## Saanichton For Captain Wolley

### Big Gathering In the Agricultural Hall Applauds Fine Speeches by Conservatives.

### Mr. Lugrin Cuts a Poor Figure In Trying to Substantiate His False Charges.

The meeting held in Saanichton on Tuesday night furnished ample proof that Captain Clive Phillips-Wolley, the Liberal-Conservative candidate for Nanaimo, will receive a large majority of the votes in that portion of the constituency. The meeting was held in the Agricultural hall, which was filled with the electors of the district when the chairman, Mr. John, opened the proceedings. Captain Wolley and Sir Charles Hibbert Tupper delivered impressive and eloquent speeches, and both were cheered to the echo. Mr. C. H. Lugrin arrived on the scene late in the evening, and, on the invitation of Captain Wolley, addressed the meeting for about forty minutes in support of the claims of the Liberal party. Mr. Lugrin had been invited to the meeting in order to give him an opportunity of controverting certain statements made by Sir Hibbert Tupper, which he had declared were untrue. Mr. Lugrin did not attempt, however, to carry out this programme notwithstanding his previously announced anxiety to do so, but devoted most of his time to a defence of the administration of the Laurier government. The only effort Mr. Lugrin made to carry out his promise was directed to a statement made by Sir Hibbert Tupper that Sir Wilfrid Laurier had flouted the demands made by Colonel Prior for better terms for British Columbia. This he termed a misstatement on the grounds that his (Mr. Lugrin's) definition of "better terms" was something entirely different to Sir Hibbert Tupper's. Mr. Lugrin also declared that Sir Wilfrid Laurier had not flouted the demands of Colonel Prior, and read Sir Wilfrid's words from Hansard to prove his assertion. The reading, however, had a very different effect from that which Mr. Lugrin intended, because while Mr. Lugrin does not understand Sir Wilfrid's meaning, it was sufficiently clear to the audience, who received the premier's reply, as read by Mr. Lugrin, with a storm of hooting and laughter.

The chairman, having declared the meeting open, called upon Captain Clive Phillips-Wolley, who, on rising, was greeted with cheers. He said that it seemed to him that, in his progress through the constituency, he had met with nothing but good omens. This was the anniversary of the great British victory of Balaclava, and the principles for which he, as a member of the Conservative party, stood were the principles that would bind together the British race. (Hear, hear.) On this occasion he had braved the big guns of the enemy, for he had invited the brains of the Liberals of the district—Mr. C. H. Lugrin—to meet him on the platform and carry out the desire he had publicly announced of ramming the misstatements of Sir Charles Hibbert Tupper down that gentleman's throat. (Laughter.) This would enable the electors to judge of the merits of the political case. He regretted to see, however, that Mr. Lugrin was not present. He hoped that this campaign would be kept clear of personalities. He did not ask for support for himself, but for support for the candidate of the Conservative party. When he found it necessary to attack his opponent, Mr. Smith, he would attack him for his political faith and actions. It was not desirable or necessary to hit Liberals below the belt; the most vulnerable part of them was in their heads. (Laughter.)

"In this contest," said Captain Wolley, "there are three principal planks in my platform: "Better Terms"; Mr. Borden's transcontinental railway as against Sir Wilfrid Laurier's, and the reform of the disgraceful administration in the Yukon. The people of this district probably are more interested in the question of 'better terms' than in anything else, and in regard to my candidature I want to be believed when I tell you the reason I want 'better terms' for British Columbia. It is because I want better terms for myself. (Hear, hear.) The present trouble arises out of the prolongation of the conditions established in the terms of union by which this province became part of the Dominion of Canada. The terms made at the time of Confederation may have seemed fair enough and desirable to British Columbians. But conditions have altogether changed since then. You might compare the federal arrangement with a case of a father of seven sons, one of who, the eldest (Nova Scotia) has a nice flat country to farm and is close to the old home and can the easier get what he asks for, while another, the youngest (British Columbia) is far away from his father and has a vast and mountainous country, in which there arises a scattered population so that the administration is difficult and expensive. Nova Scotia, being nearer home, got better terms, but British Columbia's stronger and juster claim is ignored. (Hear, hear.) And so one reason—and it is a good one—why I ask you to turn out the Liberals is because they have shown themselves deaf to the demands of the people of this province. You must remember, if you listen to the argument advanced by the Liberals that their government will be returned to power and that Conservative representatives from this province will get no hearing, that the election of Liberals by British Columbia would be tantamount to an expression of approval of the treatment accorded the province by the Laurier administration, and that the Liberals would have a right to say that British Columbia is not in earnest in its demands. And in the event of Mr. Borden being returned to power—and it is a very probably event (cheers)—his government might feel inclined to take a similar view."

