

### FINANCIAL HONOR OF A NATION

### MAY ENACT LAWS TO DISPEL SUSPICION

### Roosevelt Urged to Call Extra Session of Congress to Deal With Money Crisis.

Washington, Nov. 2.—President Roosevelt is being urged to call an extra session of congress to deal with the financial situation. The request comes from, and represents the judgment of conservative leaders of the country, who have represented the present situation as one that compels action of a character which will affirmatively eradicate all ground for suspicion of American industrial methods.

The president has been assured from most reliable sources that there will be no opposition on the part of the great industries of the country to the enactment of laws necessary to carry out his ideas of federal control to the extent to which he has expounded them in his recent utterances. These assurances are given to avert what is represented as the most dangerous situation which has confronted the country during a long historical period; that is, the seemingly growing lack of confidence based on known irregularities in business methods in some quarters, and no sure and speedy means of separating the good from the bad.

To this end it is suggested that the president shall set congress the task of making such amendments to the financial laws as will result in the maximum of flexibility with the minimum of basic change in the United States system. Next, and perhaps most important that the president embody his suggestion on corporation control into succinct commendations for enactment into law.

Treasury officials are agreed that the financial situation is distinctly improving day by day, and advices from financial centres to-day give reassuring facts. The news of the opening to-day of the banks in Oklahoma and New Mexico was received with general satisfaction and there is said to be abundant evidence that the fears of the disastrous conditions are past.

WOULD-BE CIVIL SERVANTS.

Winnipeg, Nov. 2.—There is a great increase in the number of entries for Winnipeg, Calgary and Edmonton for the annual civil service examination which will be held at the leading points throughout Canada next week. London, Montreal and Toronto are being visited by applicants for these cities, but the total number who will write will be greater than before.

### OPEN SECRETS.

To overcome the well-grounded and reasonable objections of the more intelligent to the use of secret, medicinal compounds, Dr. R. V. Pierce, of Buffalo, N. Y., some time ago, decided to make a bold departure from the usual course pursued by the makers of put-up medicines for domestic use, and so published broadcast and openly to the whole world, a full and complete list of the ingredients entering into the composition of his widely celebrated medicines. Thus he has taken the many users of his medicines into his full confidence. Thus too he has absolutely and completely removed his medicines from among secret nostrums of doubtful merits, and made them REMEDIES OF KNOWN COMPOSITION.

Dr Pierce's medicines are now in a class all by themselves—being absolutely and in every sense Non-secret.

By this bold step Dr. Pierce has shown that his formulas are of such excellence that he is not afraid to subject them to the fullest scrutiny.

Not only does the wrapper of every bottle of Dr. Pierce's Golden Medical Discovery, the famous medicine for weak stomach, torpid liver or biliousness and all catarrhal diseases wherever located, have printed upon it, in plain English, a full and complete list of all the ingredients composing it, but a small book has been compiled from numerous standard medical works, of all the different schools of practice, containing very numerous extracts from the writings of leading practitioners of medicine, endorsing in the strongest possible terms, each and every ingredient contained in Dr. Pierce's medicines. One of these little books will be mailed free to any one sending address on postal card or by letter, to Dr. R. V. Pierce, Buffalo, N. Y., and requesting the same. From this booklet it will be learned that Dr. Pierce's medicines contain no alcohol, narcotics, mineral agents or other poisonous or injurious agents and that they are made from native, medicinal roots of great value; also that some of the most valuable ingredients contained in Dr. Pierce's Favorite Prescription for weak, nervous, over-worked, "run-down," nervous and debilitated women, were employed, long years ago by the Indians for similar ailments affecting their squaws. In fact one of the most valuable medicinal plants entering into the composition of Dr. Pierce's Favorite Prescription was known to the Indians as "Squaw-Weed." Our knowledge of the uses of not a few of our most valuable native, medicinal plants was gained from the Indians.

made up improved and exact processes, and with the use of specially designed chemical apparatus, the "Favorite Prescription" is a most efficient remedy for regulating all womanly functions, correcting displacement, prolapus, anteversion and retroversion, overcoming painful periods, toning up the nerves and bringing about a perfect state of health.

