PUBLIC ACCOUNTS BEFORE THE HOUSE

Ex-Deputy Courtney Appends to Statement Advice on Loans Falling Due, and Makes Plea for Efficient Toilers of Finance Department

Ottawa, Nov. 27.—(Special)—The public accounts for the last fiscal year were presented to parliament today, and show:

Receipts, $80,139,360.
Expenditures, $67,240,641.
Surplus, $12,898,719.
Capital expeiditure, $11,913,371.
Railway subsidies paid totalled $1,637,574.
Bounties, $2,400,771.
Net debt of the Dominion on June 30, $267,042,977.

The average rate of interest on the gross debt was 2.25 as compared with 2.81. The net rate of interest fell from 2.26 to 2.21.

Late Deputy Courtney points out that the Dominion has entered upon a period when the loans contracted in its early history are falling due year by year. In the last fiscal year £1,000,000, 4 per cent of the 1875 loan, fell due Nov. 1. On Nov. 1, 1906, £2,500,000 falls due. On May 1, 1907, a portion of the 1874 loan, extended in 1904, amounting £1,926,654 15s 11d, matures, and each year until 1910 large sums will have to be redeemed or refunded. To carry on the large projects now under way, and at the same time meet the maturing obligations, it will require the greatest care in order that the credit of Canada now so deservedly high may suffer no impairment.

Plea for the Workers

In closing, Mr. Courtney says: "My career as deputy minister of finance has drawn to a close and as this is the last report on the public accounts of Canada to bear my signature I desire to extend to the staff of the department my thanks for their hearty co-operation at all times in the work that fell to us to execute. I commend their loyalty and their devotion to public interest. I have referred in previous reports to compensation in the commercial world for the services of able and industrious men. An efficient and honorable civil service is indespensible to such a great growing country as Canada and liberality in remuneration of those who prove worthy in its service is an expenditure that will yield a hundred fold.

Both houses cleared their desks for business today each disposing of the address.

Bourassa Snubbed

A Liberal caucus will be held tomorrow. It is said Mr. Bourassa has not been invited.

Bennett, who arrived today, will move that the report of the transportation commission should be given effect to.

Messrs. John Hendry, William McNeil and George C. Hinton, of Vancouver are seeking incorporation as the Burrard Westminster Boundary Railway and Navigation company to build a number of radial lines from Vancouver.

Military Order

A military order issued today says that Capt. W. F. C. Sullivan, No. 7, section ordnance stores corps, is transferred to No. 11 section, Victoria to take over charge of ordnance stores from Lieut. Col. A. W. Jones.

CONFER RESPECTING BEEF COMMISSION

Hon. W. T. Findlay, Minister of Agriculture in Alberta Interviews Government

BRITISH COLUMBIA'S POSITION

Premier McBride Does Not See His Way Clear to Accept Proposals as Outlined

A conference was held between Hon. W. T. Findlay, minister of agriculture for the province of Alberta, and members of the provincial government Tuesday in reference to the beef commission, which was organized by the territorial provinces some months ago. Mr. Findlay endeavored to induce the local authorities to participate in the proceedings of the commission upon the same basis as Alberta, Saskatchewan and Manitoba. Premier McBride and other members of the cabinet could not see their way clear to accept the proposal of the visiting minister. They pointed out that this province was not as deeply interested in the beef trade as the prairie sections. Almost all the farmers of the Northwest engaged in stock raising to some extent, so that an investigation into the condition of that business directly affected them. As comparatively few British Columbia ranchers devoted themselves exclusively to that line of farming, the matter was not of particular interest locally.

After discussing the question at some length, the government submitted the terms upon which they would appoint a representative to take part in the investigations to be undertaken by the commission. As far as British Columbia was concerned, they would meet the expense of the undertaking; but the prairie provinces, they explained, were outside their jurisdiction. Therefore they could not agree to assist in the payment of accounts that would result from sittings of the commission in districts east of the Rocky mountains. Mr. Findlay promised to outline the attitude assumed by the government of this province to his colleagues, and through them to the governments of Saskatchewan and Manitoba.

