CANADIAN TRADE WITH AUSTRALIA

Commonwealth May Promote Relations by Establishing Commissioner at Vancouver Pearling Poachers Raid

MELBOURNE, Aus., Sept. 6.—The Minister of Customs for Australia has under consideration the sending of a trade commissioner to Canada to further foster and develop trade with the Dominion. If plans now under consideration are approved the new officer will probably be stationed in Vancouver.

Armed Poaching Vessels.

The appearance of mysterious armed Japanese barks off the northwest coast of Australia has recently caused some alarm. Two of these have put into Noumea lately and it has been discovered that instead of their being vessels for the purpose of spying the coast line they are pearling poachers. As a result special steps are being taken by the Commonwealth authorities to prevent their raids.

Strikes in Australia.

Strikes are on in all the states of the Commonwealth because unionists demand that all their members who refuse to contribute to the political funds of the Unions shall be dismissed. They are told they may choose between submission and starvation.

TARIFF REFORM ONLY PANACEA

Sir George Doughty Says Adoption of Policy By Britain Will Lead Towards Imperial Federation

A staunch believer in the adoption of Imperial preference between Canada and the Mother Country, Sir George Doughty, who left the city on Monday after a brief visit, is highly qualified to speak upon the subject, for during the first great campaign for tariff reform in the Old Land he acted as lieutenant to the Right Hon Joseph Chamberlain. On the political platform in his advocacy of tariff reform and Imperial preference he has addressed some of the largest audiences who have ever attended campaign meetings in England.

In the course of an interview with the Colonist prior to his departure, Sir George stated his emphatic belief that until Britain had adopted the policy of tariff reform, giving preference to the Overseas Dominions, any scheme looking towards Imperial federation was unlikely to meet with success.

"Your prosperity in Canada," he said, "is based upon a wise and prudent adoption and application of tariffs. Without these, and without the money which through them enriches your exchequer, your development would not be anything so great as it is. If you had not adopted some measures of protection, the United States would pour her goods on your market. Your small industries would be stunted in their growth, if not killed altogether.

"Great Britain is suffering seriously at present through her policy of free trade. There is a remarkable difference between the Old Land and Canada in respect to the different outcomes of trade policies. There, it is impossible to find sufficient employment for the people in spite of the small wages. Here there is more employment than labor and the wages are from three to four times as great as in the Old Land. As Canada has given a preference to Great Britain, so that country should enter into a commercial treaty with the Dominion and give this country a preference on foodstuffs. A tax of two shillings in the quarter on wheat would be the means of encouraging settlers to come in to the prairies. More land would be placed under cultivation, the production would become greater, and thus there would be more wheat for Britain and the other world markets. Any scheme of reciprocity should be between the Mother Country and the Dominions over the sea. Such trade relations would be an immense factor in leading up towards Imperial federation governed by a parliament in which would sit representatives drawn from every part of the British empire.

The Empire's Need

"What the Empire wants is domestic home rule, that is government based on sound principles for purely local affairs, but for matters of national, international and imperial moment a parliament in which all parts of the Empire would share alike in the responsibility and the honor. That is the ideal of the future. The fulfilment of that ideal will place the British race in the van of progress. If the different parts of the Empire do not unite in the pursuance of those principles which have made England great and respected, it is possible to foresee a time when disintegration may take place, and the Empire become the prey of self-seeking nations. I am an Imperialist because I believe in the destiny of the British race, a destiny which I want to see greater than that of the past—great as that has been.

"In England these ideas of Imperial federation are beginning to take root, while among the more intelligent and powerful of the sister nations there is also a strong feeling in favor of unity. The value of unity and the necessity of conserving every great British interest should be a national inspiration to secure these ends. The heroism of our nation in the past must be embodied in a spirit of determination for the future.