The exact proportion of the several ingredients used in these medicines, as well as the working formula and peculiar processes, apparatus and appliances employed in their manufacture, are withheld from publicity that Dr. Pierce's proprietary rights may not be infringed and trespass upon by unprincipled

### LAI'D AT REST.

Funeral of Late David Hart Took Place Yesterday.

The funeral of the late David Hart took place yesterday afternoon from the Old Fellows' hall, Douglas street, at 2 p.m., where the L. O. O. F. service was conducted by Bro. James Bell, president of the relief committee, assisted by Bro. F. Nelson, acting chaplain.

After the I. O. O. F. service was concluded at the hall the procession proceeded to the Jewish cemetery where the Jewish service was conducted by Dr. Hartman at the grave. There was a large attendance of friends and many flowers.

The members of the L.O.O.F. attended in a body, and the following acted as pallbearers: F. Davey, W. J. Wriglesworth and W. J. Clark, representing the L. O. O. F., and J. Lancaster, S. Leiser and F. Landsberg.

### SERGEANT HAWTON DIED AT HOSPITAL

Valued Member of Local Police Force Passed Away Saturday Evening.

After a brief illness, extending over only two weeks, Sergeant John Hawton, one of the oldest and most valued members of the local police force, died from pneumonia at the Jubilee hospital on Saturday evening, after suffering a relapse, but sank again and passed quietly away at six o'clock in the evening.

For twenty-one years the late Sergeant Hawton was a member of the police force. He joined first in 1884, securing a position mainly through the influence of the late Judge O'Reilly, whose personal attendant he had been while the Judge was in the Indian office. During the year after the late Mr. Hawton became a policeman he was laid off from work temporarily through municipal economy in company with three others. The following year he again joined, and since then he has been continuously in the city's employ. He was made sergeant in 1881.

The late Mr. Hawton came to British Columbia in 1881. He was born in Cornwall, England, over 65 years ago, and was a member of the Cornwall constabulary from the time he reached manhood until he left the Old Country. His first three years in this Province were spent as an employee in the engineering department of the C. P. R.

The news of Sergeant Hawton's demise will come as a great shock to his many friends. He was very well known in the city and had an untarnished reputation for integrity.

He is survived by two step-sons, Charles Ward, of Victoria, and Albert Ward, of White Horse, and one step-daughter, Mrs. J. Calvin, of this city. He was a member of Court Victoria, A. O. U.

The funeral will take place from the late Mr. Hawton's residence, 130 Pandora street, tomorrow at 2 p. m., and from St. John's church at 4:30 o'clock.

### ST. LAWRENCE'S GREAT RECORD

### WHALER HAS HAD A VERY BUSY SEASON

### She Took Two Hundred and Forty Five on the West Coast.

(From Monday's Daily.)

Completing her first season's work on the west coast, the steam-whaler St. Lawrence, owned by the Pacific Whaling Company, arrived in port this morning from the Narrow Cut Creek station at Kyquoot, and is being overhauled on the Victoria machinery depots of the Page's lagoon station, near Nainaimo.

The season's catch made by the trim little whaler totaled 254 whales, of which 145 were taken at the new Kyquoot station and 109 at Sechart. The biggest catch made was nine whales in one day, and the St. Lawrence seldom came back from a hunt with only one whale in tow.

The St. Lawrence, in charge of Capt. Larsen, and Capt. Dan McAuley, the pilot, started work on this coast at the Sechart station on March 20th, this year, and hunted there in conjunction with the company's other whaler, the Orion, until July 10th. Owing to the fact that the two whalers were hunting together, their individual catches were restricted as the station could not handle all that they could bring in. The St. Lawrence took 169 whales during the five months she was stationed at Sechart, and the Orion had a somewhat similar total.

On July 15th the St. Lawrence commenced work at the Kyquoot station. Whales were plentiful, and her catches were uniformly good, although the capacity of the factory would not allow for continued whaling. During the 13 days that the St. Lawrence hunted from the northern station 145 whales, an average of nearly three whales a day, were taken.

Frequently the St. Lawrence brought in profitable catches of six or seven whales at a time, although the general catch was that of one or two whales in weather, in fact almost perfect conditions for hunting, prevailed until October last, when the last whale was taken. September was the best month, 48 whales being taken, and on August 15 the St. Lawrence hunted 20 days and took 57 leviathans.