Aim of Commission

Conversing with a representative of the Colonist, Mr. Findlay expressed the opinion that the governments of the prairie sections would hardly accept the conditions upon which the local administration are willing to become parties to the movement. He acknowledged that there was force in the argument used by Premier McBride and his ministers. Without a doubt British Columbia was not as deeply concerned in the beef trade as the districts lying to the immediate east; and yet he thought the conditions were such even in this part of the West as to stand for a thorough investigation. Of course he was comparatively unacquainted from personal knowledge with the conditions prevailing here, but he thought the situation was much the same everywhere in Canada, and that there was room for improvement.

Discussing the objects of the Beef commission, the visiting minister went into the matter in detail. He dealt with the conditions existing upon the prairies. For many years, he states, the farmers have suffered through the impositions of the middlemen—those who purchased stock from them in wholesale quantities and transferred it to the retail vendors. Through united action, in other words, the formation of a syndicate, they were able to force the cattle raisers to dispose of their holdings on the hoof at extremely low rates. Despite the fact that the figures charged by the stockmen in most instances were extremely moderate, when the meat reached the market it was quoted at ridiculously high prices. What was the reason for this unsatisfactory condition of affairs? That was the question which the farmers had been asking each other, and in which the consumer also had recently begun to evince an interest, remarked Mr. Findlay. There was a grave discrepancy somewhere. As a result of the growing agitation the government had decided to take the matter up and the commission in question was the result.

The Principal Point

The principal subject, therefore, to be investigated by the commission has reference to the wholesale and retail values of beef in Western Canada. It is claimed that both the producer and the consumers are being imposed upon by the present system. Mr. Findlay lays particular emphasis upon the fact that the purchaser of meat is as much interested in the movement as the one who has live stock to sell.

Such it was originally decided by the governments of Alberta, Saskatchewan and Manitoba to take up the question of the sale of beef, the scope of the commission has been materially extended. At first it was only the intention to investigate the point outlined. Now the commissioners contemplate going thoroughly into every detail of the business. They will take evidence from the stockraiser, from the middleman, from the retail merchant and others. The condition of the market at different seasons of the year will be ascertained as closely as possible, while the freight rates charged by the railways for the shipment of goods to Eastern Canadian points and to the Old Country will be subjected to close scrutiny. In this way it is hoped to obtain a thorough grasp of the beef trade of Canada, and the possibility of developing the export trade along that line.

Upon the completion of the sittings of the commission, Mr. Findlay points out, it should be possible to formulate a series of recommendations for the consideration of the four Western provinces, the adoption of which would not only improve matters materially, but might result in a marked growth in the trade. The visiting minister is firmly convinced that one of the principal assets of the Western sections lies in the stock-raising business. While he agrees that it does not affect British Columbia as materially as her neighboring provinces, still he thinks this country has facilities for the raising of as fine stock as could be found anywhere, although, perhaps, not in as large quantities as in the Northwest. His object, he points out, was not only to bring about an immediate improvement in the prevailing conditions, but to unite the governments of the West in a movement which could not fail to encourage stock-raising throughout the country. The wealth of that branch of farming was not generally realized. He thought it could be taken up upon a much larger scale with profit. And he believed that, providing the present conditions were improved, settlers would be encouraged to enter into that line more extensively than hitherto, the result of which would be a marked stimulation in general commerce throughout the Western sections.

BARRINGTON SUICIDES.

Newark, N. J., Nov. 27.—R. L. Barrington was found dead today on the floor of his office in the Senty building. A revolver of 22 calibre lay beside the body. An autopsy tonight seemed to make it plain that Barrington committed suicide. Two shots had been fired, the second bullet lodging in the brain.

SETTLING THE STRIKE.

Regina, Sask., Nov. 27.—Hon. Walter Scott received the following telegram from Lethbridge yesterday afternoon from W. L. Mackenzie King, deputy minister of labor: "The reply from the company to my letter received at 4 4 o'clock yesterday was of a nature to facilitate a settlement immediately. I had a further conference with the men and the company, and arranged for a joint conference between representatives of both. The conference lasted from 10 o'clock until nearly 2 this morning. It will be continued at 11. The result of the conference will be submitted to a committee of men at a meeting called for tonight. We seem to have arrived at a fair basis of settlement, and I have confident expectations the strike will end today."

DIES ON HUNTING TRIP.

Exhaustion and Exposure Prove Fatal to William Bell of Sicamous.

William Bell, of Sicamous, fireman of a freight train between Vernon and Sicamous, died last Tuesday morning from exhaustion and exposure, at Eagle river, about six miles east of Sicamous.