"The spirit of loyalty which I have observed in this Dominion leads me to the belief that if our great statesmen once take hold of a scheme of imperial federation it will soon become an accomplished fact. That is Mr. Chamberlain's idea—to find a means whereby Canada, Australia and South Africa can take their proper share in the governance of empire. We are one people divided only by stretches of water, and day by day we are being drawn nearer to each other by discoveries which are expediting the means of travel. The men of Canada and of Britain should be as close in their relations as the men of Yorkshire and Lancashire. In this respect I have the greatest confidence in your public men. I cannot help being proud of those of them whom I have had the honor of meeting. They are the leaders of thought in the Dominion.

"When Mr. Balfour is returned to power at home his first action will be the adoption of imperial reciprocity. We want to have the right to reciprocate with you, giving you something which will greatly increase your prosperity. Today the greatest of all questions is to teach people to think on questions, not of the present but to think and believe in the future. That is what you should urge your public men to do. Don't be impatient. Britain moves slowly—old countries always do—but she moves surely."

OPENS ARMY HOUSE

Hon. W. J. Bowser Present at Ceremony in Vancouver—Girls for Domestic Service

Hon. W. J. Bowser, Attorney General and Finance Minister, returned Tuesday from Vancouver, where on the evening of Labor day he had the pleasure of participating in the interesting ceremony in connection with the formal opening of the new Salvation Army reception home for girls, recently erected and established in connection with the army's colonization scheme for relieving the long complained of scarcity of domestic labor—a scarcity that has been seriously felt by housekeepers in every part of the Province. The new home answers admirably in every particular of design and arrangement, the special purposes of its creation, while being also furnished in excellent taste, with full appreciation of the special requirements of such an institution. There were about 50 young women present for the opening from among the industrial colonists, thus far induced to emigrate to British Columbia through the activities of the colonization branch of the army. Fifty of these young women had, indeed, arrived but the evening before, constituting the last party to be brought out from England under the agreement ratified by the legislature last session.

This agreement it will be remembered provided for the introduction of one hundred and fifty Old Country girls, especially qualified and trained for domestic service, the government agreeing to contribute a lump sum of $10,000 toward the erection and equipment of the reception home and a further $10,000 toward assistance in paying passages and other necessary expenses in connection with the promotion of this immigration, contributions under this particular heading being in the nature of loans to the individual young women and repayable by them, through the army, from wages subsequently to be earned. These rebates would again be applied to the bringing out of others under parallel conditions. Although but one hundred and fifty were to be brought out under the strict letter of the agreement with the government, there have up to date been three hundred and fifty arrivals and the directors of this branch of the army's colonization branch could easily place in good situations from twenty to fifty times as many, were they available. The home, which Hon. Mr. Bowser was called upon to formally declare open, contains accommodation for about fifty, with bright and cheerful dining and sitting rooms, parlors, with a good piano, and rooms furnished with exceptional neatness and very considerable taste, the institution being a real "home" to which girls out of work may come and board at any time, obtaining a cordial welcome and kind entertainment from Captain Wakefield and his wife, who are in charge of this branch of the army's activities.

SCENIC ADVERTISING

Vancouver Island Display at Empire Pageant Suggested by Hon J. H. Turner

That Vancouver Island should have a representative exhibit at the Empire Pageant to be held at the Crystal Palace in London next year is the opinion of the Hon. J. H. Turner, British Columbia's agent general in the old land, and the form which it should take is outlined in a letter which he has just written to the president of the Vancouver Island Development league. He suggests that the proposed exhibit should follow the lines of the Japanese display at the Japan-British exhibition of the present year. The most effective part of their show was the outdoor scenery depicting some of the most picturesque views in Japan. Mr. Turner states in his communication that this scheme is so well carried out in connection with the real rocks and shrubs in the gardens in which it was shown that it was difficult to decide where nature ended and art commenced. He believes that for a display of this kind no finer scenery could be obtained than that to be found on Vancouver Island, and suggests that as part and parcel of the exhibit one of the Victoria gardens should be included.

Mr. Turner's suggestions will be taken up by the executive of the league and it is probable that an exhibit will be arranged depicting the island's resources and also the scenery.

PROVINCIAL HAPPENINGS

Crawford's mill at Kelowna has been completely destroyed by fire.

