

The Colonist.

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The Colonist Printing & Publishing
Company, Limited Liability
No. 57 Broad St. Victoria, B. C.
PEREVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20 cents per week
or mailed postpaid to any part of Canada
(except the city) and United States at the
following rates:
One year \$6.00
Six months \$3.00

THE SEMI-WEEKLY COLONIST

One year \$1.50
Six months75
Three months40
Sent postpaid to any part of Canada or
the United States.
TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of
advertising, to ensure their being inserted,
should be handed to the business office
not later than 9 p. m. Advertisers will be
accepted up to 8 p. m. at the business
office, but insertion cannot be guaranteed.
For urgent advertising after 8 p. m., con-
sult the Night Editor.

The Colonist is on file at the following
Coast Agencies, where advertising can be
contracted for:

A. B. GOODMAN,
Vancouver, B. C.
WHIT'S ADVERTISING AGENCY,
Seattle, Wash.
A. H. BALLARD ADVT. AGENCY,
615 Marquam Bldg., Portland, Ore.
E. C. DAKES ADVT. AGENCY,
64 Merchants Exchange, San Francisco.

\$10 REWARD
Will be paid for such information
as will lead to the conviction of
anyone stealing the Colonist from
the doors of subscribers.

PUBLISHERS' NOTICE

Reading notices or "locals" in con-
nection with all public entertain-
ments to which an admission fee is
charged will be inserted in the Col-
onist at the rate of 10c per line.

A WESTERN POLICY.

The reported decision of the federal
government to give material assistance
to railway construction in British Col-
umbia emphasizes the necessity of giving
effect at the earliest possible date to the
other factors of what we have called
a Western Policy. In previous arti-
cles reference has been made to ore-
smelting on Vancouver Island and the
settlement of the province by people of
the British race. We shall say a few
words this morning on the question of
deep-sea fisheries, although this subject
has been already very fully covered in
previous articles in these columns.

There is probably not much that a
government can do in this regard. As
far as we know, the laws on the sub-
ject are satisfactory, but we have an
open mind on that point. It is not sug-
gested, or at least the Colonist does not
propose to suggest, at present, at least,
that any system of bonuses should be
adopted, after the practice of France.
What appears to be necessary is that
the Department of Marine and Fisheries
should give our deep-sea fisheries spe-
cial attention, by the collection and dis-
semination of practical information as
to the supply and demand for such fish
as frequent our Coasts.

There must be many people in Eastern
Canada and in the United Kingdom,
who would feel disposed to engage in
deep-sea fishing off the Pacific Coast of
Canada, if they saw it to be their ad-
vantage to do so. As we said on a for-
mer occasion, there are people who turn
naturally to fishing and dealing in fish,
as others turn to farming, lumbering or
mining. They make the finest kind of
citizens. The Empire could ask for
nothing better than to have a large fish-
ing population here, made up of British
people. This subject is one of those
which must be postponed because of the
large expenditure involved. The ex-
pense necessary to provide a competent
commissioner, specially to report upon
the deep-sea fisheries of the Coast and
the market, present and prospective, for
the fish would not be great; neither
would the cost of printing the infor-
mation in the same attractive and very
excellent form adopted by the Depart-
ment of the Interior a year or so ago,
in connection with certain other Cana-
dian industries. It is with considerable
hopefulness that we urge this matter
upon the attention of the federal au-
thorities.

The Colonist has often been accused of
being unfair in its criticisms of the ad-
ministration of justice in the United
States, but it cannot agree with what
the Times says about the verdict in the
Conscience case. The evidence in that
case made it very clear that Meredith
tried to kill John Conscience, and that in
two or three minutes afterwards John
Conscience killed him, the actions in the
incident being rapid and continuous from
beginning to end. No jury in the world
would have found a man guilty of murder
under such circumstances. Washing-
ton juries have done some amazing
things, but this is not one of them.

It would have been a sad thing for
the junior member for Victoria if the
junior member for Vancouver had re-
sorted to violence the other night. Mr.
McPhillips has plenty of courage, but
he has never measured Mr. Gilmour's
muscle.

DR. A. W. CHASE'S CATARRH CURE 25c
Is sent direct to the diseased
parts by the Improved Blower,
which cleans the system, clears the air
passages, cures droppings in the
throat and permanently cures
Catarrh and Hay Fever. Blower
free. All dealers, or Dr. A. W. Chase,
Medicine Co., Toronto and Buffalo.

