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THE MUNICIPAL ISSUES.

Municipal electoral campaigns in Victoria are usually of very short duration. The season of the year at which elections are held does not permit of a prolonged discussion of civic affairs. Perhaps this is just as well. These elections occur once a year, and it is not particularly stimulating to business to keep the public in a continual state of turmoil over the conduct of public affairs. Besides citizens ought to be sufficiently interested in matters which most intimately concern them to pay strict attention all the year round to municipal matters. Unfortunately, all the people do not follow as closely as they ought the conduct of civic business. In the cases of some proportion of them interest is spasmodic—more likely to be aroused by the appeals of mere office-seekers to sectional prejudices than by the reasonings of sober common sense and practical experience.

But two days remain for the electors of Victoria to decide whom they shall elect to conduct their affairs for the coming year. They have had two years of the present civic regime. The record of its achievements is before them. It is for them in their wisdom to decide whether there shall be a change or whether there shall be another year of much talk and little accomplishment.

Some of the members of the retiring council affect to resent the fact of opposition having developed against them. Surely it is a perfectly legitimate thing for any of our citizens, acting independently or in concert, to endeavor to persuade men whom they deem qualified to serve the city with intelligence and zeal to come forward in times of crises and tender their services. It has never been asserted by those who claim there is necessity for reforms that members of the old board have not done the best they could, in accordance with their judgment, for Victoria. They simply contend that there appears to be considerable room for improvement in the personnel of the council, and they have adopted what they believe to be the best and the most effective means of effecting such an improvement. In criticising the methods of citizens of all classes and of all political opinions who were instrumental in the formation of the Progressive ticket, it is not complimentary to the intelligence of the electorate to say corporate influence hath done this thing. And it is the climax of absurdity to claim, as the supporters of the Mayor have done, that the C. P. R. and the Esquimalt Water Works Company and Rum and Prostitution and Gambling and Party Politics are behind Dr. Hall and the other gentlemen of the Progressive Ticket. One would be justified in using strong language in condemning the ravings of such irresponsible incendiaries. The record of the various candidates is sufficient answer to such nonsense as has been published, doubtless under the imprimatur of Mayor Morley.

Even electors who cannot approve of the selection of the reformers in its entirety must be compelled to admit that it enlarges their choice. They will concede that the present council is far from perfect, and that there is ample room for improvement. It is an improvement we all desire to see effected. We believe the most satisfactory reform would be brought about by the election of the complete Progressive Ticket, from the Mayor down. Consequently we advise all voters to weigh the matter very carefully in their minds before deciding how they shall cast their ballots and not to be influenced against their better judgment by the appeals of the "abbot of unreason," who is taking such a conspicuous part in the campaign.

RELATIONS WITH JAPAN.

There has been a good deal of what appears to us premature discussion about the mission of Hon. Mr. Lemieux to Japan. American newspapers have declared the Canadian minister's diplomatic journey to the court of the Mikado a failure because, forsooth, he failed to call upon the United States ambassador and seek the co-operation of that gentleman in his undertaking. If Mr. Lemieux had sought the assistance of the American ambassador, that would have been at the very least a tacit admission of the suzerainty of the republic over this country, and we are quite sure the Conservative press of the Dominion, which seems to have accepted the American version of the mission of Canada's minister as the correct version, would have been the loudest in its condemnation of such truckling. But Mr. Lemieux took the first possible opportunity of declaring that Canada recognized no such dependence. Whatever negotiations took place were conducted entirely independent of the United States ambassador, and there is no reason whatever to doubt that the representative of Canada, with the able assistance of the British minister at the Mikado's court, reached an understanding that will be perfectly satisfactory to the people of British Columbia without disturbing in the slightest degree the relations between Great Britain and Japan.