Turning to the railway issue, Captain Wolley said that the details of this question would be dealt with by Sir Hibbert Tupper. The great point to remember was that Sir Wilfrid Laurier's railway would be built by the people of Canada for a private corporation, while Mr. R. L. Borden's railway would be built by the people and for the people of Canada. Laurier's railway would serve to fatten the American roads and terminals of the Grand Trunk railway by diverting the Northwest trade across the border, while Mr. Borden's scheme was to keep Canadian trade in Canadian channels. (Cheers.) There would be no doubt but that the new transcontinental road would be constructed in any event, for Mr. Borden had pledged his word that, if returned to power, the railway would be immediately commenced, at both ends, and completed at the earliest possible date. Mr. Borden also had pledged himself to investigate the claims of British Columbia to "better terms" and to immediately rectify any injustice to the province that might be clearly established. The third plank was a matter of honor. All those who came of the old British stock, and all who had been brought up with a sense of honor, must be ashamed of the disgraceful administration of the Yukon. (Hear, hear.) He had recently spoken of the maladministration and thieving in the Yukon in Nanaimo, and had challenged anyone present to deny the truth of the charges against the government in that respect, and nobody had taken up the gauntlet. Recently, at Mount Sicker, he had met a woman who had worked for the mining registrar at Dawson in capacities of cook. She had told him that she had seen things up there which convinced her that nothing that could be said against the administration of the Yukon could be too bad. She had told him that she had seen letters containing money from the crooks and "naughty girls" of the camp pushed under the registrar's door, with the result that those people were awarded claims discovered by prospectors, who could get nothing. He had spent a good deal of his time in mining camps in the Northern country, and he could say that it was there that the strong young manhood of the country was to be found and it was sad to think that the young men, instead of being rewarded for their labor, were being robbed by a lot of political grafters. (Loud cheers.) The government of the Yukon was not being run by Sir Wilfrid Laurier, but by the Curse of the Klondike, Mr. Clifford Sifton, who a few years ago had entered the Laurier government penniless and he was now what many people would call a bloated millionaire. That remarkable change could not have been accomplished by Mr. Sifton's salary as a minister. Sir Hibbert Tupper had challenged the government on the floor of the House of Commons to appoint a commission to enquire into the charges made against the Yukon administration, and had offered to wager the balance of his public life that those charges were true. He had offered to stake his reputation on the result. Could he have made a more sporting offer than that? Well, the government had not dared to appoint the commission, had not dared to investigate the charges. (Cheers.) If there was one thing the Liberal party are noted for it is their illiberality, and that was an instance of it. People of the British race were not accustomed to such gross perversion of the powers conferred on their representatives, and it would not stand for such a blot on the reputation of Canada as the official corruption in the Yukon. (Cheers.) Another instance of the illiberality of the Liberals was their refusal to protect the lumber industry of British Columbia. This was, to a large extent, due to Mr. Sifton's influence. Mr. Sifton was said to have a "big pull" in the Northwest, and the way he tried to keep that pull was to protect the farmers of the Northwest with a duty on their wheat, a large quantity of which was sold in British Columbia, and to let them import lumber free from the United States to the detriment of the British Columbia lumber industry. Mr. Sifton had imported the miserable Doukhobors and the wretched Galicians into Canada, and these, by undertaking work, might strengthen Mr. Sifton's pull. (Laughter.) But they were no good for Canada, and in that respect were like Mr. Sifton's policy. "I cannot understand," said Captain Wolley, "how it is that you men who can look after yourselves jolly well when you are out in the mountains, can, in a political contest, let yourselves be humbugged by a miserable, little, worthless lawyer like Sifton! (Cheers.) Now, I want to appeal to you to support me as the candidate of the Conservative party—the party that has initiated every great measure that has wrought for the welfare of Canada. Vote for the Conservatives rather than for a party that got into power on the strength of pledges it never intended to keep, and has not kept. You will have an opportunity of hearing Mr. Smith in this hall very shortly and you will be able to judge between us. If Mr. Smith was not so kaleidoscopic in his political character I might be better able to criticize him. But I never know quite what new character he will assume. First he came out for the 'free man's' vote, then as a labor leader, nominated by Mr. Hawthornthwaite. Where is Mr. Hawthornthwaite now? (Laughter.) Is there one labor union that will support him? (Cries of 'No.') And that is one reason why Wolley will go in with such a howling majority. (Cheers.) Now Mr. Smith is a party Liberal and the friend of the capitalist, and we are going to have that cunning red fox's brush, right enough. (Laughter.) But I came before you first as a straight Conservative, and it is as a straight Conservative that I now ask for your votes." (Loud cheers.)

Mr. Lugrin, having arrived at this juncture, he was invited to the platform by Captain Wolley, and the chairman informed him that he would be allowed twenty minutes, and as he objected that that would not be fair, the chairman said he could have half an hour.