THE OUTLOOK.

Without further particulars of the
proposed arrangements with Messrs.
Mackenzie, Mann & Co. for the con-
struction of the Canadian Northern
across British Columbia and the Coast-
Kootenay line, it would be premature to
discuss probable details. These may or
may not commend themselves to the le-
gislation, but we feel much confidence
that the consummation of these very
important undertakings is within meas-
urable distance, in point of time, and
that the measure is not a long one. For
five years, often with little encourage-
ment and sometimes with open dis-
favor from influential quarters, the Col-
onist has labored to bring about these
undertakings, which it felt meant so
much for Victoria and the whole prov-
ince. Month after month and year af-
ter year, we have kept these matters to
the front, and it has seemed often as if
what we pleaded for was falling upon
deaf ears. But the time seems to have
come when the hope so long deferred
may be realized, when British Columbia
will be opened by new and important
trunk lines, and Victoria will become a
great railway terminal.

We regret the absence of details, but
we feel so sure of the attitude of the peo-
ple upon this question that we are con-
fident of the consummation of the great
projected enterprises, if ordinary good
judgment is allowed to prevail. The con-
struction of the Canadian Northern from
Yellow Head Pass to Victoria will in-
volve approximately five hundred miles
of railway, and the Coast-Kootenay line
some three hundred more. The neces-
sary branches and feeders of these two
lines, not to speak of other roads that
may be undertaken, will swell the total
mileage contemplated by the plan out-
lined in our Montreal despatch to at
least one thousand miles, and there ap-
pears to be good ground for assurance
that this mileage will be constructed
during the next five years. This means
the expenditure of a very large sum of
money, and to it must be added fully
as great an amount in improvements and
enterprises to which railway construc-
tion through such valuable portions of
the province will give rise. We there-
fore feel safe in predicting, as the result
of the consummation of the proposed
policy, a very prosperous era for the
province, which will be inaugurated as
soon as that policy takes the shape of
legislation.

So much for the immediate effects.
As for the future results, they are be-
yond computation. One may say with-
out uncertainty that the great progress,
which has followed the opening of
Kootenay by railways, will at least be
duplicated in the great Central area, to
be opened by the Canadian Northern.
The riches of the country between the
Boundary district and the Coast have
been so often set out that further re-
ference to them is not now needed. The
exploration of the mineral and timber
wealth of Vancouver Island will follow
as a matter of course from railway con-
struction. Both on the Mainland and on
the Island extensive areas of fertile
land will be made available for occupa-
tion. In short, the consummation of
such a railway policy will mean new life
to British Columbia.

As to Victoria, when the Canadian
Northern makes its ocean terminus on
Vancouver Island, all the other trans-
continental lines will in time find them-
selves compelled to do the same. Political
influence, local prejudice and simi-
lar considerations may for a time sway
the policy of corporations, but in the
long run, in transportation matters, the
facts of physical geography will pre-
vail, and for the purposes of Oriental
traffic the position of Vancouver Is-
land is a commanding one. Colonist
readers will hardly need to be remind-
ed of what has been said in these col-
umns on the subject of car-ferryes, but
it may not be out of place to mention
that we have demonstrated from the ex-
perience of other localities that the
narrow water-stretches between this Is-
land and the Mainland are not obstacles
to such traffic as is necessary to main-
tain the great commercial terminals.

THE POINT ELLICE BRIDGE.

It is understood that the Point Ellice
Bridge matter is to be disposed of on
Monday night, and it is said that the
majority of the Board of Aldermen
have allowed their indignation to get
the better of their judgment, and intend
to inflict the city with a 24-foot bridge
on the most important highway in British
Columbia. We hope that we are
mistaken in this matter. Who shall
build the bridge is, with the Colonist,
a secondary consideration. We should
prefer it to be done by a Canadian firm,
and especially by one having its head-
quarters in Victoria. But whether a
few tens of thousands of dollars, more
or less, are paid out in Victoria, for
this is not a matter of prime impor-
tance. The great question is: Is this
city about to contract a permanent li-
ability for a temporary bridge—for, any
bridge, known in advance to be unequal
to the requirements of future traffic,
must necessarily be only a temporary
structure? A 24-foot bridge at Point
Ellice will have to be removed within
ten years, or else the demands of traf-
fic will compel the erection of a new
structure in some other place. Traffic
between this city and Esquimalt will as-
sume enormous dimensions in the very
near future. Victoria is about to become
a great railway terminal. We must
plan for the future, and for a future
that will witness development on a large
scale. Will not the majority of the
Board of Aldermen reconsider what are
understood to be their conclusions in
this matter? They are citizens like the
rest of us. They would not willingly
do anything to mar the future of the
city. They stand almost alone in their
willingness to erect a bridge inadequate
for the needs of traffic. Surely they will
see that they can recede with dignity
from their present attitude and deter-
mine upon giving the city the kind of
structure which public opinion almost
universally demands. Many suggestions
have been made to the Colonist looking
to a public meeting to protest against
what so many people regard as a waste
of public borrowed money; but we are
not without hope that such a course will
be unnecessary.