The previous afternoon, Conductor Tom Lawrence and Fireman Bell, both of the local freight, having a day off, left Sicamous for a deer hunt, going east some miles, and crossing the Eagle river into the timber north of the track. Late in the afternoon, the men pretty well tired with their long tramp through the woods and snow, started for home. They were then somewhere in the neighborhood of Boule station, six miles from Sicamous, with the Eagle river cutting them off. The men tried to find the ford where they had crossed before but failed to, and tramped up and down till after dark, trying here and there and becoming thoroughly wet. Still they tried on, and one place after 12 o'clock they essayed to cross, but got into a hole and and had a very hard time making land, the water, of course, being ice cold. Both men succeeded in getting out, however, but Bell was done for and laid down. He begged Lawrence not to leave him, but as Lawrence was nearly all in himself and their matches were wet, he thought the best thing was to get to the section house and send the men back after Bell. This he did, finally returning with the men, but poor Bell was about dead, though he spoke up when Lawrence returned, and murmured: "I knew you would not leave me, Tom." He was carried to the track and put upon a hand car but expired almost immediately. The body was taken on to Sicamous. Bell, who was a well built, athletic looking young man, was a general favorite with the railroad employees. His home was in Ontario, and it is thought his brother lives at Everett, Wash.

LIKES PORTO RICO.

Washington, D. C., Nov. 27.—President Roosevelt believes the people of Porto Rico are entitled to American citizenship, and will recommend in a special message to congress that this be granted. The President has expressed the opinion that it is lamentable that they do not now enjoy this right. In this connection, he noted that although Porto Rico had sent a delegate to the pan-Americpa congress at Rio Janeiro, that delegate could not even say he was an American citizen, and this also is the case if he visits Europe or any other foreign country.

POPE SAYS JUDGESHIP IS OFFERED FOR SALE

Sensational Charge Against Liberal Government Is Made at Nelson Meeting

Nelson, B. C., Nov. 27.—Rufus H. Pope, ex-M. P. for Compton, Que., addressing a local gathering of Conservatives and attacking vigorously the Liberal administration, declared that he had learned on reaching British Columbia that the judgeship vacant by Duff's promotion was for sale for $7,000, adding: "It is hard enough for the ordinary man to get justice these days, what with lawyers and juries, but we should not have judges on the bench who have paid to get there."

The statement has made quite a sensation here.

COMPANIES CONTEST FOR NIAGARA POWER

U. S. Secretary Taft Hears Applications and Will Confer With Root

Washington, Nov. 27.—The hearings of applications before the secretary of war for permission to transmit to the United States power developed on the Canadian side of Niagara River were closed tonight. Additional data will be filed, and Secretary Taft announced that he would not be able to reach a decision in regard to the applications until he has conferred with Secretary Root. This conference is necessary because of the effect the contracts may have upon an international treaty providing against any perceptible interference with the grandeur of the Niagara Falls. He said he would award privileges about January 1, if possible. The hearings before Secretary Taft were for the purpose of enabling him to find a way equitably to distribute 157,500 horse-power, the estimated limitation upon the amount of electric power to be admitted, among half a dozen or more corporations, each of which thinks it must have a third or more in order to exist.

Morris Cohen, representing the International Railway Company, asked for only 2500 horse-power immediately and additional amounts, as business develops, up to 40,000 horse-power.

Francis Lynde Stetson, of the Canadian Niagara Power Company, proposed dividing the power to be admitted equally between his company and the Electrical Development Company of Ontario and the Ontario Power Company, the three corporations having franchises from the Dominion government to develop power.

General F. V. Greene, representing the Ontario Power Company, was opposed to the equal division, on the ground that his company was able to get one fourth more power from the same amount of water diverted than the other companies are getting, and he said the division should be based on the amount of water used. At the same time he declared that the three concerns named were the only ones really entitled to consideration.

J. G. Johnson of the Electric Development Company had intended a combination between General Greene's company and one of its customers, the American Ontario Company, which is prepared to transmit power to Lockport and Syracuse. F. H. Cravath had made an argument for the latter concern, declaring that Gen. Greene's company should not be limited to an extent that would interfere with a contract to furnish the American Ontario Company with 90,000 horse-power.