The clergy of Vancouver are unanimously supporting the industrial peace movement.

An investigation into the causes of the fire at White Rock has been initiated by the fire wardens of the district.

H. N. Rogers, of the Provincial Police force, has been permanently stationed at Masset, Q. C. I.

The C. P. R.'s telegraph staff has just laid a ten-strand cable across the upper Arrow lakes.

Delta has formed a glee club which makes its first public appearance in concert on the 20th instant.

An "Ajax" fire engine has been purchased by the Municipality of Delta, and gave every satisfaction in a recent official test.

Mr. and Mrs. George Blakely, of New Westminster, have just celebrated their silver wedding, amid the congratulations of many friends.

In consequence of numerous large industrial interests having decided to locate at Port Mann, that townsite of bright destiny will be at once enlarged.

The marriage of a Canadian girl and a young Japanese has just been celebrated in Fernie. The ill-mated couple came from Manitoba.

Inquiry is being made in the north for a fisherman named McLeod, who has now been missing for upwards of a month.

It is estimated that there are upwards of seven hundred Indians engaged in the hop picking in the Agassiz district.

Three Morrissey Chinese boys have just been fined $50 each for setting out fires without having first obtained necessary permits.

The death occurred at Hope on Sunday of Mrs. William Yates, for fifty-six years past a resident of that place.

George Wilson has been appointed inspector of works in connection with the erection of Ladysmith's new general hospital.

Jeff Wilcox was drowned in the Slocan river last month, and the same day his wife died at Vancouver of appendicitis.

Kelowna ratepayers are petitioning the council to reconsider the by-law closing saloons at 7 p. m. on Saturdays.

V. V. & E. surveyors have recently been looking over the situation at Spences Bridge and it is believed that the railway may take that route in preference to going by way of Hope.

The Anglican Synod has asked the corporation authorities of Prince Rupert to legislate in the direction of keeping "the young person" off the streets in the evenings.

The body of Martin Haller, the insane murderer of Kragg, was buried last Saturday, with not a single friend of the dead man attending and no religious services being held.

A land excitement has started in the Upper Naas country and it is stated that more than 500 sections have recently been located. The best of the land located is said to be that in the vicinity of Strohn lake.

Frightened by a tame bear at Ekaha park, Pentiston, a horse owned by J. H. Munson ran five full miles, by road and across country—damaging neither itself nor the vehicle to which it was attached.

During an altercation at the Vancouver cannery, Eburne, last week, a Japanese named Ihibasashi was stabbed in the chest by a compatriot named Hiaskita. The latter is under arrest. The victim of the affray will recover.

Incorporation plans have been practically completed for the China Creek Water Power Company which proposes to establish a plant and provide electrical energy for the two Albernis.

The first Canadian Northern trains to be seen on their own company's metals on Vancouver Island are now being operated between Ladysmith and Extension.

The recent heavy rains have practically extinguished the forest fires throughout the province and the several wardens are resting from their heavy labors with rejoicing.

The Liberals of the Kootenay-Boundary district have organized an association of which the original officers are: Honorary president, W. C. Wells, Nelson; president, M. A. Macdonald, Cranbrook; first vice-president, Ed. Ferguson, Nelson; second vice-president, E. S. H. Wynne, Rossland; secretary, W. B. Farris, Nelson; treasurer, Lester Patrick, Nelson.

Merritt is to have a modern electric lighting system within two months.

North Vancouver is now using letter boxes, a la great city.

A lecture on tuberculosis in cattle by Inspector Knight is to be a feature of the Delta Fall Fair.

The Flint mine at Kaslo has been added to the district's list of shippers.

Nelson is asking the Railway Commission for lower freight rates from Vancouver east.

A plebiscite is to be taken at Vernon as to the hours at which licensed bars must close.

Joseph Shaw, the pioneer boat builder of Nanaimo is dead at the age of eighty.

Kaslo contemplates abandonment of its autumnal apple show, in consequence of the unfavorable condition of transportation in the district.