May we remind the Times that it is
"The Canadian Northern," not Canada
Northern?

B. C. RAILWAYS.

The announcement, which we are able
to make this morning, that the early
construction of the Canadian Northern
through British Columbia, so as to
make Victoria the terminus of a new
transcontinental railway, is perhaps the
most important ever made in this city.
For nothing has the Colonist contended
more earnestly than for this, and we hope
no difficulties will arise to prevent the
immediate consummation of this great
undertaking. The Coast-Kootenay line
is also under consideration, and we hope
will be carried out in a measure that
will make Victoria a terminal of an-
other transcontinental system. We can
only this morning add the hope that
the plans outlined in our Montreal spe-
cial will be carried out with the least
possible delay.

A WESTERN POLICY.

Pursuing the discussion of what we
have called a Western Policy for Cana-
da, it may be well, for the sake of
completeness, to mention some of the
factors, which we think ought to be
included in it, and then deal with each
in detail. At present we have in mind
five such factors, namely:

The establishment of a great ore-
smelting industry on Vancouver Island
and the promotion of commerce north
and south in connection therewith.
The colonization of British Columbia
by people of the British race and with
the least possible delay.
The promotion of greater interest in
our Pacific Coast deep sea fisheries.
The development of Oriental and Aus-
tralian trade.
The completion of our system of local
and transcontinental transportation sys-
tem.

Sufficient reference has been made to
the first factor in the articles which ap-
peared in the Colonist of yesterday and
the day previous. We shall now take
up the second factor.
The Pacific coast of the American
Continent extends across one hundred
and thirty degrees of latitude, from Cape
Barrow, on the North, to Cape Horn on
the south. Of this six degrees, namely
from the 49th parallel north to the
55th parallel north, are British terri-
tory. Through a piece of phenomenal
folly the British government neglected
to secure Alaska when it was going be-
hind for a purchaser, and it was taken
over, though with considerable reluc-
tance, by the United States. The con-
sequence is that the British part of this
exceedingly important coast lies between
two portions of a foreign power, with
whom we are at present on friendly
terms, but between whom and us there
will always be real rivalry. We do not
anticipate any revival of the claim once
put forward by the United States for
the ownership of this whole coast as far
north as "fifty-four-forty," but no less
a personage than the present President
of the United States has expressed the
opinion that the abandonment of that
claim was an error. Alaska is certain
to be very greatly developed in the near
future. The people of the United States
feel the constraint of their territory
south of the 49th parallel, and they are
reaching out to find new worlds for in-
dustrial conquest. Alaska presents such
an arena, and it is sure to be exploited
to the fullest extent. The State of
Washington is rapidly becoming a great
hive of industry and Puget Sound is
making its way to the very front rank as
a depot of commerce. It is as certain as
anything human can be, that within a
short time great commercial cities will
be established on Puget Sound, and
that the Alaskan Archipelago and coast
will be peopled by a hardy and aggres-
sive population. Between these two
centres of American influence, industry
and aggressiveness will lie the six de-
grees of Canadian coast, and we submit
that the instincts of patriotism, the prin-
ciples of statesmanship and the welfare
of the Empire demand that this thresh-
old of the Pacific should be in the
hands of people of British birth and
trained in British ideas and the resolve
to maintain British prestige. It is not
desirable that this great strategic point
should be peopled by a heterogeneous
population, consisting in small part of
Canadians and natives of Great Britain,
but principally by people who have been
crowded out of the United States, the
semi-civilized people of Central and
Eastern Europe, and a horde of Mon-
gols. We have lately seen that in the
Yukon, a part of Canada where, as in
all parts of the British Empire, there
has been no distinction between men
no matter of what nationality the hor-
rid head of rebellion has shown the pur-
pose of asserting itself. The Empire
should take warning by this, and should
see that at its great outposts, and along
its imperial highways, sufficient British
shalls always be on guard to ensure that
what we have we shall ever hold. We do
not mean by this that we shall al-
ways have a strong garrison at Esqui-
malt and a powerful squadron on the
North Pacific station. We mean some-
thing very different to this. It is that
the country shall be peopled by people
of the British race, who shall ever main-
tain here the British flag and all that
it implies.

