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Special Quality Chocolates
60 Cents per Pound.

The Semi-Weekly Colonist.

FIFTIETH YEAR

VOL. L. NO. 303. VICTORIA, B. C., TUESDAY, NOVEMBER 23, 1909.

McBRIDE AND VICTORY, PROGRESS AND PROSPERITY THE BATTLECRY ECHOED BY A UNITED BRITISH COLUMBIA

Premier's Homecoming a Memorable Event—Arguments of the Opposition Routed at Every Point — Colonization Plans For the Future of the C. N. R.—Assets and Ready Money of B. C. Make Jeopardy of Credit Farcical Cry

Premier McBride received a genuine ovation upon his home-coming Saturday evening from a campaigning tour of the province that has proven reassuring in the highest degree, and in which he had spoken in one, two, and even three population centres daily during the past three weeks. At two enthusiastic meetings in the course of the evening of his home-coming, the one at Esquimalt and the other in A. O. U. W. hall, the premier explained and amplified the railway policy which is to be the issue to be decided by Thursday's election, stating that arrangements have been made in connection with Canadian Northern main line construction, for a series of branch contributory lines of colonization value, reaching into practically all as yet virgin districts of the province. Among the first of these to be built on the Mainland will be one to entirely penetrate the Okanagan district; one will have its main line union at Canoe river; another will enter the Kootenay via the Arrow lakes and traverse the valley of the Columbia. Competitive rail facilities for the Similkameen are also contemplated. On Vancouver Island, surveyors will take the field immediately upon the present contract being ratified by the electorate, it being the intention to extend the Canadian Northern from some point on the Victoria and Barkley Sound division northward to the end of the island, with an ultimate terminus at either Hardy Bay or Quatsino. For each of these branch lines Provincial assistance is contemplated in the form of a guarantee of bonds of similar nature to that contained in the agreement by which main line construction is to be secured. Mackenzie & Mann were desirous that the arrangements for these tributary branches should be included in the first contract, but the government held the opinion that this might without injury to any interests be deferred. Incidentally two great industrial companies are waiting to establish mills at Esquimalt that will give continuous employment for 5,000 men.

Dealing with the opposition contention that Provincial credit will be jeopardized by the contemplated bond guarantee, the maximum obligation under which amounts to $21,000,000, (secured by first mortgage, a charge upon all revenues of the C. N. R. system, and the indemnification clause in which Mackenzie & Mann promise repayment of any and every dollar which the province may possibly be asked to advance) Premier McBride stated that the province today has Five Millions

(Continued on Page 3.)

MANY SALES OF MINES REPORTED

Herbert Macklin, Who Returned Yesterday From Queen Charlotte Islands Reports Activity.

Herbert Macklin, of Simon Leiser & Co., Limited, returned to the city yesterday from a business tour in the Northern Islands, including Queen Charlottes, where he has been taking on inventory of the Queen Charlotte Oil and Packing Company, which is to be sold in the course of a few days.

Mr. Macklin reports that the Ikeda Mine has changed hands and is now owned by the Trail Mining Company, of Trail, B. C. It was sold for a price in the neighborhood of $250,000. This deal has been under negotiation for some time and was put through in Vancouver Saturday.

The English syndicate which has held an option on the big mine at Cumskawa Inlet, has now decided to close the deal and the sale will be effected in a few days at Vancouver.

Mr. Macklin states that the season has been fairly prosperous according to reports gathered at the Northern ports and that many mining interests are changing hands at good figures. Considerable rough weather was experienced on the trip and much rain.

POST-MARKS

The latest campaign watchword: I love my pickles but oh you daisies!

It is wise to distinguish between a candid opinion and a candied opinion.

If some people were as ingenious in boosting for Victoria as they are in knocking a move for her prosperity Vancouver wouldn't have a show!

And now we come to the home stretch politically—a "stretch" expressive of a well-deserved victory for the Conservatives and a "stretch" of cold death for the Libs.

One of the ships that have been looking for the missing John Jacob Astor passed a strange craft but neglected to astor if she had sighted the millionaire's yacht.

We wonder what kind of "marks" that German budget means.