Mr. Lugrin, who was received with a mixed demonstration of cheers and hooting, took strong objection to the situation presented. At Cowichan, the other night, he had been challenged to meet Capt. Wolley here and present the Liberal side of the question of "Better Terms" for British Columbia. He objected to being limited to thirty minutes, and he objected also that he would not be able to reply. He expressed his intention of not paying any attention to the time condition, anyhow. He had something to say and he meant to say it. He then made the extraordinary statement that whenever he spoke in public the Colonist grossly misrepresented him in its report. He took pleasure in saying that in the presence of a Colonist reporter. Sir Hibbert Tupper had said that when Col. Prior had presented on the floor of the house the claims of British Columbia for better terms, Sir Wilfrid Laurier had replied with a flout and a jeer. Now, that statement was not true, because Colonel Prior had never asked for better terms on the floor of the house and Sir Wilfrid never had replied with a flout or a jeer. "I will ask Sir Hibbert Tupper if he will reply to that," added Mr. Lugrin, glaring around at Sir Hibbert.

Sir Hibbert Tupper—"Oh, I will reply, all right! (Loud cheers.)

Mr. Lugrin—You will reply after I have finished and when I cannot answer you. I tell you (addressing the audience), that Sir Hibbert Tupper dare not answer that. (Hoots and cheers.) Colonel Prior never asked for better terms in the house, at least not for what is now understood by better terms. Col. Prior, on April 30, 1901, did ask for the Chinese head tax. He asked for protection for the lead industry, for subsidies for provincial railways, and for the control of the fisheries by the provincial government.

A Voice—That is more than Riley ever asked for. (Loud cheers.)

Mr. Lugrin—What do you say?

A Voice—I say, that is more than Riley ever asked for. (Renewed cheers.)

Mr. Lugrin—Let me get on, will you? (Laughter.)

Sir Wilfrid Laurier's reply had not been either a flout or a jeer. He had expressed sympathy with some of the demands made and had said that the fact that British Columbians contributed more to the Dominion treasury than the people of other provinces was something they should be proud of. Mr. Lugrin read Sir Wilfrid Laurier's remarks in this connection in full from Hansard and they were naturally received with the howls of execration they deserve. He had Mr. Riley's word for other good things coming (loud laughter.) Well, there was nothing funny about Mr. Geo. Riley, whose word was as good as that of any gentleman present. (Renewed laughter.) There was another clause in Sir C. H. Tupper's manifesto to which he took exception. That was that Mr. Borden's promise to commence construction of the railway at both ends simultaneously was not worth anything. It was clear that the work would have to begin at Winnipeg long before it could be commenced at the British Columbia end. He could not make out—and he had a considerable amount of ingenuity.( Hear, hear and laughter.) He could not understand why Sir Hibbert Tupper could make such a statement.

The chairman here intimated to Mr. Lugrin that his time was up, but Mr. Lugrin, contrary to agreement, insisted on proceeding to read large sections of the Grand Trunk Pacific contract, much to the disgust of the audience. He concluded by challenging Captain Wolley or anyone else to a joint meeting in Victoria when he would allow any gentleman nominated to talk first, just and practically all the time. Mr. Lugrin then sat down amid much noise.

Sir Charles Hibbert Tupper said that he did not intend to take up much time in replying to the remarks of Mr. Lugrin, who evidently was angry because nobody had read his reply to the speaker's letter to the press, and he went about stating that he (Sir Hibbert) was a man prone to making misstatements of fact. The audience had been able to see what general Mr. Lugrin had for such an accusation. (Hear, hear.) Whether the meaning of Sir Wilfrid Laurier's reply to Colonel Prior constituted a flout was possibly a matter of opinion, but to affirm that it did have that meaning could not be termed a misstatement of fact. (Hear, hear.)

He had been present in the house, and, in common with all the other members, clearly understood the sneer underlying Sir Wilfrid Laurier's carefully chosen language which had caused those sitting around the Premier to laugh. Why should the people of British Columbia, who had to bear such heavy burdens, be congratulated on the fact that they had to pay immense sums to the Dominion to be squandered in other provinces? Was that a jeer or was it not? (Loud cheers.) Mr. Lugrin's action in going around accusing the speaker of having written untruths was contemptible and Mr. Lugrin had been unable to produce one little of proof in support of his assertion. (Cheers.)