The Okanagan Telephone Company contemplates the construction of a line from Enderby to Salmon Arm this autumn.

"Paddy," the famous railroad dog of Revelstoke, is dead—the result of an automobile mix-up in which he played under dog.

Rev. W. B. Taylor, Ph. D., has been formally inducted into the chair of the Old Testament professorship, at Westminster Hall, Vancouver.

Ald. Howard, of Vernon, who was chairman also of the local Board of Health, has resigned, finding himself technically disqualified through having taken a corporation sub-contract.

The officials of the Enderby hospital are conferring with the city council with a view to evolving some scheme to put the affairs of the institution on a sound footing.

Port Moody citizens are considerably excited over the possible use for the just completed Port Moody & Indian River Railway, a subsidary line of the Canadian Pacific.

The Ladner board of trade is urging construction of a new bridge over the lower Fraser in order to foster transportation and thus encourage the development of trade between Vancouver and the farmers of the Delta.

The Fort George Tribune is now published at Fort George, having removed from South Fort George. The Tribune now publishes the latest telegraphic news of the world, received over the long distance telephone.

G. T. Williams, of Prince Rupert, who confessed himself guilty of having set fire to the boarding house of which he was proprietor, has been sentenced by Judge Young to ten years' imprisonment at hard labor.

"Surveyor McVettie is engaged in making a location survey for a wagon road from Crow's Nest into the Flathead country. Next season this road will be improved to conform to the standard of the inter-provincial trunk road."

A hot spring which promises to become a formidable rival of Harrison has recently been acquired by J. R. Brown, of Vancouver, who will establish a summer resort. The spring is at Skookum Chuck, on the Lillooet river.

The C. P. R. is laying out a new townsite at Aldridge Creek on the upper Elk river, the town to be known hereafter as Aldridge, being reached from New Michel. The new town is named after Mr. W. H. Aldridge, of Trail, manager of the company's mines and smelter.

C. A. Jervis and his son Leon are in hospital at Vancouver suffering from very severe injuries received in the burning of their launch. They were transferring gasoline from the wharf to the boat when it ignited, and they were caught in a sudden outburst of flames.

A. St. George Hamersley, for many years city solicitor of Vancouver and afterwards defeated as a candidate for the reeveship of North Vancouver, is revisiting the province and many friends here. Mr. Hamersley is, like Mr. Joseph Martin, now a member of the British House of Commons—sitting however, on the opposite side to Mr. Martin.

H. C. Schultness, of Coldstream, had an especially narrow escape from death a few days ago, the equipage in which he was driving being struck by a C. P. R. train and instantly reduced to matchwood. Mr. Schultness came through the accident with but a few trifling bruises en souvenir.

Summerland, Peachland and Penticton ranchers are sending a combination exhibit of Early Crawford and Alberta peaches to Winnipeg, where the T. Eaton Company will display them in fourteen windows. The Okanagan Fruit Union is preparing the exhibit.

Complete exoneration for Chief Constable Sampson, in connection with the most unfortunate Kragg shooting case, was the essential feature of the coroner's jury's finding with respect to the death of Martin Haller, young Palmer's demented murderer. The explanation of his course given by Mr. Sampson was accepted as quite sufficient.

ARRAIGNMENT OF V. & S. SERVICE

Provincial Government Hears Bitter Complaint of Deputation Representing City and Saanich Municipalites

Yesterday's meeting of the provincial executive was almost wholly devoted to the hearing of a scathing arraignment of the service provided Victorians and residents of the Saanich peninsula by the Victoria & Sidney railway company, and the reply to that arraignment by Vice-President F. B. Brown, who also acts as solicitor for the dominant Great Northern interests. The complainants, ratepayers and residents of Victoria, Victoria district, North and South Saanich, were introduced by Hon. D. M. Eberts, K. C., who sits for Saanich in the local house, and included Mr. Fred Davey and Mr. H. F. W. Behnsen, M's P. P., Ald. Bannerman and Bishop, and City Solicitor McDiarmid, for the city; Councillors Grant, Matthews, and Freeman, with Messrs. John Clapperton, A. C. Hayes, and J. R. Butler, for Saanich municipality; Reeve Sangster, Councillors Mackenzie and Dr. Cummings, Mr. Rogers, Mr. Lineker, Mr. W. A. Stewart, Mr. McLean and Mr. Roberts, for North Saanich, and various independent interested ratepayers, among them Mr. James Maynard, Mr. Alex. Wilson and Mr. John Dean, the latter of whom has taken the foremost part in the proceedings to secure substantial betterment of the company's service.