Kriegspeil on the countenance of Great Britain is still popular in Germany.

Another nasty one for the Empire City. An eminent costumier is reported as saying: "The London pantomimes sell their costumes and properties after the production is over to first-class provincial towns. . . This year, for instance the Drury Lane pantomime of last year will be produced in New York."

Soon the chips will be removed from political shoulders and the fighting language stored away for the next time.—Montreal Star.

With a thud the aviator struck Rhode Island's State Capitol full on the cupola. "That's what comes of flying in the face of Providence," he remarked playfully as he removed the flagstaff from his hair.

A comfortable thing about your children is when they are so naturally impish it's no use to try to pretend how good they are.

Skyscrapers

"These latest hats"
Said Mrs. Jaynes
"Why do they call
Them aeroplanes?"
To which her hus-
Band did reply:
So very high."
—Boston Herald.

"JOE" KNOCKS THE "TIN POT NAVY"

Mr. Martin Creates Some Stir at Colonial Club Dinner in London and Turns on Canadian Liberals.

LONDON, Nov. 22.—There is amusement in Anglo-Canadian circles over an unreported incident affecting the Hon. Mr. Lemieux and Mr. Joseph Martin, formerly of Vancouver, at last week's dinner in the Liberal Colonial Club. There was an influential gathering present, including several members of parliament and some British ministers. Mr. Martin being down for a speech, let out some biting sentences against the Canadian government's naval policy. He ridiculed what he called the "tin-pot navy" which could be no possible help to England in time of peril and would only make Canada the laughing-stock of the world and serve to fill the pockets of certain Canadians with ill-gotten gains at the public expense.

"For eighteen years," he said, "I have been fighting graft in the Tory party in Canada. Now I must turn around on my friends and fight it in the Liberal party. Canada should make a frank and direct contribution to the Empire's central fighting force."

Mr. Lemieux defended the government policy on general lines. The Times, Morning Post and Daily Chronicle, though recording the dinner and reporting the speech of Lord Lucas of the ministry, say nothing of this incident which created some stir.

TWO DAYS MAY DECIDE U. S.'S ACTION

Strained Relations With Nicaragua May Be Snapped Off Short—Warships Now on Way.

WASHINGTON, D. C., Nov. 22.—The next few days, perhaps one or two, will show whether the strained relations between the United States and Nicaragua are to be snapped off short. The United States government has not accepted as facts beyond all contradiction the report touching the execution of Grace and Cannon in that republic. All credit is given replies to the state department to inquiries into the reasons that moved President Zelaya to order the two Americans put to death. Secretary of State Knox is authority for the statement that a demand for reparation will be made upon Nicaragua should these inquiries develop that allegations touching the death of the two men are well-grounded. American ships of war today are speeding toward Nicaragua. The gunboat Vicksburg will probably arrive at Corinto on the Pacific Coast today and the cruiser Des Moines may arrive at about the same time at Port Limon. The Marietta, too, is on her way to the Atlantic Coast. The transport Buffalo, coaling at Pinchilinique Bay, California, is under orders to Panama. There is a force of 500 marines ready to board the vessel should orders to that effect be issued.

KING CONGRATULATES SIR WILFRID LAURIER

Kindly Expression From Soveraign on Occasion of Premier's Natal Anniversary—Laurier's Reply.

OTTAWA, Nov 22.—Among many messages of congratulations which Sir Wilfrid Laurier received on the occasion of his 68th birthday on Saturday, was the following from King Edward:

WINDSOR, Nov. 20.—Sir Wilfrid Laurier, Ottawa: "Let me express my hearty congratulations to you on the anniversary of your birthday. I hope you will be spared for many years to come to serve the Crown and Empire." (Signed) EDWARD.

In reply Sir Wilfrid sent the following:

OTTAWA, Ont., Nov. 20.—Edward, R. I., Windsor: "Sir Wilfrid Laurier presents his humble duty to Your Majesty and begs to express his deep gratitude for Your Majesty's kind message on the anniversary of his birthday." (Signed) SIR WILFRID LAURIER.