The arguments by the three companies holding franchises from the Dominion government suggested a combination against applicants dissimilarly situated, though no representations to that effect were laid before Secretary Taft.

WANT INCORPORATION.

There was a good attendance at a meeting held on Saturday afternoon, Nov. 17th, at the Goldstream ranch, of those interested in forming a municipality. All those present, which included the principal residents of Coldstream valley signed the petition for incorporation, which will now be pushed so that the first elections may be held in January. The municipal boundaries will begin about two miles from the city limits and extend nine miles up the valley to where White valley begins. The new municipality will be one of the richest in the province.

DEVELOP TILLICUM.

W. McNeil left today for Quilchena with two men and will do some development work on the Tillicum mineral claim situated on the hill behind Quilchena says the Nicola Herald of Nov. 22nd. Mr. McNeil located the ground some time ago and since then has had the rock tested with the result that the claim is to be opened up. The surface indications are very good and from assays the rock carries gold, silver and copper. The Tillicum is situated in an ideal spot for working and shipping purposes. Interested with Mr. McNeil in the property are Barclay Bonthorne and J. G. McLean.

WANTS TO EAT REGULARLY.

Schenectady, N. Y., Nov. 27.—Joseph Reilly, a Brooklyn blacksmith out of a job and hard up, last night threw his suit case through a $600 plate-glass window of a local department store for the purpose of being arrested, so as to make sure of three square meals a day. He waited for two policemen to arrive and arrest him. He was today bound over. The minimum penalty is two years in the states prison.

PILOT APPOINTED FOR CLAYOQUOT

Capt. Robert E. McKiel Is Given Post—Sub-port to Be Created

LINERS LEAVE FOR THE ORIENT

The Empress of China and Aki Maru Sail—Quadra Will Take Temporary Light to Pachena Point

Capt. Robert E. McKiel has been appointed pilot for the sub-division of the Nanaimo authority for the west coast of Vancouver Island, with headquarters at Clayoquot. A sub-port of entry is to be established and it is reported J. Grice, now shipping master there, will be made the first collector. The increasing industries of Clayoquot and the west coast caused the government to commission a pilot, and, from a number of applicants, the well known sealer was chosen. It is not expected that he will take up his work until March. Then he will take a large Columbia river boat, fitted with a gasoline machine, to Clayoquot Sound to board incoming lumber carriers and other vessels. As at other ports, pilotage will be compulsory and will probably rule at the same tariff as here—one dollar per foot draught.

When the large mills of the Sutton Trading & Lumber company start shipping, Clayoquot will be a busy port. The mills will export considerable shingles and lumber direct to New York by sailing vessel. Arrangements will probably be made for a harbor tug as soon as the vessels chartered to carry lumber commence to arrive. The company has been at work for months building and furnishing the mill with machinery of the most complete modern pattern; logging camps were established months ago and considerable timber has already been worked out from the big limits secured by the millmen in readiness for the cutting, just commenced.

With the appointment of Capt. McKiel as a pilot another of the old-time sealing men passes from the adventurous calling. He has been following the sea since in 1871, he ran away from home as a boy of fourteen to join a Nova Scotia vessel. Fifteen years later he came to Victoria. His first sealing command was the schooner Mary Taylor, in which he escaped from a revenue cutter when the United States vessels were harassing the Victoria pelagic sealers in 1887. He went to Japan to get the schooner Beatrice, now the Arctic exploration schooner Duchess of Bedford, when that vessel was bought by local sealers, and took that vessel to Bering Sea with an Indian crew in 1889. Next year, after taking out the E. B. Marvin, now hunting off Cape Horn, he was sent to Halifax to bring out the Maud S, in which he cruised for a number of seasons. In 1893, when hunting off the Copper Islands, the schooner was seized by a Russian warship and taken to Petropavlovsk, afterwards being released, and proceeding to Japan. The Maud S was lost off the north of Vancouver Island, and Capt. McKiel has since had command of various vessels.

MANY ARRIVALS.

Four Steamers Reached Port Yesterday—Others Due Today.

Four large ocean-going steamers were in port Tuesday, and most others are due today. Fog delayed the outward-bound Oriental liners. Both the Empress of China of the C. P. R. S. S. Co., and Aki Maru of the N. Y. K. line, were six hours late in leaving. The white liner had 62 saloon, 15 intermediate and 900 steerage, nearly all Chinese homeward bound. There was 1,000 tons of general freight, including a large shipment of Canadian flour. There were 22 Methodist missionaries included among the passengers, bound to the Methodist mission districts of western China, and a large deputation was on the wharf to wish them God-speed.