The case for the complainants, if it may be so termed, was presented chiefly by Hon. Mr. Eberts, who spoke effectively and strongly, as did also Mr. Dean, the reeves of the Saanich municipalities, Mr. McDiarmid, Mr. Grant, Mr. Clapperton, Mr. J. R. Butler, Messrs. Behnsen and Davey, and Dr. Cummings.

Substance of Complaint

In substance the burden of complaint was that the service rendered by the company in every way falls short of the requirements of the public and of the statutory law, being invariably poor as to time, equipment, etc. The appeal to the executive was for a strict enforcement of the provisions of the railway act found applicable to the case, to the end that general betterment of service might be secured, incidentally City Solicitor McDiarmid went into the financial questions involved, as between the railway company and the government and the city as guarantors of the bond interest.

Defends Road

Vice-president Brown in general defence urged substantially that the road was not, and had never been, a paying investment—that the provision of new locomotives and new cars as urged would necessitate a further expenditure of from fifty to sixty thousand dollars,—and that traffic by no means justified such an addition to the non-remunerative investment which the road represents.

Reference was made by Mr. Brown to a decision of the supreme court given some six months since, and which has just lately become effective; and in connection therewith it was announced that the contentions of the petitioners had already been partially met by changes just inaugurated, arrangements having been perfected for the putting into commission of a special freight train daily and two daily passengers trains each way.

A decision by the government upon the representations advanced was promised within a few weeks at latest, during which time it is expected the company will possibly take further measures, voluntarily, for the improvement of service. The financial questions raised will meanwhile receive he careful consideration of the finance minister.

Yesterday's protest first came before the government in the form of a reminder from Mr. John Dean that under the railway act, the company is required to file annually its statement of accounts. The company was communicated with by the provincial secretary, and a reply was received stating that the auditor of the company would comply at an early date with the law's requirements.

Summary of Case

Subsequently two letters from Mr. Dean, dated respectively the 14th and the 30th August, were ultimately productive of yesterday's appeal, letters embodying the various points discussed, and reading as follows:

August 30, 1910.

To the Hon. Premier and gentlemen of the Executive:

This delegation appeals to you to enforce the provisions of the British Columbia Railway Act, with respect to the Victoria and Sidney railway and that portion of the railway belonging to the Victoria Terminal Railway and Ferry Company, located on Vancouver Island, for the following reasons:

1. The city of Victoria and the provincial government pay the Victoria and Sidney Railway company in subsidies $9,000 and $6,000 respectively; have already paid $262,500; and may be required to pay $112,500 more. The acceptance of this money involves an obligation to the public which this company has failed to recognize, while, on the contrary, it has imposed upon the public beyond the limits of endurance and the bounds of common decency, in the manner following: (a) By continuing to use antiquated engines incapable of doing the work required, often stalling, causing vexatious delay to passengers. (b) By not providing sufficient passenger carriages to accommodate the people desiring to travel thereby. (c) By forcing people to travel on the freight cars, and to stand in the aisles, on the platforms, and steps of the coaches, utterly regardless of section 95, which provides for the safety of passengers. (d) By utter failure to run their trains on time causing great loss of valuable time and irritation to all concerned.

Under the Act

2. Both these companies, by their charters, are brought under the British Columbia Railway Act, sub-section 2 of section 41 of which act says: "The trains shall start and run at regular hours, to be fixed by public notice, and shall furnish sufficient accommodation for the transportation of all such passengers and goods as are within a reasonable time previous thereto offered for transportation.