AMERICAN STEAMER ST. CROIX BURNS AT SEA

Fine American Passenger Vessel Consumed to Water's Edge—All Passengers Were Saved

LOS ANGELES, Nov. 22.—The passenger steamer St. Croix, which up to a short time ago had been operating from Seattle to Southeastern Alaska, burned to the water's edge Saturday night at a point off Point Duma and about eighteen miles north of Santa Monica and the eighty-two passengers aboard and those of the crew of thirty-six were saved, by the heroic action of the officers and crew, and the fact that the sea was absolutely calm.

All those on board were saved on lifeboats and rafts and were safely landed at Point Duma, where they spent the night and were removed to this city yesterday.

The first report of the burning vessel was received in this city by a wireless from the steamer City of Topeka, which passed the burning hulk at 6 p. m., Saturday night and seeing no signs of life the vessel proceeded to Redonda, where the vessel reported the burning of the St. Croix .

The fire started at noon hour in the second cabin while dinner was being served and had made such headway before it was discovered that the greatest difficulty was experienced in launching the boats and life rafts and placing the passengers in them.

First Officer F. Mills of the St. Croix

(Continued on Page 7.)

OFFICIAL INSPECTION OF E. & N. RAILROAD

Commission's Representatives Made Trip Over Island Road Saturday—New Bridge Question.

In compliance with the promises made by the Railway Commission in the course of its sitting here recently Messrs. Morall and Dixon, government engineers, railway inspectors, made a trip over the E. & N. line on Saturday. Although it is not known whether they will have any changes to recommend in their report as to their would talk for publication it is understood that they found everything to their satisfaction.

This investigation came about through the representations of a number of residents of Cowichan Valley who complained that there were times when it was impossible to obtain seating accommodation in the E. & N. trains from or to Victoria. Usually it was on holidays, or the opening of the shooting season, that this occurred. While the railway's representatives did not attempt to refute the statement that crowding might happen occasionally, and very likely when there was an exceptional tax on the system, they asserted that this was found on practically every road and that, as a matter of fact, the Island line gave its patrons first class service. When it was suggested that an inspector should make investigation the proposal was welcomed.

With the coming of Messrs. McCall and Dixon the question of replacing the present E. & N. bridge with a larger structure designed for both railway and traffic service has been raised. Railway authorities declare that the proposal has not advanced any further in the last month. It is before the directors, however, and it is thought will be authorized at an early date. When the company decides to go ahead it is probable that the city will be approached to shoulder a portion of the outlay in order that the plans may provide for a combination bridge—one that will meet the needs of the company as well as giving citizens the close and ready connection with the Victoria West district that is so much desired.

WITH NEWFOUNDLAND WOULD CONTROL FISH

MONTREAL, Nov. 22.—Capt. Bernier greatly delighted a large audience at the weekly luncheon of the Canadian club of Montreal today, when he gave an address on his recent Arctic trip. He pointed out the immense value of land he had taken possession of for Canada, saying while Peary and Cook claimed the expensive luxuries of discovering an invisible point called the Pole, he had established Canada's claim to the whole of the Arctic archipelago. The land he had claimed for Canada was not less than 50,000 square miles. It teems with animal life, such as musk-ox and deer, while the fisheries which have thus passed into Canada's possession were of such magnitude that if Newfoundland were to come into Canadian federation, Canada would control the fish markets of the world. A very large quantity of land was also coal-bearing. In fact, instead of being a barren waste, this northern land was full of natural resources of untold value.

Harrods and Hudson Bay

LONDON, Eng., Nov. 22.—It is rumored that the Hudson Bay Company has decided to transfer a section of its business to Harrods, Limited. It is stated that Harrods as a result would have some influence in the management of the Hudson Bay Company's stores in Canada, though it seems more probable that the arrangement rather will have reference to the company selling its agency in London. It is noteworthy that Harrods organization might be made useful for the disposal of furs, etc., in the metropolis.

Man and Money Missing

DETROIT, Mich., Nov. 22.—A $17,000 robbery of the E. M. F. Automobile Company was reported Sunday morning. A discharged paymaster is missing.