In 1899, when Mr. Lugrin was editor of the Colonist, he had written on the subject of 'better terms," that it was a just claim, and the wrong was greater now than it was in '99. That showed Mr. Lugrin's inconsistency. Then in regard to the railway. He had stated that by Sir Wilfrid Laurier's policy Portland would be the Atlantic port, and that Mr. Borden's policy would result in the trade of Canada being kept within the Canadian border, and this statement was true and supported by the evidence of Sir Wilfrid Laurier's contract which contained no safeguard as to the routing of traffic. Mr. Lugrin would find by studying the campaign in the east that people there were arguing over this question of the rhetoric terminus as gentlemen and were not hurling, like Mr. Lugrin, irresponsible allegations of misstatements against their opponents. As a matter of fact the clause concerning the routing of the traffic read by Mr. Lugrin was not in the agreement signed by the Grand Trunk Railway. (Laughter.) Senator Cox and Mr. Hays had taken good care of that. Mr. Blair, for whom Mr. Lugrin often had expressed great admiration, and who had been minister of railways, had been driven from office by his knowledge of the disastrous character of the agreement with the Grand Trunk people entered into by his colleagues. And Mr. Blair had denounced that agreement in the strongest terms. According to the chairman of the Grand Trunk Railway Company this agreement had been forced on the Laurier government, but, thank God! it had not yet been forced on the people. (Loud cheers.) Sir Chas. Rivers-Wilson also had told the shareholders of the company in London that they need not be afraid of the liability involved in the construction of the British Columbia section because that liability need not fall due for eighteen years. This was a very important point to British Columbia and the Northwest. Because it showed that the policy of the Grand Trunk Pacific Company was not to build a transcontinental railway to develop the trade of the Dominion, but to divert a large portion of the trade of the great granary of the Northwest to enrich the company's railway system in the United States.

When that object was secured the company would very likely prefer to forfeit the deposit of $5,000,000 to the government rather than build the mountain section at all. Sir Hibbert, in a few words, clearly defined the respective positions taken by Sir Wilfrid Laurier and Mr. Borden in regard to the question of better terms for the province. Sir Wilfrid Laurier practically promised nothing; he only made a vague statement that the financial relations of the Dominion government and all the provinces might be put on a different basis. But that would not help British Columbia. (Hear, hear.) British Columbia's claims were not to be confounded with the demands made by Ontario. The per capita method of fixing the amount of provincial subsidies was unjust in the case of British Columbia, where, owing to the character of the country and its scattered settlements the cost of administration was much higher than in the older and more settled provinces. (Hear, hear.)

In conclusion, Sir Hibbert Tupper ridiculed the claim of the Liberals that the Laurier administration had brought about the present prosperity of Canada. The prosperity of the Dominion had commenced in 1887, when Canada, according to the words of a great statesman in the United States, had become a nation. (Cheers.) The prosperity now enjoyed was worldwide, just as prior to 1896 a period of universal depression had been experienced, marked by great financial crises in Great Britain, the United States and Canada. And in those dark days, as every right-minded man, knew, Canada had ridden through the financial storm better than any other country. (Hear, hear.) He would ask the electors of Saanichton to remember this and to vote for the Conservative party candidate and for a prosperous and consolidated British North America under the Conservative party. (Loud cheers.)

The meeting closed with cheers for the King, Sir Hibbert Tupper and Captain Wolley.

## Punishment Of Officers Asked

### Universal Demand by the British Journals That Example be Made.

### King Edward's Word "Unwarranted" Reflects the National Temper.

London, Oct. 25.—The feature of the editorial articles in the newspapers this morning is practically a universal demand that the government insist upon the punishment of the Russian officers responsible for the Dogger Bank affair as the only possible insurance against a recurrence of the kind. Without this it is argued the seas will be unsafe for any peaceful vessels.

King Edward's telegram characterizing the affair as "unwarranted" is considered to reflect well the national temper, and the fact that His Majesty has taken the unusual course to thus interfere in a diplomatic matter gives the greatest satisfaction as emphasizing the exceptionally grave nature of the crisis.

A day's reflection of the matter only leads the newspapers and public opinion to greater firmness in demanding that the amplest reparations should be made without delay.

Regret is expressed that there should have been any demonstration against Count Benckendorff, the Russian ambassador, who personally is credited with friendly feeling toward Great Britain. The Standard declares that such a foolish demonstration is not worth talking about.

The Daily News claims to have obtained the following statement from Count Benckendorff: "I am ill with the fatigue of a long journey and anxiety, but I authorize you to say from me to the people of England that I am absolutely certain that what occurred was a deplorable accident and nothing else. My regrets and my country's regret it is, I am sure."

### SPAIN REMAINS FIRM.

Madrid, Oct. 26—The minister of marine confirms the report of the arrival of the Russian cruiser at Villagarcia. The minister has received a telegram from the authorities at Vigo to the effect that two of the Russian battleships now there have sustained damages which will render it impossible for them to leave port within the prescribed twenty-four hours. The minister will discuss the question with Foreign Minister San Pedro and give such orders as he may consider right. He declares that he will not allow the coaling of Russian warships in Spanish ports.

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**Dr. Chase's Ointment**

# Tremendous Activity at All the Naval Stations

## First Lord of the Admiralty Left London Late Last Night to Personally Superintend the Preparations at Portsmouth.

There is an accentuation of feeling in Great Britain over the delay of the Russian government in procuring from the commander of the second Pacific squadron his version of the attack on the Hull fishing fleet. Admiral Rojestvensky, who is at Vigo, Spain, has, so far as the public is informed, made no official explanation of events of the night of October 21, but in an interview with the Associated Press he has put forward the statement that two torpedo boats, presumably Japanese craft, appeared among his ships off Dogger Bank, and, failing to comply with a demand to retire or show their flag, they were fired on.