Mr. Lemieux has doubtless by this time made his report to his government. That report has not yet been made public because it has not been submitted to Parliament. Dealing with the premature chortling of the Conservative press, which is evidently so blinded by partizan zeal that it would welcome an announcement of the failure of the mission of the minister, the Toronto Globe administers the following timely admonition:

"A number of Conservative papers are announcing with glee that Mr. Lemieux has failed in his mission. 'Mr. Lemieux is returning from Japan without success,' says the Kingston News, and the Mail, after saying the same thing several times, has so convinced itself that in its latest issue it reaches the past pluperfect stage. Now that the failure of the Lemieux mission to Japan has been announced,' it says. Who has announced it? Not a scrap of intelligence has been obtained from any reliable quarter upon which such an opinion could be founded. The Japanese court and ministry are close-mouthed by nature and policy. Mr. Lemieux declined to say anything until he reported to his colleagues. From where, then, has the failure been announced?

"The length to which partizanship will go in this country is fairly familiar to us all. It was not quixotic, however, to have indulged the hope that this delicate question, arising between two countries which are the best of friends, would not have been thrown into the melting-pot. In Great Britain, that first of democracies, it is a well-accepted understanding that foreign affairs shall not be made a part of the party game. No such consideration restrains the organs of the party which plumes itself on being the patriotic party par excellence. The columns of papers of the Mail stripe have reeked with sneers at Mr. Lemieux and with discussions that were sure to make his task more difficult. Does the steady-going rank and file of the Conservative party require such tactics employed on its behalf? The Victoria Colonist, from which better things might be expected, declared that the assurance of the Japanese government that emigration to Canada would be restricted within satisfactory limits would not be acceptable. It demanded that the initiative should be with Canada, and that it should be a case of cure rather than one of prevention. A paper which talks in that strain plays fast and loose with newspaper responsibility.

"What Canadians will hold on to is that our Pacific shores shall not be overrun by the Asiatic races. Upon that we are all determined, but our aim can be attained without quarreling with Japan or any other of our trans-Pacific neighbors. Would our Conservative contemporaries like the government to go about this matter in a way that would wound the pride of the Japanese people to the quick? If they would, they are, we believe, totally out of harmony with the people of Canada.

"It should be said that all Conservative newspapers do not join in this dangerous agitation. Some of them seem content to wait until Mr. Lemieux makes his report. The Ottawa Journal goes further and rebukes the unpatriotic papers which for party purposes do not hesitate to stir up the dangerous fires of racial animosity. 'How any mere outsider,' it says, 'can know that Mr. Lemienx's to Japan has failed is a puzzler. Moreover, if there is one field where more than anywhere else too much talk is harmful, diplomacy is that field.' This is well said and timely said."

PROGRAMME OF THE PROGRESSIVES.

A few days ago the Times questioned whether the "voluntary" system generally in vogue in municipal affairs had been productive of good civic government. We expressed our conviction that the very best men, men who had demonstrated their capacity by success achieved in the conduct of their private business, were usually loth to offer their services to their fellow-citizens because of the possibility of their motives in seeking office being misconstrued. We said then that, notwithstanding obvious defects in the party system as applied to provincial and federal affairs, there was one feature of the party system that might be imitated with advantage in municipal elections. That feature was the custom of representatives of the parties assembling and choosing candidates for the legislature or the House of Commons. This method is not perfect in its ultimate results. Conventions do not invariably choose wisely or with discretion or with a single eye to the welfare of the community they represent. But it is the only system possible under prevailing conditions. There must be some process of elimination leading up to concerted action while the present admittedly defective political system prevails. That system does not prevent any candidate coming forward who aspires to effect reforms or to promote a just cause.

We felt strongly when deploring the apparent lethargy of the people of Victoria upon the subject of municipal government that something ought to be done, some pressure brought to bear, upon representative men, men of proved capacity and independence, to place their talents at the service of the city during the present municipal year. A progressive ticket has been nominated. It has been said that the progressives were brought out at a "hole and corner" meeting; that they represent class interests, sinister influences and principles inimical to the moral well-being of the community. That was perhaps to be expected. A glance at the names of the gentlemen nominated ought to convince any reasonable, unprejudiced person that such a charge is absolutely ridiculous. An examination of their standing and record ought to be sufficient to establish the sincerity of their professions. It was with considerable difficulty that some of them could be persuaded to enter the field. They only did so because they believe it is the duty of every patriotic citizen to assist when called upon and to make some slight sacrifices when necessary for the sake of Victoria. Neither private corporations nor political party has the slightest grip or influence upon them. They represent diverse element. The only bond between them in a sincere desire to effect reforms in the civic administration and to make the present year the most progressive in the history of Victoria.