The Aki Maru had a small complement of saloon passengers, and 218 steerage, all Japanese, 78 being from this city. W. H. Dechler, owner and manager of the Ohio line of steamers on the Korean coast, was among the passengers. He has been to Columbus, Ohio, making arrangements for an extension of the lines, which are operated in connection with the Nippon Yusen Kaisha services. The cargo consisted of 4,754 tons, including large shipments of flour, machinery and general freight.

Steamer Fulham, Capt. Gow, arrived yesterday morning from oPrtland loaded with lumber for Shanghai and proceeded last night to Comox to load bunker coal.

Steamer Frankby, Capt. Kidd, which took coal from Cardiff to South American ports, arrived from Iquique, 26 days out, in ballast, for orders.

The new German freighter Midgard, Capt. Gierling, from Guyamas, Mexico; steamer Tottenham, 38 days from Sourabaya with 6,000 tons of raw sugar; steamer Tordenskjold from San Francisco for Nanaimo, and the liners Ceylon Maru of the Japan Mail S. S. Co., and Antilochus, a new steamer of the Blue Funnel line are due today.

Steamer Titania from Nanaimo for San Francisco with coal, sailed early this morning.

FOR PACHENA POINT.

Quadra Will Take Apparatus for Temporary Light.

Steamer Quadra will today load an acetylene light apparatus to be installed as a temporary light at Pachena point, and will proceed this evening or tomorrow to discharge further material for the construction of the light station at Pachena. After discharging the apparatus for the temporary light the steamer will go to Alberni to load 40,000 feet of lumber for Pachena. As the material will necessarily be landed by the steamer's boats, it is expected the work will occupy some weeks.

MARINE NOTES.

Capt. Matthew Turner and Carl Jensen of the schooner M. Turner, which was rescued from a perilous position off the Vancouver Island coast near Kyuquot last winter by the steamer Queen City, have been awarded trophies by the Norwegian government for saving the shipwrecked crews of the steamers Salamis and Victoria from Malden Island, in the South Seas eight or nine months ago.

French bark Empereur Menelik, at Portland from Rotterdam, reports that in rounding Cape Horn last August she passed between two islands of ice, each of which was at least seven miles in length. They towered high above the water and every bit of sail was crowded on the vessel in order to get out of the narrow channel lest the bergs might drift together and crush her to fragments.

Tugs Hilda and Constance left for Vancouver last night with a scow load of lime.

In referring to the unsuccessful attempt to float the side-wheel steamer Olympian, which went ashore March 13, in the straits of Magellan, the New York Marine Journal says another effort will soon be made by the steamship Amethyst, which has started for the straits with a complete outfit of wrecking apparatus.

Capt. Sprague, formerly master of the tug Sea Lion, is to be appointed pilot of the Nippon Yusen Kaisha line. He is taking the place of Capt. Gilmour, who, for some years, has been acting pilot and who it is stated, is about to retire.

The San Francisco Call of Saturday says: Captain Gibbons was presented with a medal yesterday by the Canadian government for saving the crew of the British ship Fred H. Gibson. The Gibson was sinking in a heavy gale near the West Indies when Captain Gibbons came along with his schooner, the Ellen A. Swire, and after a strenuous struggle succeeded in taking the men off the Gibson. The presentation was made by Consul Bennett.

British ship Beechk Castle of Victoria, B. C., has arrived at Portland with coal from Newcastle.

ONTARIO BANK CASE.

Toronto, Ont., Oct. 27.—Application made by the crown this morning before Judge Winchester for the appointment of a commission to go to New York to examine brokers there with whom Charles McGill, formerly general manager of the Ontario bank, had dealings. The application was approved by counsel for McGill and President Cockburn, and the argument was adjourned till next Monday. The police court proceedings in the McGill case before Magistrate Dennison was very brief. A. E. Ames, broker, explained a few entries in his books, and then an adjournment was made till tomorrow morning.