Six of the best ships of the British Channel fleet are under orders to sail tomorrow morning, presumably to shadow the further movements of the Russian ships sailing for the Cape of Good Hope, and all the other vessels of the Channel fleet are ready to put to sea at a moment's notice. Besides the five Russian ships at Vigo there are others reported at Villagarria and Arosa bay. They have been notified that they will not be permitted to coal in Spanish ports. Five German colliers are at Vigo.

Admiral Rojestvensky has informed the Spanish authorities that his ships at Vigo have sustained such damage that they will not be able to leave within the twenty-four hours allowed warships of a combatant in a neutral port. The tone of the London press is notably more bellicose today than it has been at any period of the existing crisis.

London, Oct. 26.—Tension increases as time passes without a definite settlement of the situation created by the Russian blunder on the North Sea. Ambassador Benckendorff's tentative communication to Foreign Minister Lansdowne today and the fact that it was regarded as unsatisfactory only served to inflame the public mind and while official circles are saying it is their confident belief that the whole matter will be satisfactorily arranged, it is now quite evident that only a short time will be allowed Russia in which to give final and complete assurances of her intention to comply with any and all demands that Great Britain may make within reason.

The arrival of Admiral Rojestvensky at Vigo and the certainty that he is in direct communication with his government removes at once the possibility of any delay on account of the inability of Russia to get his side of the occurrences of the night of October 21st. With the official statement of members of the fleeing fleet, it is unlikely that the British public or the British government will allow another twenty-four hours to pass quietly without receiving a satisfactory reply to the note, which demanded a quick answer.

Meanwhile the admiralty is not idle. Reports from all naval stations indicate that a tremendous state of activity exists. This is especially true of Gibraltar, from which place it is announced that some of the best of Great Britain's war vessels are under orders to proceed in the direction of the Russian Pacific squadron, and that all the ships of the British Channel fleet are ready to go to sea at a moment's notice.

Hitherto there has been no indication that a time limit has been set by Great Britain for Russia's reply to her demand, but the fact that the battleships and cruisers are under orders for the 28th is, in some quarters, said to mean that Great Britain will not wait louger than that date before unleashing her sea dogs while it is also evident that the Russian cruisers and smaller boats of the squadron may find difficulty in passing the gateway to the east unless the crisis is completely over by the time they reach the entrance of the Mediterranean.

Information has reached the Associated Press from an authentic source that puts a bright light upon the situation. It is understood that practically everything has been decided upon to the satisfaction of Count Lamsdorff, the Russian foreign minister, except the question of the punishment of the offending officers of the second Pacific squadron. It is further understood that Great Britain is not demanding final and formal written assurances before announcing that she is satisfied, but that the action taking in general terms on the part of Russia will be accepted as sufficient guarantee for an official announcement that the crisis has passed.

Colonial Secretary Lyttelton, speaking at Leamington tonight, said he had no further information to disclose, but that he had no doubt Russia would make full reparation and punish the offenders.

All the public utterances of ministers and influential men reflect the gravity of the crisis, but also confidence that Russia will give the required satisfaction. Premier Balfour will make a speech at Southampton on Friday which is awaited with intense interest. Lord Selbourne, first lord of the admiralty, left London late tonight for Portsmouth to give his personal attention to naval preparations there.

### THE GIANT CROPS OF AMERICA.

The following interesting facts concerning the cereal crops of the United States were taken from an article entitled "What American Crops Mean to the World," by Frank Fayant in the October Success:

Midway between the two oceans we raise one-fifth of the world's wheat, four-fifths of its corn, one-fourth of its oats, and four-fifths of its cotton. This harvest is the foundation of our prosperity.

Agriculture this year will add about four billion dollars to our country's wealth, and foreign customers will pay us not far from nine hundred million dollars for our agricultural products, shipped to them over the sea.

All the gold in America, the greatest hoard of the yellow metal ever gatherer in any country—could not buy one year's harvest of our corn and wheat. To buy one season's wheat crop would take all the gold mined in the world in six years. In the past seven years all the gold mines have only produced enough to buy one year's yield of our six leading cereals.

It is the American farmer who has paid off our huge indebtedness to Europe, who has brought back our securities from foreign banks, and who has sent American capital around the world looking for investment.

In the past three years, while our exports have averaged more than four-teen hundred million dollars, agriculture's share in this trade has been nearly nine hundred million dollars.

More than one-third of all our export trade has been in the two great crops—wheat and cotton.

Cotton is assuming a more and more important position in our foreign trade but a fifth of the cotton of the world, have a monopoly of the trade.

What England would do, and how her people would subsist, if deprived suddenly of her American source of supplies, it is difficult to imagine. It is no secret in European politics that England normally has in store only a few weeks' supply of food, and at times, the reserve would last only a few days.