We published the programme of the progressive ticket last evening. It is a very interesting programme indeed. The most prominent feature of it, of course, is the announcement that the time has come for an appeal to the provincial government to follow the example set by other governments of Canada and the United States in respect to assisting the capital of the province in the task we have already assumed, but which has proved altogether beyond our resources. The federal government has announced its intention of making Ottawa the "Washington of the North." That work has already been commenced, and not a word has been said in opposition to the policy by any other city in the Dominion. The belief is general that the capital ought to be worthy of the Dominion. Nature has done a great deal for Victoria. About all we have succeeded in doing hitherto for Victora is to mar the works of Nature. As the capital of the richest and the most prosperous province of the Dominion, Victoria ought to present an appearance worthy of her high estate, and we believe the provincial government ought to, and will, do its duty in this respect if assured that that which it is urged to do shall be effectively seconded by an efficient civic administration.

As Mr. Marchant pointed out in his letter published in the Times, our mileage of streets is so great that thoroughfares cannot be kept in good order out of the revenue at the disposition of the council. Taxaton is high and is increasing. An increased revenue is absolutely necessary. The representatives of the progresive ticket will advocate the diversion of all or a portion of the personal property tax now collected by the provincial government to the municipal treasury. There are substantal reasons for a belief that this request will be granted. At least the progressives will urge such a reform upon the government, and if they succeed, as we hope they may, one of the most perplexing problems affecting the situation in Victoria will be solved.

We believe that if the electors consider all these matters in a reasonable spirit, dismissing prejudice, they will agree with us that the progressive ticket, from Mayor downwards, is entitled to their support.

THE LATE DR. EATON.

The announcement of the death of Dr. Eaton, superintendent of Victoria schools, will be read with deep sorrow wherever that gentleman was known. And Mr. Eaton was well known in most parts of Canada as an accomplished scholar and enthusiastic educationalist. Although he had not enjoyed robust health since his engagement in Victoria commenced, frailty of constitution did not deter him from entering with a determined spirit upon the work of instituting such reforms as he believed to be necessary in our educational system. Under his superintendence the efficiency of teachers and the work of scholars have shown a decidedly upward tendency. That Victoria college ranks to-day as one of the best educational institutions in the province, that its graduates have taken the highest places in competition with the pupils of schools of much greater fame, is due in no inconsiderable degree to the efforts and judgment of the late superintendent. He was deeply devoted to his life's work. His influence was more than local also, because we believe his advice was often sought and acted upon in provincial educational affairs. Dr. Eaton was naturally a man of retiring disposition. He did not thrust himself into any circles outside of those in which his official duties lay. Yet he was highly esteemed by those who knew him most intimately as a man of kindly heart, courteous disposition, ever ready with a word of encouragement to those engaged in the profession of teaching.

Civic reform should begin with the re-establishment of respect and harmony between mayor and council, otherwise success is impossible.

Two Progressives elected by acclamation. That will do very well for a beginning.

LATEST PHASE OF EASTERN RATE WAR

Atlantic Lines Make Further Cuts—Hamburg-American Proposes English Call.

New York, Jan. 11.—The Hamburg-American steamship line announces that the second cabin rate for all rooms on all its steamships between this port and Hamburg until May 1st, except on the steamer Deutschland, had been brought down to $38. The minimum second cabin rate on the steamers Kaiserine, Auguste, Victoria and Amerika had been $44; on the steamships of the "P" class, including the Pennsylvania, Pretoria and others, it had been $30. The promise is made that, beginning with the sailing of the Graf Waldersee, from here on April 18th, the steamships Pennsylvania, Patricia, Graf Waldersee and Pretoria, on east-bound trips, will stop at the ports of Plymouth and Cherbourg.