About a year ago the Colonist made
reference to this matter in connection
with the threatened invasion of Japan-
ese. It is rendered more important by
the actual invasion that is in progress
from the United States. The difficulties
that have occurred in Kootenay have
been almost wholly due to the invasion
of the province by people, who found
it desirable to leave the United States.
We have been told of a settlement in
this province for which the government
has done very much, and whose people
have shown their gratitude by express-
ing hearty sympathy with the Boers.
We have been told of men who have
lived in this province and for years have
enjoyed its advantages, and yet so im-
bued with the prejudices inculcated in
their minds by their early education,
that while outwardly loyal to the land
in which they live they are at heart hos-
tile to every interest of the British
Crown. Let it not be supposed that this
article is intended to suggest that there
is any peril threatening or likely to
threaten. It is well, however, to guard
against possible emergencies. We have
seen in South Africa how the Cape
Dutch have forgotten their duty to the
flag under which they have lived and
prospered, and have given their sym-
pathy and active support to the enemy,
at a cost to the Empire of millions of

money and thousands of lives. But for
the disaffection of the Cape Dutch, the
war in South Africa would have been
over long ago. Except in South Africa,
the Empire is today at peace with all
the world, and there is undoubtedly a
desire on the part of all great nations
to avoid war. But it would be a singu-
larly unwise statesman who would trust
to the early inauguration of a period of
peace. No one expects anything of the
kind, as the increasing armaments of
the world show. But it is of little use
to train a great army and equip a
mighty fleet, while we permit the life-
blood of the Empire to be drained off to
foreign lands and allow aliens to occupy
the great strategic points in British Do-
minions beyond seas. The time may
come when the might of the Empire will
have to be exerted to maintain the su-
premaccy of the flag over these six de-
grees of latitude, which form the Pacific
Coast of Canada, and it will make all
the difference in the world, when that
time comes, whether British Columbia
is peopled with loyal Britons or with
aliens, who are only under the flag be-
cause it suits their pockets to be so.
In view of these considerations we
submit to Sir Wilfrid Laurier that as
Premier of Canada and a statesman with
whose name true British Imperialism
is so closely associated, he has a
great and pressing duty to perform in
this connection. It is to devise some
means whereby British Columbia can
be settled by British people. We shall
not attempt in this article to indicate
how this can best be done. In future
issues some consideration may be given
to it, but the question is too great to
be disposed of off-hand. We may say,
however, that it appears to us that the
question is one in working out the
Imperial government and the provin-
cial government might co-operate with
the Dominion government to good
advantage. For the present we shall
leave the question at this stage, not
because there is nothing more to be
said about it, but because there is so
much, and because to discuss it in great-
er detail calls for careful thought and
long consideration. We invite our con-
temporaries throughout Canada to ex-
press their views upon it.

Without making special reference to
the matter of the suit of the Vancouver
Island Building Society, an item in re-
gard to which will be found elsewhere,
we would like to say that the idea that
newspapers are published under perit of
proceedings for contempt of court be-
lieved taken against them for printing the
news of the day, will not be sustained
by public opinion in this country. The
doctrine of constructive contempts has
at times been pushed very far, but not
so far as to prevent the publication of
ordinary news. The true principle is
laid down in Hunt v. Clarke, where it
was held that such publication is not a
contempt unless it is likely to or actual-
ly does prejudice any of the parties, or
interfere with the due administration of
justice. This does not mean that the
publication of something which may
hurt the feelings of a litigant is a con-
tempt of court. The prejudice must be
to the standing of the litigant before
the court or jury. At the same time,
we deprecate the publication of news
items at the instance of solicitors who
may have instituted proceedings. There
is, however, a class of cases in which the
public generally are interested, and
these stand upon a different basis to
purely private suits. The latter ought
as a rule to be referred to only under
special circumstances.