Our home consumption of wheat food is about five and a quarter bushels a year for each of our eighty one million inhabitants. This per capita consumption appears to be interesting. The high price of meats are probably increasing the demand for wheat.

Flour-making and wheat-raising go hand in hand. During the past twenty years the milling industry has been revolutionized. The substitution of rolls for millstones in grinding wheat into flour wrought as wonderful a change in the milling industry as the reaper did in agriculture. Five years before the introduction of rolls a great impetus was given to milling in the Northwest by the discovery that, by the use of a purifier, the best flour in the world can be ground from the despised spring wheat. Since then Minneapolis has grown to be the greatest flour milling city in the world.

Every summer the financial markets of the world watch with anxiety the growth of the crops. Because this country raises more wheat, and more corn and more corn than any other country in the world, it is to the American farms and plantations that the eyes of the world are turned. The price of bread in Europe depends in a great measure upon the amount of wheat we have to export. The cotton manufacturing industry in Europe is almost entirely dependent on our cotton crop. The price of beef in England hangs on our corn crop.

American railways handle about twelve million dollars worth of grain a year.

One hundred million bushels of grain are sent every year to the mills of Duluth and Minneapolis.

### OPERATORS WANTED.

In this banner Western Province, where the great means of developing the mine and forest wealth of the country is the railway, the demand for expert and competent telegraphic operators has become so great, and the supply accordingly so limited that there are few occupations in which better pay can be had. Hence taking advantage of this great and pressing needs, R. J. Sprott, B. A., the new principal of the new Vogel College, Vancouver, has installed a first-class up-to-date telegraphic department and has secured the services of a train despatcher and cable operator of long experience to prepare young men and women to seize the many golden opportunities that are presenting themselves on every hand. Thorough business and academic courses are also given. Mr. Sprott will be pleased to give full particulars to all interested persons.

### THE PEACE CONFERENCE.

#### German Official States Meeting Can Have no Effect in Present War.

Berlin, Oct. 26.—While the United States' note inviting a second peace conference at The Hague for the purpose of strengthening the original convention, has not yet been received by the German government, the foreign office again emphasizes to the Associated Press Germany's wish for another conference. This must, however, avoid plans for universal peace and aim solely at practicable reforms. While the conference cannot have any direct effect upon the Russo-Japanese war since neither side wishes outside interference, still questions of international law have arisen in connection with this war which demand a settlement, and it lies to the interest of the world's peace to reach an international agreement on such questions and get as many nations as possible to subscribe to its terms.

### CHINESE REVOLUTION.

#### Report That Coast Chinamen Will Organize Revolt against Queues.

Portland, Ore., Oct. 26.—The Oregonian prints an article to the effect that the Chinese Reform Association which has a large membership in every city on the Pacific Coast, is preparing to start a revolution against the present Empress of China during the celebration of the next Chinese New Year, which occurs in February. The article says that as an insult to the Empress Tai Ann, the members of the association have been ordered to cut off their queues. The queue is mark of submission to the reigning power. The plan is to place the young and deposed Emperor little Jueug Suey, on the throne. The organization then hopes to use him as a figurehead, and as a tool of Wype Yen, the head of the association, who is in Vancouver, B. C., who will be the real leader, in his position as prime minister.

### KUROPATKIN'S REPORT.

St. Petersburg, Oct. 26.—General Kuropatkin telegraphs that there was no fighting of importance October 25. He adds: "A desultory musketry fire was maintained all day long upon the front of the right flank by both the enemy and ourselves. On the night of October 24 the Russian volunteer sharpshooters ambushed the advance Japanese outposts and forced them to retire southward. Another detachment recovered a Russian gun carriage. On the Russian centre a detachment drove back the Japanese advance near the village of Yantehas, but upon the appearance of strong Japanese reinforcements, the detachment returned to the village of Shakhe after burying the bodies of several Russians killed during previous fighting and collecting large quantities of arms and ammunition.