According to a high official of one of the English lines, such an entry of the Hamburg-American line into England is to be opposed by the enforcement of the British Merchant Act of 1906, by which a liner entering an English port with a cabin passenger who has paid less for his trip than an amount equal in American money to $48, can be classed as an immigrant steamship, subject to all the inconveniences of a vessel so classed.

Cunard's Action.

Liverpool, Jan. 11.—The Cunard Steamship Company has made a further reduction of $3.50 in its steerage rates to meet the White Star line's cut. The Cunard company has also followed the White Star line in its reduction of second cabin rates.

IS AT HONOLULU.

Steamship Booked to Carry Japs Here via San Francisco at Island Port.

The Chargeurs Reunis steamship Amiral Fourichon arrived at Honolulu on Saturday last, and details of her departure are being awaited with interest in view of the fact that a Hawaiian syndicate has booked passages for two hundred Japanese coolies to come to British Columbia via San Francisco.

The latest immigration regulations of the Dominion government which absolutely prohibits the landing of any immigrant coming from a country other than his own, will probably result in the Amiral Fourichon leaving Honolulu without the horde of Asiatics.

LONSDALE DUE NEXT WEEK.

No Information Concerning Mutiny on Mexican Liner Received by Agents —Probable Delay.

Coming from Salina Cruz and way ports on the Mexican west coast, the Canadian-Mexican liner Lonsdale is scheduled to arrive here on Wednesday next. The arrival of the liner is being awaited with interest, as only meagre details of the reported mutiny which broke out among her Chinese crew have come to hand.

A brief dispatch from Mexico City some time ago told of the seamen's attempt to take the ship and of how A. W. Donly, trade commissioner for the Dominion in the republic, assisted the officers to overcome the mutineers. Since then, as far as can be learned, the agents of the line have received no information either concerning the trouble with the crew or the sailing of the liner. It is therefore quite probable that she has been delayed, obtaining another crew, and may not reach ths port for some time.

ARE CHANGING FUNNELS.

Latest Sound Steamship Merger is Being Marked by Re-painting of Stacks.

The well known steamships Jeffer-Dolphin, Dirigo and Farallon are having their funnels painted brown, the Northwestern Steamship Company's color, while the boats of the former Northwestern company are having their flags changed to the red background with black ball, the flag of the Alaska Steamship Company. The whistle in use by all the ships of the new Alaska company is that of the old company, one long and one short blow.

BUOY SERVICE.

Cascade Bringing Ten New Lights—Jolliffe Restored San Juan Buoy.

The tug William Jolliffe, under charter to the marine and fisheries department, returned to Esquimalt on Saturday afternoon after replacing the buoy in the channel at San Juan harbor which went adrift last week. The Jolliffe is now loading materials to replace the big buoy on Swiftsure bank and will leave in a couple of days' time.

The Cascade, which brought over part of a shipment of ten accetelyne gas buoys from Vancouver last week-end, has returned to the Terminal city to bring the rest. These buoys are of the latest pattern and will replace ten of the 31-day Whigham oil lights in use on the coast. Two of the first Whigham lights to be replaced will be those at Lund and Coffin Island.

SCHOONER'S TRYING TRIP.

Lucy Was Forty-seven Days From San Pedro for Umpqua.

Forty-seven days out from San Pedro, en route to the Umpqua river, the schooner Lucy, 294 tons, Captain Peterson, was towed into Port Townsend on Saturday with her larder empty and fresh water entirely gone. The vessel made offing at the river in thirteen days, since when storms and alternating calms have conspired to prevent her reaching first the Columbia river and, later, Grays Harbor, both of which she attempted after hopes of reaching Umpqua had been abandoned.

Captain Peterson declares the weather the worst he has ever experienced in thirty-five years' sailing on the coast. The Lucy will probably load lumber at some Sound port in preference to again undertaking the voyage to the Oregon port.

The Holt liner Titan, from Sound ports and Victoria for Liverpool, passed Suez on Saturday.

Our Whitewear and White Goods Sale Now in Progress

OUR WHITEWEAR SALE, which is one of the most important sale features of the year, is now in progress, and includes the best and broadest stock that we have ever had in Ladies' Gowns, Skirts, Drawers, Corset Covers, Linens, Men's Shirts, etc., all of which go towrds making this a perfect White Sale in every way, and an event whch women cannot afford to let slip by without investigating.