TEN MILLION PEOPLE ARE IN NEED OF FOOD

International Committee Will Appeal for Assistance for Starving Chinese

Shanghai, Nov. 27.—An international committee composed of the consuls, merchants, missionaries and Chinese officials have decided to appeal to Europe and America to assist in relieving the distresed inhabitants of the province of Kiang Su, where the floods have completely destroyed the crops in an area of over 40,000 square miles, resulting in ten million people being on the point of starvation.

BURNS BIG PILE OF CONDEMNED TREES

Fruit Inspector Cunningham Destroys 3500 at Provincial Fumigating Station

A huge pile of condemned trees, aggregating some 3,000 to 3,500, were burned at the provincial fumigating station, Vancouver, says the News-Advertiser.

The trees destroyed were of all varieties, and came from many foreign nurseries. They were not shipped into the province on speculation, but had been all sold to actual purchasers, resident on Vancouver Island, the Gulf Islands, Vancouver city, New Westminster, Westminster district, Mission city, Okanagan Valley, East and West Kootenay, so that the distribution of the disease for which the trees were destroyed, would have been pretty general.

The inspector stated that although he had destroyed over 17,000 trees for the same disease as those which were now being cremated, neither the shippers nor the purchasers seem to be a bit more cautious. Indeed, the parties buying trees seem to be more reckless than ever; they rely too much on the protection given them by the inspection.

"Had I the power to condemn nursery stock for quality," said he, "I should surely have knocked out at least double the number that we are burning today, but I can destroy only for actual disease. However, relief from this very unpleasant duty is in sight. We have twelve nurseries established in this province, the annual output of which, two years hence, will not be less than two million trees, besides small fruits and ornamentals.

"The amendment to the Horticultural act put through by Capt. Tatlow in 1904 and 1905, has resulted in establishing at least six nurseries in the interior, and the extension of the business of those already in operation before the act passed.

"I am very thankful to say that on my recent trip to Seattle a good understanding between the American horticultural authorities and ourselves was established. Mr. Hopkins, the inspector for King's county, Washington, of which Seattle is the county seat, is doing excellent work on exactly similar lines as our own. The sale of infected and diseased fruit is not permitted. I did not see a dozen infected apples in all Seattle; the result is that clean fruit brings quite as good prices in Seattle as in Vancouver. Thousands of packages of infected fruit have been recently in Seattle, and at other points in Washington."

MAY GO FISHING.

Former Revenue Cutter Grant Will Probably Join Halibut Fleet.

A Seattle despatch says negotiations are now on which may mean the converting of the old revenue cutter Grant, recently sold by the government to A. A. Cragen of this city, for $16,500, into fishing steamer plying to the Hecate strait, and Alaska banks. The vessel will be under the management of the San Juan Fish & Packing company and used in the same manner as is the San Juan.

William Culvert, jr., president of the San Juan Fish & Packing company, states that while it has not been definitely decided as to what will be done with the Grant, yet the officials of the company were considering placing her in the fish trade.

Considerable work, it is stated, would be necessary to place the Grant in condition for a first-class fisherman. Her machinery and engines would have to be replaced, with the exception of a number of parts. The interior arrangement of the craft would also have to be remodeled and overhauled.

NOT SO PEACEFUL.

New York, Nov. 27.—Senor Fyers Andrade, who was secretary of the interior of Cuba during the part of the Palma administration in which all the ousting of the officers took place and on whose recommendation most of the removals were made, arrived from Havana this afternoon on board the steamer Mexico.

Asked regarding conditions in Cuba, Senor Fryer Andrade said conditions were not so peaceful in every part of the island as reports would indicate. Cattle stealing, he said, was continuing on a considerable scale, and owners of cattle were anxiously inquiring what was to be done about it.

LIBERAL NOMINATED.

Kamloops, B. C., Nov. 27.—(Special)—At a Liberal convention yesterday J. D. Swanson was nominated as standard bearer of the party for this constituency in the forthcoming provincial elections. The names of Dr. Wade and M. P. Gordon were also before the convention.