The season was exceptionally free from accidents, the only one of any consequence occurring in the month of when the whaler lost a blade from her propeller. The St. Lawrence was towing four whales to the station, one of them being a sulphur bottom nearly 50 feet in length, when the last mentioned whale, which was usual, tied tail forward to the bows of the whaler, swung around and the head of the propeller. The whaler was brought down to Ucluelet and beached while a propeller was fitted.

In conversation with Capt. Dan McAuley, the general pilot of the St. Lawrence and veteran sealer, the Times reporter learned a little of the everyday work of the whaler. The St. Lawrence was wrapped in romance for the "land-lubber" and, to his mind, stamp life on a steam-whaler as an exciting and fascinating occupation. For the most part, the whaling season is a succession of these little steamships. To have a big sulphur bottom tow the whaler for miles, to lose lines and harpoons in terrible struggles, and to witness the world's greatest game, such incidents never rise above the common-places in the eyes of the men who work on the whalers.

"Probably the hardest whale was tackled during the season at Kyquoot," said the captain, "was a big sulphur bottom who towed us for twenty-five miles before he gave up." Capt. Larsen got a harpoon into the big fellow, and he at once went away at a great pace, taking three hundred fathoms of line. Then he started to take the St. Lawrence with him. We set the engine for half-speed, and the whaler started but he kept up the tow for hours without any slackening of speed. At the end of that time he made a spurt and the St. Lawrence started to follow. For three hours we fought to get away, while water was poured on the line to keep it from burning as we played him, then, after a long and tiring struggle, we got a solid hour he gave out. We got close to him and Capt. Larsen put another harpoon into him, which finished him.

"On another occasion we got a big sulphur bottom close in, and as soon as he was shot he went for the bottom. About three hundred fathoms of line was paid out, and then the rope parted. By the time the line was hauled in the sulphur bottom showed up about a mile and a half away from us, but before we could reach him he sank. Once we were in a bunch of humpbacks when one of them came within a few feet of the St. Lawrence. He was harpooned and immediately rolled over and slid beneath the vessel, where the bomb on the harpoon exploded. The St. Lawrence wasn't damaged, but the concussion of the explosion gave everything and everybody aboard a severe shaking up."

Numerous incidents like those recorded above come up in conversation with the crews of the steam-whalers. They are recited as very ordinary incidents, although they possess a fascination that cannot fail to make them interesting to those who have not "been and seen."

The St. Lawrence will be thoroughly overhauled on the ways before being sent to the north coast. The engine is being repaired. It is probable that she will commence hunting within two weeks' time. The Orion has finished hunting at Sechart.

The manager of the Kyquoot station, S. C. Ruok, and 25 men, are finishing work. There is still a big shipment of coal and fertilizer to be sent south, and this will probably be brought down by the steamship Tees on her next trip to Kyquoot.

### JAP DISMISSED FROM SCHOOL.

Superintendent Claims That Racial Line Must Not Be Broken.

Savannah, Nov. 4.—The board of education, it is said, has decided to dismiss Geo. Yugama, a Japanese boy who was admitted to the night school two weeks ago. Yugama was admitted during the absence from the city of Superintendent J. W. Brown. When the latter returned and learned of it, he pointed out that it was a breaking of the racial line which could not be done in the South. Mr. Ashmore's view has been accepted by the board of education and the Japanese boy will be dismissed on the ground that he is over the school age.

### BAD RAILROAD WRECK.

Danbury, Conn., Nov. 4.—A bad railroad wreck reported from Danbury on the Berkshire division of the New York, New Haven and Hartford railroad, and several of the injured have been brought to a hospital.

### VICTORIA LAND DISTRICT

DISTRICT OF COAST, RANGE 3.

Take notice that Geo. E. Davenport, of Vancouver, occupation, lumberman, intend to apply for a special license over the following described lands:

No. 1. Commencing at a post planted on the east side of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 2. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

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No. 65. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 66. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 67. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 68. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 69. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 70. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 71. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 72. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 73. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 74. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 75. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 76. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 77. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 78. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 79. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

October 8th, 1907.

No. 80. Commencing at a post planted on the east bank of Kimsquit River about 1/2 mile north of N. W. corner of Lot 51, thence east 40 chains, thence south 30 chains, thence west 40 to bank of river, thence south 100 chains to point of commencement.

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