## RETAIL MARKETS

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| Corn, whole, per ton | $30 |
| Corn, cracked | $32 |
| Corn, feed meal | $32 |
| Oats, per ton | $28 |
| Oatmeal, per 10 lbs. | 40 |
| Rolled oats, B. & K., per lb | 4 |
| Rolled oats, B. & K. per 7-lb sack | 28 |
| Flour— | |
| Hungarian, per bbl. | $6.35 |
| Hungarian, per sack | $1.65 |
| Pastry Flour— | |
| Snow Flake, per sack | $1.55 |
| Snow Flake, per bbl. | $5.60 |
| Three Star, per sack | $1.50 |
| Three Star, per bbl. | $6.00 |
| Drifted Snow, per sack | $1.50 |
| Drifted Snow, per bbl. | $5.60 |
| Feed— | |
| Hay, Island, per ton | $16.00 |
| Hay, B. C., per ton | $14.00 |
| Straw, per bale | 75 |
| Wheat, per ton | $37.00 |
| Middlings, per ton | $26.00 |
| Bran, per ton | $25.00 |
| Ground feed, per ton | $28 to $30 |
| Vegetables— | |
| Cabbage, per lb. | 3½ |
| Cauliflower, per head | 10 |
| Tomatoes, per lb. | 5 |
| Cucumbers, per doz. | 25 |
| Onions, 4 lbs. | 25 |
| Carrots, per lb | 1½ to 2 |
| Beet root, per lb. | 4 |
| New potatoes, per 100 lbs. | $1.00 |
| Fish— | |
| Fresh Island, per doz. | 45 |
| Manitoba, per dozen | 30 |
| Fresh cream, per pint | 25 |
| Cheese— | |
| Best Ontario Cheese, per lb. | 20 |
| California cheese, per lb. | 20 |
| Canadian, per lb. | 20 |
| Butter— | |
| Manitoba, per lb. | 25 |
| Best dairy, per lb. | 25 |
| Victoria creamery, per lb. | 35 |
| Cowichan creamery, per lb. | 35 |
| Delta, per lb. | 35 |
| Fresh Island | 25 |
| Fruit— | |
| Apples (Island), per box | $1.00 |
| Pears, per box | $1.00 |
| Prunes (local), per lb. | 5 |
| Muskmelons, each | 12 |
| Currants, per lb. | 10 |
| Cooking figs | 10 |
| Figs, lb. | 20 |
| Valencia raisins | 10 |
| Lemons, California, per doz. | 25 |
| Cocoanuts, each | 10 |
| New dates | 12½ |
| Beans, per lb | 05 |
| New cleaned currants, 3 lbs. for | 25 |
| Best Sultanas | 20 |
| Table raisins | 25 to 35 |
| Bananas, per dozen | 25 to 35 |
| Oranges, per dozen | 25 to 40 |
| Poultry— | |
| Dressed fowls | 20 to 25 |
| Fish— | |
| Smoked salmon, per lb. | 15 |
| Spring salmon, per lb. | 10 |
| Cod, per lb. | 8 |
| Halibut, per lb. | 8 |
| Smoked Halibut, per lb. | 12½ |
| Halibut, frozen | 6 |
| Flounders | 6 |
| Finnan Haddock, per lb. | 15 |
| Crabs, per doz. | 50 |
| Salt mackerel, each | 15 |
| Salt cod, per lb. | 12½ |
| Salt herring and sounds, per lb. | 20 |
| Salt Holland herring, per keg | $1.50 |
| Salt salmon, each | 15 |
| Salmon bellies, per lb | 12½ |
| Meats— | |
| Beef | 10 to 12 |
| Mutton, per lb. | 8 to 15 |
| Hams, American, per lb. | 22 |
| Bacon, American, per lb. | 22 to 27 |
| Bacon, rolled | 16 |
| Pork, per lb. | 10 to 15 |
| Coal Oil— | |
| Pratt's coal oil | $1.50 |
| Eocene oil | $1.60 |

### PURCHASING PRICES.

Corrected Daily by Messrs. Sylvester & Co.

| | |
|---|---|
| Hay (B. C.), per ton | $12.00 |
| Hay (Island), per ton | $14.00 |
| Straw, per ton | $10.00 |
| Oats, per ton | $27.50 |
| Barley, per ton | $25.00 |
| Potatoes (new), per ton | $16.00 |
| Potatoes (Island), per ton | $19.00 |
| Wheat, per ton | $34 and $35 |
| Onions, per 100 lbs. | $1.75 |

### MARRIED.

HOOD-PRIOR—On Thursday, the 20th inst., at Christ Church Cathedral, Victoria, B. C., by Venerable Archdeacon Scriven, Francis Hood, Esq., fourth son of Viscount Hood, of Mayfair, London, England, to Helen Kendell Mouncey, eldest daughter of Lt.-Col. E. G. Prior, of Victoria, B. C.

### DIED.

FRANKLIN—At the family residence, 86 Kingston street, on the 17th instant, William A. Franklin, a native of Portsmouth, England; aged 71 years.

BEADSELL—On the 17th inst., at Duncans, Vancouver Island, Constance Adelaide, the dearly loved child of Captain Henry Hugh Mostyn Beadsell, 3rd Bn., Royal Welsh Fusiliers, and Mrs. Beadsell; aged four and a half months.

CAMPBELL—At the residence of her brother, Alexander Campbell, Craig Ends, Mount Tolmie, on the 22nd inst., Margaret McGregor Campbell, aged 50 years, and a native of Argyleshire, Scotland.

## The Yukon Is Being Deserted

### Hardy Miners Driven Out by the Scandalous Jobbery of the Officials.

### People are Disgusted and are Leaving the North and Going to U. S. Territory.

Still another witness to the scandalous doings of the Yukon officials under the Liberal regime is in the city. He is Mr. W. Holmes, a Liberal, well known in Victoria, and who is an old timer in the far north. Mr. Holmes has been engaged in mining in the Yukon for a considerable time past, but is not likely to resume that business until a clean administration is established in the country and there is some prospect for independent, honest man to receive the wages of his labor, now being diverted to other channels.