Monkey Brand Soap removes all stains, rust, dirt or tarnish — but won't wash clothes. 25

TWO CITY BLOCKS SELL FOR $220,000

General Manager of the Northern Bank Buys the Balmoral for $130,000 and Local Syndicate Pays $90,000 for the Adelphia

Two of the biggest real estate transfers in the recent history of Victoria were announced Tuesday. Together they involve the immense sum of $220,000. The larger is the purchase of the Balmoral Hotel block by F. W. DeCourcy O'Grady, general manager of the Northern Bank. He paid $130,000 for the property. The negotiations between Mr. O'Grady and G. A. Kirk, the owner, are reported to have been conducted by the well known agency of A. W. Jones & Co. The other deal is one by which the ownership of the Adelphi block, at Government and Yates streets, passed from the hands of the B. C. Land & Investment Agency to a number of wealthy and enterprising Victorians. They paid $90,000 for the property and building.

The purchase by Mr. O'Grady of the Balmoral Hotel block is of particular interest. He is known to be a business man of marked ability and foresight, and it is believed that an investment of such magnitude by him will result in the encouragement of those who hitherto have contended that the present activity is without foundation.

Prominent Local Structures

The Balmoral block is one of the best known properties in the city. It was erected some years ago by G. A. Kirk. At that time it was held under a lease for 99 years by C. W. R. Thomson of the Victoria Gas Works. Subsequently Mr. Kirk purchased the land also from the trustees of the Sir Matthew Begbie estate. The building has a frontage of 260 feet on Douglas street and 60 feet on each of Fort and View streets. The deal just concluded gives Mr. O'Grady the deeds for both the land and the structure.

The Adelphi block also is one of the most prominent business premises of Victoria. It is located more centrally, as the business section now lies, than the Balmoral. Three stories in height, and having a frontage of seventy feet on Government and fifty-six feet on Yates street it is considered one of the finest business properties of the city. The building was constructed by the late Theodore Davey. The names of the purchasers of the property were not available yesterday. The only information that could be procured was to the effect that a number of Victorians had made the buy, doubtless believing that the present movement is well-founded and will lead to greater things in the near future.

Minor Transactions

Quite a number of smaller real estate transactions were reported yesterday. Among these was the purchase of several properties on Wharf street, through Pemberton & Sons, by northwesterners. One lot near the custom's office was sold for $10,000 and two just opposite the Hudson Bay company's headquarters on the same thoroughfare were transfered. The sum involved in the latter case was about $15,000, bringing the total amount of property to change hands in one day in that locality up to $35,000. Although this sinks into comparative insignificance alongside the larger deals aforementioned it would have been deemed quite an event in the realty circles of Victoria some months ago. The change in opinion is cited as an evidence of the phenomenal progress this city has made during that brief period.

Another important deal which was consummated Tuesday was the purchase by the Merchants Bank of Canada of a portion of the southeast corner of Yates and Douglas streets. It is announced that the present owners will continue to collect the rents for the wooden buildings at present on the property until the end of November. Then, it is stated, these structures will be removed preparatory to the erection of a handsome building to be occupied by a local branch of the concern mentioned.

The Merchants' Bank

When the Merchants' Bank of Canada becomes established there will be represented here all the larger banking institutions of Canada. The Merchants Bank stands third in relation to other institutions of its kind doing business in the Dominion today. Until a short time ago the Bank of Commerce represented the Merchants Bank in western Canada. Recently a branch was established at Vancouver; but it has since been found that that is insufficient to handle the ever increasing business, and another is to be founded. Victoria has been selected as the site of the new venture.

In 1864 the Merchants Bank of Canada was established with headquarters at Montreal. It has paid up capital mounting to $6,000,000 and an additional reserve fund and undivided profits of $3,674,596. The president is Sir H. Montague Allan, vice president, Jonathan Hodgson. Among the directors are: C. M. Hays, president of the Grand Trunk Pacific, Charles R. Hosmer and Hugh A. Allan. It has 65 branches in Ontario, 13 in Quebec, 14 in Manitoba, 16 in Alberta and 6 in Saskatchewan.

Sylvester Feed Co.'s Plans

Two other transactions took place recently in the block last mentioned. The Sylvester Feed company exercised an option held for three years for the vacant property adjoining their Yates street premises. It is 30x120 feet in size. It is their intention to build an addition to their establishment, such a move having been rendered necessary owing to the recent marked increase in their business and the consequent necessity of providing themselves with more accommodation. Early in the spring, it is expected, the building will be remodeled and enlarged. It will be extended 16 feet. Four storeys will be added to the main structure. It is the intention when these improvements have been completed to engage in other lines of business. A long line of specialties, such as rolled oats, oatmeal, etc., will be handled by this enterprising company. Although held in trust at the present time, it is authoritatively reported that the remaining portion of the block has been taken over by the Northern bank. It comprises an "L"-shaped strip running around the corner acquired by the Merchants' Bank of Canada, and has a frontage of 60 feet on Douglas and 40 feet on Yates street.