SAYS ALLAN'S ARE TO BECOME C.P.R. DIRECTORS

Montreal Witness Gives This As Explanation of Application For Amendments to the Road's Charter

MONTREAL, Nov. 22.—The Witness announces that it is rumored on the street that the reason for the C. P. R. applying to parliament for amendments to its charter providing for the appointment of two additional vice-presidents, is in order that with the amalgamation of the Allan line with the C. P. R. the Allans may have representation on the board of directors. Hugh A. Allan is said to be slated for one of the vice-presidencies. At the head offices of the C. P. R. no statement could be obtained.

STANDARD OIL CASE APPEALED

Decree Effective in Thirty Days Will Probably Be Followed By a Stay—Appeal Will Decide Question.

ST. PAUL, Minn., Nov. 22.—The case of the Standard Oil Company in which by a decision written by Judge Walter H. Sanborn, of St. Paul, and concurred in by Judges Von De Voter, Hook and Adams, with a special concurring opinion by Judge Hook, the United States Circuit Court for the eastern district of Missouri, declared the Standard Oil Company of New Jersey an illegal combination operating in restraint of trade, and subject to dissolution, will be appealed direct to the United States Supreme Court. The judges who signed the decree are in effect the judges of the United States Circuit Court of Appeals, although they were sitting for the purpose of trying this case as the circuit court for the eastern district of Missouri.

The decree of the court dissolving the Standard Oil trust becomes effective in 30 days, when no doubt a stay will be granted for the purpose of an appeal.

When the decree takes effect, unless a stay is granted, an injunction will issue restraining the Standard Company from a further continuance of its business under its present formation. It appears from the concurring opinion written by Judge Hook that the company cannot do business under any other form with the object of stifling competition.

In the trial of the case the point was made that the Standard Oil Company was a beneficient corporation in that it, by reason of economy in operation, reduced the price of its product. This, Judge Hook says, can have no weight.

The suit terminated by the decision was begun by direction of the attorney-general of the United States in St. Louis, November 15, 1906. Frank B. Kellogg of St. Paul was appointed special prosecutor. The Standard Oil Company was represented by a formidable array of legal talent, led by John G. Milburn of New York. Their defense was that the present organization of the Standard Oil Corporation was the result of the natural growth of a great industry and that no statute had been violated.

WANT SUBSIDY FOR AUSTRALIAN LINE

Australian Business Men Aroused Because Shipping Ring of United States Will Control Business.

OTTAWA, Nov. 22.—Canadian Trade Commissioner Ross at Melbourne reports to the Trade and Commerce Department that Australia business men are exercised because of the fact that in January 1910, freights on heavy merchandise from Canada and the United States will come under the control of the American shipping ring, and result in higher rates. They express the hope that a Canadian-Australian line may be subsidized.

Whole Payroll Missing

DETROIT, Mich., Nov. 22.—Two grips left overnight at the First National Bank, and supposed to contain $17,000 for the E. M. F. Automobile Company's payroll, were Saturday found to contain only paving bricks. A warrant was issued for Chauncey Hammond, former paymaster for the firm, who is missing, and who spent yesterday familiarizing his successor, W. E. Miller, with the duties of the position, Hammond having been discharged.

TRAMWAY AND PUBLIC PARKS

Municipally-Owned System Solves the Problem Most Satisfactorily For Calgary.

CALGARY, Alta., Nov. 22.—"I suggest that Calgary take immediate steps calculated to add materially to her already large number of parks. For this purpose your city might acquire suitable land before the price becomes too high."

Such is the statement of John C. Olmsted, one of America's ablest landscape artists, and lately in charge of the laying out of the Alaske Yukon Pacific Exposition ground.

Mayor Jamieson, when interviewed regarding the advisability of adopting this clue, pointed out that Calgary's municipality owned street railway was solving the problem without any such expenditure. Said he: "Landowners are very willing to give us large tracts of land in return for extensions of the street car system. One of the latest agreements of this nature gives the city 1,000 acres of park land for comparatively only the extension of the car line.

We are also arranging to secure 93 acres from the Canadian government, and with further extension of the car system we will have abundant areas devoted to parks."