3. Sub-section 7 of section 41 says: "No baggage, freight, passenger or lumber cars shall be placed in the rear of passenger cars, and no officer or agent shall direct or knowingly suffer such arrangement."

4. It is common knowledge that there is continual flagrant violation of these sub-sections.

5. According to an audit made on behalf of the provincial government, covering a period from April, 1895, to June 1901, inclusive, 6 years and 3 months, the railway showed a profit balance of $79,830 after having allowed a charge to expenditure account of interest, amounting to $8,930. The audit also shows a liability balance due on construction account of $25,085.11; it also shows that there were 1,250 one hundred dollar shares issued, on which only 10 per cent. had been paid. According to the Railway Act, these shares were liable for an additional 90 per cent., a total of $112,500.

According to a bylaw of the city of Victoria, finally adopted on the 20th of July, 1892, the interest and balance due on construction, above referred to, should have been paid by the shareholders. Section 4 or said bylaw reads as follows: "Any sum or sums of money which may hereafter be paid by the corporation under this guarantee shall be a first charge upon the undertaking, tolls, and property of the said company, subject only to the said bonds, and to such dividends thereof as between the government of British Columbia and the said corporation, and the acceptance of the benefit of this bylaw by the said company shall be deemed conclusive evidence of the assent of the said company to all the terms of this bylaw."

Payment on Shares

Now, if these charges on construction account, amounting at that date to $34,015, had not been paid out of earnings and the company had been sued for them, the city having a first charge upon the undertaking, tolls and property of the company," the shareholders would have to pay it, which clearly shows that it was wrong to pay it out of earnings, when there was $112,500, subject to call on unpaid shares.

The question arises: Whether it is not the duty of the province and city to insist on those shares being fully paid, and a refund made to them of their proper proportion of $112,500, plus all excess of earnings ever since the last audit was made in 1902.

Therefore, in view of what appears to be a wrongful diversion of the earnings, and the fact that the earnings have more than doubled since the last audit, we ask that an exhaustive audit and analysis of the companies' affairs should be made to ascertain if it is just and right that the subsidy should continue to be paid by the city and province. For it is quite clear to those familiar with the railway that whilst the earnings have more than doubled, the running expenses of the road have been at a standstill.

We venture to express the opinion, after an exhaustive consideration on this matter, and the conviction is forced on us, that under the terms on which this bonus is given, there is no inducement but a virtuous one for a railway corporation to give a good service, or to earn more than enough to pay bare running expenses, unless they could earn in excess of the subsidy, for it is readily seen that it is easier (though disingenuous), to play the mendicant and accept the bonus, than it is to earn it and relieve the donors by catering to the public with a good service. The apparent inattention to the upkeep of the concern as a whole, can only be ascribed to a desire that it shall not be worth more on the expiration of the bonus than the face value of the bonds, shutting out the province and city from recovering any of the bonus.

Transient travellers characterize the railway as a "joke," a "farce." To those who have occasion to use it often, it is an insult to their intelligence and self respect, whereas, if developed to its full capacity, it would greatly appreciate the value of the Saanich peninsula, add greatly to the trade of the city, be a credit instead of a reflection on the province, and contribute to the convenience and profit of all concerned, and at the same time relieve the city and province from the burden of the bonus.

This presentation of the matter is on behalf of the ratepayer patrons of the railway. The committees from the councils of Victoria, Saanich and North Saanich will each place their views before you.

(Signed) JOHN DEAN.

The city of Victoria and provincial government pay this railway in subsidies, $9,000 and $6,000 respectively per year, a total of $15,000, or $41.09 per day, or exactly $1,250 per month. They have agreed to pay this amount yearly for a period of 25 years, 17½ of which have expired; consequently, combined, they have already paid $262,500, with every prospect of having to pay $112,500 more, making a grand total of $375,000, just about enough to duplicate the road and present equipment.

The ratepayers contribute the money mentioned. It logically follows that any ratepayer using this railway has a good ground for complaint if the railway provides poor service.