The Mayor has called a meeting of
a few representative citizens, for this
afternoon, to discuss the advisability and
the practicability of organizing a Tourist
association, which will have for its
object the promotion of tourist travel
to Victoria and Vancouver Island during
the summer months. It has long been
felt that Victoria's exceptional climate
and geographical position should insure
to her a much greater share of tourist
travel than she has so far enjoyed, and
although the subject of attracting visit-
ors has often been discussed, no definite
plan has as yet been formulated to
deal with the matter. The advantages
which would accrue to the business men,
hotelkeepers, and the community gen-
erally, from a large influx of summer
tourists would be hard to estimate at
their true value, and it is to be hoped
that today's meeting may result in the
formation of a strong organization which
will take vigorous measures to attain
an object so long desired and so im-
portant to the future prosperity of the
city.

Under the heading "Very Low, In-
deed," the Times says that the letter
which appeared in the Colonist, signed
Metchosin a few days ago, was written
merely this morning than Metchosin.
The Congratulate and contemporary on the
heading selected for such a statement,
for it is very low indeed.
Those Bulgarian brigands seem to con-
sider Miss Stone a precious one, and about
the only pebble on the beach—Boby-
gion Independent.

HEADQUARTERS FOR HOLIDAY CANDY.



3 LBS. NEW RAISINS FOR.....
3 LBS. NEW FIGS FOR.....
3 LBS. NEW CURRANTS, CLEANED, FOR.....

25c



New Lemon and Orange Peels, per lb 15c
New Citron Peels, per lb 15c
New Shelled Almonds, per lb 15c
Mixed Candy, per lb, 10c, 12c, 14c
Mixed Nuts, fresh, 20c. lb or 2 lbs. for 50c

Snow Flake Flour \$1.00
19 lbs Van. G. Sugar \$1.00
20 lbs Yellow Sugar \$1.00
Manitoba Fresh Eggs, per doz 30c
Manitoba Dairy Butter, per lb 20c

Manitoba Creamery Butter, per lb 25c
Pure Lard, best make, per lb 16c
Choice Cocoa Nut, per lb 25c

HARDRESS CLARKE,
86 Douglas Street,
Victoria, B. C.

ORE BAGS E. G. PRIOR & CO., Ltd

FOR SALE
TURNER, BEETON & CO



Thanksgiving Day

Comes once a year. But our fine stock of
HARNESS, SADDLERY AND OTHER
HORSE GOODS you can inspect every day.
Our new stock of Horse Blankets and Rugs
SPECIALLY MADE FOR OUR TRADE,
just arrived.
B. C. SADDLERY CO., LTD.
44 Yates Street.

NOTICE TO CONTRACTORS.

Westminster and Ladner's Road.

Sealed tenders, endorsed "Tender for
Wagon Road," will be received by the un-
derdesignated up to noon of Monday, the 2nd
December, 1901, for the construction of
about 5 1/2 miles of wagon road.

Plans, specifications, forms of tender and
contract may be seen on and after the 21st
November, 1901, at the Government Offices
at Victoria, Vancouver and New Westmin-
ster, and also at the office of the Clerk of
the Municipal Council, Delta.
Tenders will not be considered unless
made upon the printed forms supplied for
the purpose, and the agreement to execute
a bond appended to the Form of Tender is
duly signed by the Contractor himself and
two other responsible residents of the Prov-
ince in the penal sum of \$5,000, for the
faithful performance of the work.
The lowest or any tender not necessarily
accepted.

W. S. GORE,
Deputy Commissioner of Lands and Works,
Lands and Works Department, Victoria,
B. C., 25th November, 1901.

Notice to Contractors

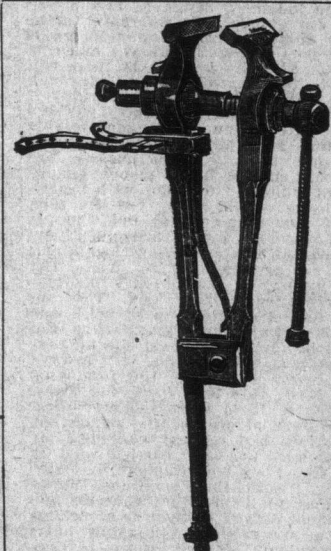
COMBINED TRAFFIC AND RAILWAY
BRIDGE FOR FRASER RIVER AT
NEW WESTMINSTER, BRITISH
COLUMBIA, CANADA.