Ladies' Nightgowns

At an Exceedingly Low Figure

In this sale we are showing a large assortment of Ladies' Nightdresses, in styles which are extremely diversified. They are made of extra good quality muslin and cambric, very nicely finished and trimmed in many dainty and different styles. The prices at our Whitewear Sale range from **$5.75** to..... **50c**

Ladies' Drawers

Regular Values 50c FOR 35c

This lot includes **26** distinct patterns, some of which are very daintily trimmed with embroidery and linen lace and is one of the best lines we have ever shown at sale. The regular values of these much-needed articles were **50c**; at this sale..... **35c**

Extra Special, Ladies' Drawers, $1 to $1.35

Whitewear Sale, 75c and $1.00

This lot is a special purchase and are marked at an exceptional low figure for quick clearance. They are all made of extra good quality of material, the regular value being **$1.00** to **$1.35**. At our Whitewear Sale **$1.00** and..... **75c**

Ladies' Skirts Ranging From 90c to $4.75

The Skirts we are showing at these prices are made of good quality cambric, lawn and muslin. Some made with very wide frill around bottom and two rows of clustered tuckings, others with wide tucks and ruffles, finished with fine embroidery; also a large assortment of lawn skirts made of half skirts of lace, finished with deep lace edging and dust frill. Prices at our Whitewear Sale range from **$4.75** to..... **90c**

SEE TO-MORROW'S ISSUE FOR OUR LIST OF MID-WEEK BARGAINS

DAVID SPENCER, Ltd.

AGENT APPOINTED LIFEBOAT CREWS

Coxswains and White Settlers to Man Surf-Boats on West Coast.

After taking Capt. Gaudin, agent for the marine and fisheries department, to Clayoquot and Ucluelet, where he established life-saving stations, the D. G. S. Quadra returned to port yesterday morning.

The Quadra had a very rough trip and a projected landing at Lennard island was found impracticable. The government steamship took the Pachena surf-life boat to Clayoquot, where Capt. Gaudin appointed a white crew to man it with John Chesterman as coxswain. At Ucluelet the agent enlisted a crew for the surf-lifeboat there and appointed A. H. Lyche as coxswain. With the Banfield Creek motor lifeboat there are now three life-saving craft equipped and manned on the West Coast stations.

The Quadra will be hauled out on the ways at Esquimalt during the week to undergo an overhauling before resuming service on the West Coast.

ARABIA IS OVERDUE.

Some of Portland Shipping Men Think She May be Towing Goto Maru.

The Oriental liner Arabia is three days overdue from Hakodate, Japan for Portland, Ore., according to the Journal. The Arabia was due on Friday morning but has not yet showed up. She has 1,600 tons of cargo, mostly sulphur and fireworks to be used by the Chinese in the United States for the regular New Year celebrations.

"Terrific storms are supposed to have delayed the Arabia and it is expected she will come into port with a tale of a hard voyage," says the Journal. "For several weeks the north Pacific has been swept by hurricanes and gales and few ships have reached port without loss of gear or rigging. The Japanese steamer Goto Maru is 58 days out from Japan to San Francisco and there is little hope of her reaching port.

"The Arabia's failure to arrive on time has given ground for the belief that possibly the Portland liner has picked up the Japanese tramp and is towing her to port. The Goto Maru is as large a craft as the Arabia and would prove a valuable pick-up."

UMATILLA IN.

San Francisco Boat Arrived This Morning With Sixty-four Tons of Local Freight.

The Pacific Coast steamship Umatilla, Capt. Thomas Reilly, arrived from San Francisco this morning and after unloading 64 tons of local freight and landing 16 passengers, left for the Sound.

The Umatilla brought 124 passengers, 6 second-class and the following saloon passengers landing here: F. Cornell, Mrs. Horton, N. G. Buchanan, Andrew Stephens, M. Murray, M. C. Rubichan, G. Allan and wife, Miss M. Hardie, E. F. Diamond and Mrs. J. West.