Speaking to a Colonist reporter at the Dominion hotel, Mr. Holmes said that he had found it more convenient to work in United States territory than in the Yukon during the past summer, and so had been most of the time in Tanana. He had been in Dawson on several occasions during the last few months, however, and could vouch for the fact that conditions there were most serious and the prospects of the city very bad, owing to the crookedness of the government officials there. "Honest men," he said, "who are not supporters of the Liberal party, have no chance in the country and they are leaving by hundreds. If you are not in with the push you have no show. Recently Dawson has relinquished its charter and the city is run by Governor Congdon's outfit. Although the cost of administration of the city's affairs should be much less expensive, taxes are not reduced. There is some queer business in connection with the licenses in Dawson. One well-known hotelman, who has the misfortune (in Dawson) to be a Conservative, has had his license taken away.

"What becomes of the people being driven out of the Yukon by the Liberals? Well, some are coming south and others have gone across the border to Alaska, where they get fair treatment and justice under the United States government. Tanana is attracting a large number, and I believe it will prove a good country, but it is not so rich as large areas in the Yukon. It is likely, too, to be a tough camp this winter, as there are 6,000 men there and only one deputy United States marshal."

### WHAT CAUSES APPENDICITIS?

The commonest cause of appendicitis is constipation. Every doctor says so. When you require physic don't use a cheap drastic pill—get Dr. Hamilton's Pills, which are made from the private formula of one of the greatest physicians in England. Dr. Hamilton's Pills strengthen the stomach, regulate the bowels and prevent any tendency to appendicitis. In one day you feel the tremendous benefit of Dr. Hamilton's Pills. By purifying the blood and cleansing the system they prevent headaches, lift depression and drive away weariness. No medicine so universally used as Dr. Hamilton's Pills; sold everywhere in 25c. boxes with yellow cover. Get the genuine.

### A MYSTERIOUS FIRE.

Chicago, Ill., Oct. 26.—A mysterious fire at the plant of the Chicago Car & Locomotive Company at Hegwisch, Ill., has been the subject of a many-sided investigation with sensational results. Corporation Counsel Tolman says the evidence shows beyond any doubt that the fire was of incendiary origin.

## Medicines Loaded With Alcohol

### Think of It! The Danger You Run—Drink Habit is Easily Acquired, But Hard to Cure.

Careful analysis shows that many so-called tonics contain little else but whiskey—the rankest, poorest kind of whiskey.

You may unconsciously be using an alcoholic liquid remedy. Some member of your family may be doing so. Your duty is plain; stop it at once.

The test of a tonic is the permanency of its cure. To become strong, you must build up the blood—alcohol weakens it. You must increase your nerve force—alcohol steadily devours it.

Give up the liquid tonic before you become its slave. The true medicine for the run-down, depressed and nervous is Ferrozone. It is nothing but concentrated cure in tablet form. It fills the blood with iron, builds up in nature's way. Never known to fail.

Whether weak from worry, overwork, thin blood or ill-nourished nerves, Ferrozone will quickly make you well. It is safe and harmless, undoubtedly the best tonic and rebuilding medicine made. We recommend you to use Ferrozone if in poor health.

Ferrozone, known as the great food tonic, costs 50c. per box, or six for $2.50, at all dealers, or by mail from N. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U. S. A.

### BARGE BURNS.

Lexington, Mich., Oct. 26.—The steam barge Eliza H. Strong, owned by the Strong Transportation Company, of Tonawanda, was destroyed by fire here today. The crew of thirteen men took to the ship's yawl.

## Broken and Sad Weary of Life

### Ground to the Dust With Weakness—Too Nervous to Sleep—A Pitiable Wreck!

## FERROZONE

### Braced—Invigorated, Toned and Strengthened.

Men and women, married or single, whether old or young, will find abundance of health in Ferrozone. It completely vitalized Mrs. F. Levine, a well-known resident of Point Alexander, Ont., who writes:

"I was on the verge of nervous prostration. When I got up in the morning I had to force myself to go to work.

"I felt blue and depressed, took no real comfort out of life.

"Dragging weakness and lack of spirit seemed to be killing me.

"How I wished for strength!

"Kind Providence brought Ferrozone to my notice and I commenced to take it. The change was wonderful. I picked up every day. Strength developed, appetite increased. I grew cheerful and strong. Ferrozone made me feel like a woman. My cure is complete and I recommend it as unsurpassed."

The one medicine that's sure to lift you from a weak, miserable condition is Ferrozone. 50c. per box, or six for $2.50, at all dealers in medicine, or Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

### PRINCE JAIME RECOVERS.

New York, Oct. 29.—Prince Jaime of Bourbon, who is in the hospital at Harbin suffering from dysentery, is rapidly improving, according to a Herald despatch from