Mr. M. A. Ward has left for his home in Alberni, after a pleasant visit to the Capital.

SAVED FROM THE KNIFE

Appendicitis Cured by "Fruit-a-tives"

NEWBURGH, Ont., Feb. 12th, 1910.

"Just about a year ago our daughter Ella, (furteen years), was taken with terrible pains in the right side. The pa in was so severe that we had to carry her to bed. We at once put her under the care of a first-class doctor, who pronounced it a case of Appendicitis, and advised an operation.

We took her to a hospital at Kingston where she was again examined by an eminent specialist. He said she had Appendicitis and must be operated on at once if we wanted to save her life. As we had taken her to Kingston to have this done, we were ready, but our daughter was afraid and cried and begged so pitifully, that we postponed it for that day. Luckily for us and for her an uncle came in with some "Fruit-a-tives" and insisted on Ella taking them. Good results were apparent, almost from the first dose, and the continuous treatment cured her.

"Fruit-a-tives" saved our daughter from the surgeon's knife and today she is enjoying the best of health."

J. W. FOX, (Father).
LILLIAN FOX, (Mother).

Words cannot express the gratitude of Mr. and Mrs. Fox. And Miss Ella will always remember "Fruit-a-tives"—the discovery of an eminent physician, and the only medicine in the world made of fruit. 50c a box, 6 for $2.50, or trial box, 25c. At dealers, or sent, postpaid, on receipt of price by Fruit-a-tives Limited, Ottawa.

BABY'S TERRIBLE ECZEMA

Hands Tied to Prevent Scratching

Five Doctors Failed to Relieve, but Zam-Buk Worked a Cure.

Mrs. Chas. Levere, of Prescott, North Channel, Ont., tells how Zam-Buk cured her baby. She says—"My baby's head and face was one complete mass of sores. The itching and irritation were fearful, and the little one's plight was so serious that at one time we feared her ears would be eaten off by the disease.

"We had to keep her hands tied for days to prevent her rubbing and scratching the sores. Doctor after doctor treated her in vain, until we had had five doctors. They all agreed it was a frightful case of eczema but none of them did any permanent good.

"As a last resource we were advised to try Zam-Buk. The first box did so much good that we felt sure we were at last working in the right direction. We preserved with the treatment until we had used thirteen boxes, and at the end of that time I am glad to say Zam-Buk had effected a complete cure"

Mrs. Holmes, of 30 Guise street, Hamilton is quite as eloquent in her praise. She says:—"Zam-Buk cured my boy of boils and eruptions when he was so bad that he had been unable to mix with other children. Zam-Buk is a wonderful preparation and mothers throughout the land should always keep it handy."

For eczema, eruptions, rashes, tetter, itch, ringworm and similar skin diseases, Zam-Buk is without equal. It also cures cuts, burns, scalds, piles, abscesses, chronic sores, blood poisoning, etc. All druggists and stores at 50 cents a box or post free for price from Zam-Buk Co., Toronto. Refuse imitations.

Births Marriages, Deaths

BORN.

NANKIVELL—At Chatham, England, on August 15th, the wife of Lieut. J. H. Nankivell, R. N., of a daughter.

SMITH—At 251 Garbally Road, on Friday, September 2nd, the wife of A. G. Smith, of a son.

SLINGSBY—In San Francisco, on September 1st, to the wife of Charles H. R. Slingsby, of Esquimalt and Scriven Park, Yorkshire, a son.

DIED.

McGREGOR—On September 2nd, Catherine Irene, infant daughter of Mr. and Mrs. Herrick McGregor, Oak Bay.

REBBECK—On the 2nd September, 1910, at the family residence, 237 Michigan street, Victoria, B. C., James Knight Rebbeck, a native of Wiltshire, England.

NORCROSS—At Duncan, B. C., September 4th, James Norcross, aged 65. Funeral at 2 p. m., Tuesday.

