing in the district and a Canadian, a few years ago out a trail from Shushart Bay to Cape Scott, and paid men \$ per day out of his own pocket. The money being now expended, the American foreman has returned to the United States, and it is very doubtful if he will again visit British Columbia, unless the provincial government, the friend of the Asiatic alien, will again produce the money to entertain him. In the last few years a great deal of money has been granted to Cape Scott towards improvements, aliens coming from the United States. The same programme is now being carried out at Cache Creek, and there is not a doubt that this giving aliens the expenditure of public money is keeping out British subjects that would reside permanently in this magnificent country, the finest grazing land in British Columbia. Now is the time that the public and voters should place this government, the friend of the alien, in such a position that they cannot repeat this action. I appeal especially to the voters of the Comox electoral district, in which this insult to British subjects has been made, to read the above facts and inwardly digest them, for their member has been appointed by the settlers and aliens to have taken of it. On election day let party feeling be forgotten, and Liberal and Conservative go hand in hand to the polls and vote against this government, the friend of the alien, the government whose cabinet minister goes to England and preaches British emigration for British Columbia and British Columbia for the British; the government that holds the Dominion government up

to ridicule for not granting money to build a fleet of Dreadnoughts to protect the Pacific Coast halibut banks against the American fishermen; the government that would lead visitors to British Columbia to think that they are the greatest Imperialists that adorn the British Empire to-day. CANADIAN. A CONSERVATIVE PROTEST. To the Editor:—As I unwillingly filled out a ticket pledging my support to the nominees of the Liberal Conservative convention I hereby withdraw my pledge, as I cannot conscientiously fulfill it. I supposed I was going to a fair and untrammelled convention, but to my surprise everything was pre-arranged (and I did not know it) so that the only candidate placed in nomination elicited some tokens of disapproval from the faithful, who were to vote like "beavers" for the slated candidate. Then to add insult to injury they distributed ballots when there was practically no choice left to vote upon. I am still a Conservative, and I will say this in passing, the Conservative party does not take kindly to machine methods; if they had, they would have retained power longer than they did, for they would not follow Sir Charles Tupper in cooing Manitoba. My second reason is that I am a life-long prohibitionist, and I cannot consistently vote for local option and at the same time vote for legislators who will do their best to nullify it when passed by the people. In the last three years they have elected five legislators, of whom three were either engaged in the liquor traffic or in favor of it. Mr. Barnard failed to draw out a full Conservative vote because of his participation in the liquor traffic. Of the present nominees, one is secretary of the Licensed Vintner's Association and one is employed in the wholesale liquor traffic, so it is fair to conclude that the party is manipulated by the liquor interest. Although I am in favor of their provincial and railway policy, yet there is another asset that is worth infinitely more to the province, both commercially, economically and morally, and that is a citizenship that is neither debauched by liquor, nor dominated by a machine. I wholly concur with the ancient Jewish politician when he tersely declared "Righteousness exalteth a nation, but sin is a reproach to any people." HECTOR DOW.

Preparations for the inaugural ball, which is to be held on Friday evening, November 26th, in the Women's building at the fair grounds, are shaping well. They are in the hands of an energetic committee with Mrs. Henry Croft, president of the Alexandra Club, as convener. Harper's orchestra has been engaged to furnish music for the dances. Special cars will leave the Willows at 1.30 a.m. and 3 a.m. Tickets are now on sale.

DODD'S KIDNEY PILLS. FOR ALL KIDNEY DISEASES. BRITISH PATENT. TRADE MARK. REGISTERED. DODD'S KIDNEY PILLS. FOR ALL KIDNEY DISEASES. BRITISH PATENT. TRADE MARK. REGISTERED. DODD'S KIDNEY PILLS. FOR ALL KIDNEY DISEASES. BRITISH PATENT. TRADE MARK. REGISTERED.

EE SPEAKING FROM EXPERIENCE EE. THE DOCTOR: "Ah I see, redness and feverish. Give him a Steedman's Powder and he will soon be all right." Steedman's Soothing Powders. EE CONTAIN NO POISON EE.

CAMP BRYDON John Kee - A Thomas didate, hasings which constituent first of the to-morrow at Oak Bay and Royal Mr. Bryd ception an glad of the farmer to rural distri been well question b ex-Speaker J Kaslo, B Keen in t there for sured. Mr v very popul election o member, i orous fight parties. B have pro Kaslo has disposal of commission being rese McKay's pecially in legislation men, is b with telli News fr contest b late mem former Co defeated. E are worki is with the re-election Richard didate in Shatford, ing succe Lo Dr. Spe knows th ed, local Conserva pendent, s. 26. There not deat Local O NEW V U Contract Bet Word Union St contract steamer i this city been run this firm a new ste they wou that they contract. The hea cover re steamer, g cleaned t ter craft ing on Rups to come to sel is be number a structed. Bow Em Liv Is esp colds in the lu other a action up the most you fe a few remede CY T LAF OLL E HOS A vi Th SHELT