WEST COAST SHIPPING REPORT

Carmanah, Jan. 13.—1 p. m.—Light east wind, rain, sea smooth. No shipping.

Cape Beale, Jan. 13.—1 p. m.—Light northeast wind, rain. No shipping.

Carmanah, Jan. 13.—9 a. m.—Light east wind, rain, sea smooth. No shipping.

Cape Beale, Jan. 13.—9 a. m.—Easterly wind, rain, sea smooth. No shipping.

Tatoosh—Owing to the wireless being out of commission through the effecting of repairs to the ariel, no reports from this source are obtainable to-day.

WANTS FISH FROM BRITISH COLUMBIA

French Firm Says Small Home Catch Has Made Importation Necessary.

Information that should be of considerable interest to those engaged in the fishing industry and shipping business is contained in a letter which Capt. James Gaudin, local agent for the marine and fisheries department, has received from the firm of J. Dussaut & Co., Rue de Marseille, Bordeaux, France.

The communication is written in French and is addressed to the agent of marine and fisheries of whose office the writers evidently have but a small conception. It asks for quotations and particulars regarding the fish caught in British Columbian waters and states that the French fishing season has been a very poor one, thus opening a market for the fish caught in local waters. Dussaut & Co., express the opinion that halibut and salmon and other fish whose identity is still wrapped up in their French names, could be supplied to the French market by the fish dealers of this province and could find ready sale at good prices.

While the letter was addressed to the agent here through a misunderstanding of his position it is possible that those whom it interests may find their way clear to supply the French importers referred to with the desired information.

SHIPBUILDING RIBAND.

Doxford & Sons, of Sunderland, Lead in Tonnage of Construction.

Messrs. W. Doxford & Sons, of Sunderland, England, have won the blue riband of the shipbuilding world for the year 1907, with an output of 91,254 tons. The following are the figures for the other principal shipbuilding firms:

Messrs. Swan, Hunter & Wigham Richardson, Wallsend, 80,000 tons; Messrs. Armstrong, Whitworth & Co., Newcastle, 74,225 tons; Messrs. Harland & Wolff, Belfast, 72,412 tons; Messrs. Russell & Co., Port Glasgow, 71,706 tons.

MARINE NOTES.

The steamships Otter and Queen City are loading freight at the outer wharf for Vancouver.

* * *

The John L. Card was at the outer wharf to-day loading guano from the Page's Lagoon whaling station for Seattle.

The United States hydrographic office reports that Captain H. Bandelin, of the German bark R. C. Rickmers, says that on December 25, 1907, when in latitude 37.30 N., longitude 123.54 W., he passed close to wreckage consisting of a vessel's bulwarks, bow and poop deck, all close together. The deck was about forty feet long and twenty feet wide.

* * *

The volunteer crew of the Victoria lifeboat went for its first practice on Saturday in charge of the coxswain, Mr. Lowrie, taking the boat to Esquimalt. The weather was perfect for the trial run.

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Carrying 190 passengers the Pacific Coast steamship City of Puebla left port on Saturday night for San Francisco.

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The N. Y. K. liner Shinano Maru arrived at Yokohama on Friday from Victoria and Seattle.

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Bound for Victoria the Canadian-Australian liner Miowera reached Honolulu on the 10th.

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The barge Transfer No. 1 has been hauled out on the ways at the Victoria Machinery Depot, and is being overhauled.

The tug Lorne has gone to Comox to tow the coal barge Arthur Fitger to Bremerton.

The C. P. R. steamship Monteagle arrived at Hongkong on Friday morning from Vancouver.

CAPITAL $100,000,000.

Man Who Launched Pacific Steel Company Now Accused of Frauds.

San Francisco, Jan. 11.—Charles W. French, promoter and incorporator of the Pacific Steel Company, launched about two years ago with an alleged capitalization of $100,000,000, is in the city prison here charged with obtaining money under false pretenses.

The accuser of French is C. H. Geigert, a leading figure is legal business circles and formerly president of the Union Hardward Company. The complaint alleges that French victimized him out of $2,500.