TO EXTEND SCOPE OF ARCHIVES DEPARTME

Henceforward it Will be Plac Under the Jurisdiction of Provincial Librarian — to of Great Value to Historia

An important provincial departm change that is not only of very con erable interest, but which also prom to be fraught with far-reaching con quences in providing a sound fou tion for British Columbia history, recently been consummated in the cision reached by the government thoroughly reorganize and extend sphere of usefulness and activity the Department of Archives. Hence ward it will be directly associated w the provincial library and under administrative charge of Mr. E. O. Scholefield, who will combine in fut the duties of provincial archivist provincial librarian.

The preliminary work of making comprehensive inventory of the pres documentary treasures bearing upon t earlier history of the province (cons tutional and otherwise) is now in pro ress, and with adequate quarters for t accommodation of the department, t archives branch will, it is sincere hoped and confidently expected, ere lo become an extra-interesting and in es mably valuable feature of the provin ial service. Not only is it intended collect, arrange systematically, cat logue according to the most approv modern methods, and securely gua historical data of every sort beari upon the pioneer life of what is no British Columbia, but it is further p posed to print as bulletins from time time rare manuscripts in order that t information contained in them may the more readily available.

"It is the intention,' said Mr. Schol field, the new archivist, discussing t plans of the new department of whi he is the active head, "to make t provincial department of archives t repository for all manuscripts a documents relating in any way to t history of British Columbia. For t present, at any rate, we do not inte to go beyond the confines of Britis Columbia in our work except in so far a we may be concerned with the peri when the present province of Britis Columbia formed part of the territor of Oregon, concerning which there w waged in days gone by by a long an somewhat bitter diplomatic war b tween the governments of Great Brita and the United States. The signing o the Treaty of Washington on June 15t 1846, however, settled the vexed que tion and thenceforward the territori now covered by our province may t said to have had a separate and distin identity and a history of their ow

Original Sources.

"Naturally the first consideration connection with the establishment of really useful archives department mus be the gathering together of document ary testimony throwing light upon ou early history, for it must be remem bered that all history is, or rathe should be, founded upon original source and not upon what are termed 'second ary authorities,' which, in the past, ha been responsible so often for the per petuation of false impressions of me and events. And here it may be ob served that hearsay evidence, unbacke by proper authority, should be as strict ly tabooed by the historian as in th court of law. Hence the great desira bility of collecting and collating 'orig inal sources,' a work which, as far a the province of British Columbia is con cerned, will be undertaken in earnest b the archives department recently reor ganized. Without these sources it wil be quite impossible for author or his torian to be cognizant of the undercur rents, which in so many instances hav exercised so potent an influence fo good or evil upon the destinies of ou common land, or to properly appreciat those events and happenings which g to make up our history.

"Taking, for instance, the events lead ing up to the union of the two crown colonies of Vancouver Island and Brit ish Columbia in the year 1866 by act o the imperial parliament, or the fa more important and delicate negotia tions which ultimately resulted i 'confederation' (1871), how many of u in following the discussions of the da on these questions, which, mark you agitated the minds of the residents o the mainland and island for many months, are aware of the important part played therein by the colonial of fice. Very few of us, perhaps, realize the fact that these movements, both o which had a great influence on the sub sequent history of the province, were not altogether engineered by the people themselves, as a mere perusal of the Discussions reported in contemporary newspapers might lead us to imagine No, behind the scenes a potent force was at work, no less a force indeed than the determination of the imperia government to consolidate and unify the British possessions in North America Newspapers can and do tell us much They are the faithful reporters from month to month and year to year o events transpiring in our midst, but the mainsprings of those events they are not perhaps always directly concerned with, or permitted to divulge. Therefore, we cannot depend upon them altogether in matters historical, for they are more often concerned with chronicle than history, or rather I should say that they may not always give the whole history of a phase or political movement. It is necessary then to turn to other channels to reach the heart of things, and that is why we need 'original sources.'

What They Are.

"And what, it may be asked, are 'original sources?' I should say that they are the dispatches, secret and otherwise, of officials; the diaries of persons having 'inside' knowledge of