Aggregate Half a Million

Summing up all the real estate deals, large and small, which have taken place during the past few days, it is safe to say that the total amount would reach a figure considerably over half a million. It is not possible to chronicle all the smaller transactions which are being consummated daily. Only those of considerable magnitude have been given publicity hitherto. When this is considered, some idea may be obtained of the increased activity of the past few weeks. Local business men, in whatever lines they are engaged, go about with a brisker step and a broader, cheerier smile than heretofore. They all predict that the change in local commercial conditions is but the introduction of a period of unexampled prosperity for the capital of British Columbia.

ANOTHER BRACER

Ottawa, Nov. 27.—(Special)—R. E. Gosnell sails from New York for England on Saturday with C. H. Wilkinson, managing director of the British Columbia Development Association, in connection with a most important project for the development of Vancouver Island, the success of which is practically assured.

FRENCH BATTLESHIPS PROCEED TO MOROCCO

Tribesmen and the Government Troops Have Engagement Outside of Tangier

Toulon, Nov. 27.—The French squadron, commanded by Admiral Touchard, left here at half-past twelve o'clock this morning for Tangier, Morocco, upon the receipt of instructions from the ministry of marine. The fleet is composed of the battleships Suffern, Saint Louis and Charlemagne. It is accompanied by the transport Lanive.

Paris, Nov. 27.—The cabinet met today under the presidency of M. Fallieres, and discussed the Moroccan question at length. M. Jonnart, the governor-general of Algeria, who was called to Paris for the purpose, explained the local situation to the members of the cabinet, and set forth the precautionary measures taken on the frontier.

Tangier, Nov. 27.—A number of Angera tribesmen today made an attack on the house outside the city formerly occupied by Walter J. Harris, the newspaper correspondent. A force of government troops is engaged in defence of the building, and it is reported that some men have been killed and others wounded. Mr. Harris has not lived in the house for two years in consequence of frequent attacks made upon it.

Later reports show that the Angera tribesmen had two men killed during the fighting this morning, and that the defenders suffered no losses.

OUR FRUIT INDUSTRY.

It is possible that even the fruit growers of British Columbia as yet hardly understand what a splendid future lies ahead of their business. Fruit that can year after year capture first prizes and gold medals at the leading exhibitions in England and Scotland may certainly be classed among the very best that the world produces. It is only a matter of time when our apples will command an even higher price in the London market than that now obtained by the famous Hood River brands.—Vernon News.

C.P.R. OVERSEAS MAIL MAKES A NEW RECORD

Covers the Distance Between Montreal and Vancouver in 75 Hours

Vancouver, Nov. 27.—The Overseas Mail which arrived on the Empress of Ireland at St. John last Friday, reached here at 8:30 this morning, having made the run from St. John in 86 hours and 56 minutes and from Montreal in 75 hours. This establishes a new record across the continent from St. John to Vancouver and also from Montreal to Vancouver. The Canadian mail which was delivered at Halifax and carried by special train over the regular route to Montreal, will reach Vancouver by the Canadian Pacific Imperial Limited on Thursday morning more than 48 hours behind the Overseas Mail. The call at Halifax delayed the Empress of Ireland nearly seven hours in reaching St. John. The Pacific Empress of China left port one hour after the arival of the Overseas Mail. Passengers who lunched in London on Friday, Nov. 16 have crossed the Atlantic ocean and continent of America and breakfasted on the Empress of China on the Pacific, all in less than eleven days, which is certainly rapid transit.

SPANIARDS WORK.

Colon, Nov. 27.—Spanish laborers continue to assist in the building of the canal, over a hundred reaching here today. They are giving entire satisfaction.

HOW RUBBER IS PROCURED.

A book might be written about the romance of rubber.

Rubber is obtained by making an incision in the bark of the tree.

From the opening flows a light yellow viscid liquid containing from 31 to 44 per cent of pure rubber.

When subjected to heat this liquid evaporates, leaving the rubber as residue.

The rubber tree is generally tapped when it is eight years old.