Sealed, separate or whole tenders, prop-
erly superscribed, as the case may be, by
"Tender for Substructure, Fraser River
Bridge," "Tender for Superstructure, Fraser
River Bridge," "Tender for Fraser River
Bridge," will be received by the under-
signed up to and including 8th day of Jan-
uary, 1902, for the manufacture, erection
and completion of the bridge in accordance
with the drawings and specifications to be
seen on application at the Lands and Works
Department, Victoria, B. C., at the Gov-
ernment Office, New Westminster, B. C.,
and at the office of Messrs. Waddell and
Hedrick, Consulting Engineers, New Nelson
Building, Kansas City, Mo., on and after
the 6th day of December, 1901.

Intending tenderers upon application at
any of the above named offices may ob-
tain, upon payment of ten (\$10) dollars,
copies of drawings and specifications for
either substructure or superstructure, or
twenty (\$20) dollars for both.
Each tender must be made out on the
form supplied, and must be accompanied
by an accepted bank cheque or certificate
of deposit on a chartered bank of Canada
or National Bank of the United States,
made payable to the undersigned, or by
gold, in the sum of five thousand (\$5,000)
dollars, which will be forfeited if the party
tendering declines to enter into contract
when called upon to do so.
The cheques or cash deposit, as the case
may be, of unsuccessful tenderers will be
returned when contract is awarded.
The agreement on the form of tender to
furnish a bond for \$50,000, or equivalent
satisfactory security, for the due fulfilment
of the work, must be signed by the tender-
er and his sureties.
The Department is not bound to accept
the lowest or any tender.
W. S. GORE,
Deputy Commissioner of Lands and Works,
Lands and Works Department, Victoria,
B. C., 2nd November, 1901.

The H. B. A. Vogel Commercial College

We teach thorough office methods entirely
and use no text books or "system" for
bookkeeping. We teach and place our
students into positions in six months.
Shorthand and typewriting. Send for illus-
trated prospectus.
P. O. Box 347, Vancouver, B. C.



BAR, PLATE and
SHEET IRON.
DRILL STEEL.
PIPE and
PIPE FITTINGS.
NAILS, LOCKS,
HINGES.
BUILDERS'
HARDWARE.
MECHANICS' TOOLS
PICKS, SHOVELS,
SAWS, Etc., Etc.

VICTORIA, VANCOUVER, KAMLOOPS.

ASTHMA CURED FREE

Asthmalene Brings Instant Relief and Permanent
Cure In All Cases.

SENT ABSOLUTELY FREE ON RECEIPT OF POSTAL
Write Your Name and Address Plainly.



Dr. Taft Bros. Medicine Co.
Gentlemen: I write this testimonial from a sense of duty, having tested the won-
derful effect of your Asthmalene, for the cure of Asthma. My wife has been afflicted
with spasmodic asthma for the past 12 years. Having exhausted my own skill, as
well as many others, I chanced to see your sign upon your windows on 130th street,
New York, I at once obtained a bottle of Asthmalene. My wife commenced taking it
about the first of November. I very soon noticed a radical improvement. After
using one bottle her asthma has disappeared and she is entirely free from all sym-
ptoms. I feel that I can consistently recommend the medicine to all who are afflicted
with this distressing disease. Yours respectfully,
O. D. PHELPS, M. D.
Aven Springs, N. Y., Feb. 1, 1901.

Dr. Taft Bros. Medicine Co.
Gentlemen: I was troubled with Asthma for 22 years. I have tried numer-
ous remedies, but they have all failed. I ran across your advertisement and
started with a trial bottle. I found relief at once. I have since purchased your
full-sized bottle, and I am ever grateful. I have family of four children, and
business every day. This testimony you can make such use of as you see fit.
Home address, 235 Rivington street,
67 East 129th St., New York City.

Do not delay. Write at once, addressing DR. TAFT BROS., MEDICINE CO.,
70 East 130th St., N. Y. City.

SOLD BY ALL DRUGGISTS

Cooking for a Few.

Small families are
harder to cook for than
large ones, because good
cooking is impossible on
most ranges when only a
small quantity is needed.

"Cornwall" Steel Ranges,

universally recognized as the best steel range made in America, are
built in sizes to suit small families, and the small sizes are just as
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