FRANTIC EFFORTS OF RESCUERS AT CHERRY, ILL.

Indications Early Today That Many Men Are Still Alive in Mine—Any Remaining Must Be Very Weak

CHERRY, Ills., Nov. 22.—Two exploring parties in the St. Paul mine today found indications which led them to believe that many living men are still in the last workings. The searchers at 3 a. m. were able to pass far into the galleries and their hope springs from the fact that where they expected to find a large number of dead, none were seen.

Nearly two hundred are still unaccounted for. If men still live imprisoned in the depths of the mine, they are probably too weak to aid in their own escape.

It was nine days ago that the fire occurred and for that time any possible survivors have been without food and with very little, if any, water. Their one hope is the rescue party which is working frantically to remove the timbers, dead animals, and earth falls which block the way to the east workings.

But it is slow work. Rain fell all night. Four of the score or more bodies seen lying in the black damp were hoisted. It is stated it is impossible to reach the others although they are in plain view.

DEATH LAYS HAND ON BRIDAL PARTY

Jovial Group of Young Southerners Speeding to Altar, Killed in Auto Crash.

CUTHBERT, Ga., Nov. 22.—Three members of a wedding party were killed and two probably fatally injured in an automobile accident here late last night. The dead are Curtis Williams, of Fort Gaines, Ga.; James Shepard, of Edison, Ga., the bridegroom, and Horace Shepard, of Edison, Ga. The injured: Miss Helene Mattox, the bride, aged 20, Coleman, Ga., and Miss Mary Mattox, aged 16, of Coleman, Ga.

The accident occurred two miles west of this place, as the party was returning from Cuthbert to Coleman, with the intention of being married. Shepherd and Helene Mattox, accompanied by Horace Shepherd, brother of the groom, and Miss Mary Mattox, a sister of the bride-to-be, secured an automobile at Fort Gaines last evening and were quickly driven to Cuthbert by Curtis Williams. All the Cuthbert ministers, however, refused to marry the couple on account of their youth, neither of them having passed twenty. Unable to secure the services of a minister the party hastily left town. Speeding along at a rate of thirty miles an hour, while attempting to light a cigarette, Chauffeur Williams lost control of his machine while crossing a thirty-foot bridge over the Central Railway, and the party was dashed to the railroad tracks below. The machine fell upon Shepherd and Williams. The latter's neck was broken and death resulted instantly. The two Shepherds died in a few moments. Miss Helene Mattox was severely bruised; her face and arms were badly lacerated and she received internal injuries. Miss Mary Mattox was also seriously injured. The girls were removed to a neighboring farm house and the bodies of the three men were brought here on a hand car.

Colliery Destroyed by Fire.

MAHONEY CITY, Penn., Nov. 22.—The Knickerbocker Colliery owned by the Philadelphia and Reading Coal and Iron Company at Yatesville east of Shenandoah, was destroyed by fire this morning. The company employed about 2,500 men and boys.

The loss is estimated at $100,000.

SECRETARY BALLINGER

Emphatic Denials Offered to Statements Made Against Him in Magazine Article

WASHINGTON, Nov. 22.—Replying to charges made in a magazine publication, Secretary Ballinger, of the Interior department, took occasion to deny many of the reports which recently have been circulated concerning the conduct of his department, and to explain others. "To say that I ever had adviced, aided or lent support to any effort to perpetrate a fraud upon the government," he said, "is not only false but it is intentionally so if made by any one who has taken the trouble to inquire into the facts."

Mr. Ballinger denounced as a "plain ordinary falsification" a report that he is interested in 155,000 shares of the Alaska Petroleum Coal and Coke company. Asked about a statement that he had said that the proper course to take with the public domain was to "divide it up among the big corporations and let the people who knew how make it pay." Mr. Ballinger said: "So assinine a report hardly needs denying. Of course I made no such statement. I have not only been consistently in the vanguard of the conservation movement, but I have sought to give it permanency along lines reasonably within the spirit of the present law and to secure adequate additional laws."