The prisoner refused to discuss his case. He will only say that it is simply a business misunderstanding, and that he expects to have no difficulty in straightening the matter out in a short time.

Local News

—Argument in the case of Milne was engaging the Full day, L. G. McPhillips appearing plaintiff, appelant, and J. E. the defendant, respondent, at issue concerns the right to a certain property which claims was lost by default of a

—Mrs. Gordon has changed of her new private hotel, 7 street, from "Holly Bank" Aberdeen," out of deference P. Rithet, who has had the name for his house for the la years.

—A communication has received from Mrs. Montgomer tary of the women's committ Pan-Anglican congress to be London next June, asking women all over the world to join aration for the congress by pr study. The Bishop has cons give an address in Christ schoolroom on Tuesday after 3 o'clock, to explain the natu objects to be discussed, and meeting will be duly announc

—Last evening the annual tion of officers of Victoria Ne Brotherhood of Owls, was held rooms on Government street was a large attendance of and after the business had posed of refreshments were se a musical programme was pro the entertainment of those pr H. Bissell acted as installin and the following officers w firmed in their positions: E Bro. Gow; vice executive, Watkins; vicar, W. S. D. Smi ter of nest, Frank Orr; war liam Hastings; sentinel, Ed treasurer, David Murray; sec H. McConnell.

—Mrs. Gunne, of Kenora, has just arrived in Victoria the winter with her daughter S. MacLean, Tennyson road, telegram announcing the sudd of her daughter, Mrs. J. E. of Dauphin, Man. Mrs. and M immediately left for the east.

—The first rehearsal of the Musical Society chorus will b Wednesday, January 15th, in negie library, at 8 p.m. Mem ing copies of Stanford's "Reve requested to bring them. An sirous of joining the corus sho their names to A. T. Bain, cho tary, 816 Blanchard street.

—Yesterday afternoon the re the late Miss Jennie Little we rest at Ross Bay cemetery. were conducted at the home o reaved mother, Mrs. Ellen L Captains Travies and Richar Salvation Army, and Rev. H. son. There was a large nu friends present, and many flowers were sent. A memorial will be held at the Salvation A racks Sunday evening. The acted as pallbearers: Messrs. H G. Wilson, E. Wilson, W. Ga Cloverdale and R. Love.

—After giving two successfu concerts—one in aid of the Home, the other for the Anti-losis Society—the City band their third concert Sunday a January 19th, the proceeds to band fund. The members of have worked hard and have considerable expense in bring band to its present state of The members feel that they a a much-needed want in prov people of Victoria, with go music. Band[illegible] ers prared an ex[illegible]teaming ..... coming cts and supplies Dea pranoke account ..... Claudi will preciation on hon.

Less amt. paid by sing me sons for work done here h bein[illegible] noon and Expenses— eting McRae of clerk ..... hbje day was at office ..... of t which included the d[illegible] an schools, the Young Men's a Women's Christian Associa teachers and students in co "The Maintenance of Family the Better Observance of Day." The interest in the wi has been well maintained, a siderable section of the Chri ple of the city evidently week's meetings as an a opening for the new year.

(From Saturday's Dai

—The death occurred yes Mrs. Alexina McLeod, of street. The deceased who of age is an old resident o She is survived by her husb

—J. W. Bolden, of Oakland nounced himself as a candid position of school trustee in Mr. Bolden is a member of t ing body of the Royal Jubile

—On Friday evening, Jan annual dinner of the Serge of the Fifth Regiment will the Dallas hotel. Last eveni mittee consisting of Messrs. Doyle and Earl was appoint after the arrangements for quet. The date for the ann has been set for February dance committee will consist Brayshaw, Lawson, Strachan Earl, Hollyer and Lawson.

—A. St. G. Hamersley, for solicitor in Vancouver, and w here, has entered the politic England, and will contest th Oxford City, in the interest Conservatives. The news of ersley's intentions was receiv couver in a letter from the try. The former city soli waited upon by a representa ering of business men of th ency and consented to accep ination.

—The Nanaimo Free Pres following: "What is the m the Ladies' Hockey Club from the few who turn out