He made equally emphatic denial of the statement that his firm is known as the Standard Oil legal adviser in Seattle. Mr. Ballinger also made response to a charge that in granting rights of way to the Hill and Harriman railroads through the Deschutes canyon in Oregon, he had rendered impossible the construction of power plant in the canyon.

IGNORES VICTORIA AND FAVORS VANCOUVER

Local Shippers Aroused to Action at Last By Treatment Received From C. P. R.—To Notify Sir Thomas

Although there was a quantity of merchandise at this port awaiting shipment to northern British Columbia the C. P. R. steamer Princess Beatrice, which arrived at Vancouver on Saturday morning, sailed direct from there last evening. This indifference to Victoria trade has roused the merchants to drastic action. They already have taken the necessary steps to have the matter brought to the attention of Sir Thomas Shaughnessy, president of the C. P. R., the determination being to obtain from headquarters a direct pronouncement of what the shippers here may expect from the C. P. R. in the way of a northern service from this date forth.

On several occasions this year the same thing has occurred with the C. P. R. vessels; finding themselves a day late, the vessel would call at Nanaimo, return to Vancouver and sail without as much as notifying the local shippers.

Omitting the call at this city has occurred so frequently that the local wholesalers have decided to communicate with the eastern authorities, through the board of trade, and the matter will be pressed to a conclusion as to whether this city will have direct communication with the Queen Charlotte's and points generally south of Prince Rupert on the C. P. R. line.

On this particular occasion, the Princess Beatrice arrived at Vancouver at 8 a.m. Saturday morning and sailed again last night, the orders for the local wholesalers brought south by the vessel come to hand this morning and the shipments should have returned by the Beatrice on her northbound trip. Instead of that the orders arrived this morning and the vessel has already sailed without even as much as a notification to this port.

In many cases the orders have now been cancelled. This is looked on as discrimination against the city of Victoria as a wholesale center and as placing Vancouver in a position to compete with this city in an unfair manner. The orders for this city have been cancelled and filled at the Terminal City. Thus Victoria is gradually losing hold of the northern trade.

It is possible that a special meeting of the board of trade will be held tomorrow and a wired notification sent to Sir Thomas Shaughnessy.

STILL NO WORD OF THE ASTOR YACHT

Wireless Communication With Porto Rico Brings Out No Further News of Millionaire and Party.

TAMPA, Fla., Nov. 22.—The government's wireless station at 7 a.m. completed an hour's sending to San Juan, Porto Rico direct. Many of the messages were for John Jacob Astor, and members of his party. The operator at Key West asked the operator at San Juan if the Nourmahal, Col. Astor's yacht, was there. The operator at San Juan said he did not know, but thought it was. He said he would investigate. Communication was interrupted for a time before he could make the result of his investigations known.

KEY WEST, Fla., Nov. 22.—The San Juan, Porto Rico, wireless station of the government continued communication with the naval wireless station up to a late hour this morning but no confirmation of the presence of the steam yacht Nourmahal with the New York millionaire and a party of friends on board which has been missing for some days was had from San Juan. The operator of the Porto Rican station conversed some time with Key West and reported nothing of the Nourmahal's arrival there. The naval wireless men here declare that if the Nourmahal had been at San Juan the wireless men there undoubtelly would have spoken of it.

SAN DOMINGO, Nov. 22.—Col. John Jacob Astor's yacht Nourmahal sailed from here November 12 during the hurricane. The captain of an European steamer arriving here today reports that he saw the wreck of a steamer lying between the islands of Catalina and Saona. These islands are off the most southwesterly point of the island of San Domingo and about 75 miles east of here. They lie in the path of vessels proceeding east from here for Porto Rico. A revenue cutter has been ordered to sail immediately for the scene of the wreck.

NEGRO LYNCHED

VICKSBURG, Miss., Nov. 22.—After he had shot and fatally wounded City Marshal Walter Nichols, and was in turn shot by Nichols, James Estes, a negro, was hanged by a mob at Delhi tonight. Nichols was attempting to arrest the negro on a minor charge when shot. Estes was practically in a dying condition when he was lynched.

Esquimalt Transfer Not Completed.

Special to The Evening Post.

OTTAWA, Ont., Nov. 22.—In the House of Commons today Sir Frederick Borden stated that negotiations with the imperial government for the transfer of the naval station at Esquimalt are not yet completed.

Aged Woman Killed.

QUEBEC, Nov. 22.—Mrs. Marcotte, an aged woman, was killed and her son probably fatally injured by being struck by a train while crossing a track at Rouge this morning.

CAMPAIGN ITEMS

CONDENSED FOR BUSY PEOPLE.

(By Pioneer.)

THE PREMIER'S SPEECH.

The Premier's meeting on Saturday was full of vivid human interest.

Few of us went away after his speech without realizing that here was a man who after all was a big man, capable of dealing with a big problem, and inspired by a great desire to advance the welfare of his province and his country. Who could listen to him fairly and with an open mind without being convinced of the solid, substantial and far-reaching benefits that must come to British Columbia,—yes, and to Canada and the empire,—as a result of the policy he has so thoroughly mastered and so adequately framed.

SIR C. H. TUPPER.

Sir C. H. Tupper is an extremely clever man and is one of the most entertaining platform speakers we have. One would willingly pay theatre prices to hear him once in a while. But that is about all there is to say of him. He does not show up well in debate either in parliament or on the platform, as Sifton on one memorable occasion once demonstrated even to the satisfaction of Sir Hibbert himself. Any fairly good speaker following him on Saturday would have made him the laughing stock of the audience, so absurd was much of his cleverness and so grossly incorrect were many of his main statements. That is exactly what Sifton did. As a public man in Eastren Canada Sir Hibbert was rather a Jonah. The Conservative party in Nova Scotia has not yet recovered from the effects of his leadership there.

TUPPER VERSUS PATERSON.

Incidentally he demolished some of Mr. Paterson's alleged facts. There are some things that really require no comment and in this case it is sufficient to place side by side quotations from Mr. Paterson's articles and from Sir C. H. Tupper's speech.

SIR C. H. TUPPER'S STATEMENT:

Mr. Roblin came into the field and with great statesmanship, as it seemed to me, acquired the seven leased lines from the N. P. R. These roads went over to the C. N. R., the C. P. R. instead of giving silent sympathy to the scheme, as here, came immediately to Mr. Roblin and made a proposition to pay $761,000 in cash annually, if instead of carrying that contract out they would hand the roads over to them.

MR. PATERSON'S STATEMENT:

Has it (the C. P. R.) ever put up a serious lobby in Ottawa or in the legislatures against the C. N.?

Take the case of the struggle of the people of Manitoba for relief from the C. P. R. monopoly. The story is TOO FAMILIAR to require detailed repetition. After a long fight the Northern Pacific obtained entry into that province. After a time dissatisfaction with the method of the operation of the N. P. led the Manitoba government to buy out the system. The C. P. R. then tendered for its purchase. The Manitoba government, knowing the temper of the people on the subject, declined their offer. But, failing to obtain their ends by direct methods, big corporations, like individuals, frequently employ indirect ones. All we know is that when the C. P. R. offer was refused, another was forthcoming from the C. N., and it was accepted, it being believed that the C. N. was a real rival to the other line.

MR. PATERSON CALLS HIS STATEMENT EVIDENCE.

Yet Mr. Paterson calls this statement of his evidence. He says:

I am asked to give the grounds for my suggestion that the C. N. may become the property of the C. P. R. I have already done so. When the circumstantial evidence I have already adduced are met and answered by the editor of the Colonist I may submit a few more for the consideration of the electorate.

THE TUPPERS AND THE C. P. R.

As for the attitude of the C. P. R. here, it is sufficient to say that Sir C. H. Tupper is opposing the contract. And the interests of the whole Tupper family are entwined with those of the C. P. R. They are paid dependents, drawing large sums every year from the pay roll of the C. P. R., as solicitors and in other ways. Sir C. H. Tupper, despite his grudge against Mr. McBride, would not have uttered one peep from the platform without the consent and approval of the C. P. R. He knows, of course that it would not serve his purpose to appear openly as a C. P. R. advocate.