WHEN IS A BLUE BOOK NOT A BLUE BOOK?

(From Saturday's Daily.)

The Times has had occasion in the past to point out how entertaining the Matsonian journalistic troupe is when its respective members put on rival performances. It is now convinced that the spectacle in question is not half as amusing as when the troupe attempts team play.

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In an effort to demolish the damaging data printed by the Times the other evening with respect to the mileage, gradients, curves, equipment, etc., of the Canadian Northern railway, the senior and junior organs have exhausted every subterfuge known to the politician's art. Mutual desperation has, however, driven them into a common defence which is an attempt to discredit the sources of the Times' information.

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They seek to convey the impression that because this paper did not cite them chapter and page of the railway reports that it was trying to hide the sources of its information. On the contrary there is not the slightest desire to do so. But when a self-confessed railway "authority" says it cannot find data in the railway department reports which men who make no such pretensions, await with interest each year, it stands convicted of either being grossly ignorant of the fundamentals of a subject in which it poses as a past-master, or else, as in the case of the Preston editorial and the notorious forged telegram, of being a wilful medium of the coarsest kind of misrepresentation. In either case the authority in question is a humbug and the Times knowing the quest of its contemporary was not really for information but for political ammunition, simply referred it to the departmental reports.

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Now this, it seems, was evidence of guilt of a peculiarly wicked and horrible nature. It set the editorial team hot-foot on the scent. The senior writer had already been over all the books he thought looked like reports and declared that "careful examination of the report of that department for the last fiscal year fails to disclose any such statements or any statements whatever in regard to the mileage and equipment of the Canadian Northern or any other railway in Canada except the government lines."

* * *

But, emboldened [illegible] authority on railway matters."

And then the stereotyped protest came: "Surely it ought to be possible to conduct this campaign without misrepresentation."

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Probably the "careful examination" would have been going on yet had not a writer of political primers supposedly for Liberals, but as events prove, really for Matsonian editors, not been available. He doubtless pointed out, as he does in his column in the Colonist this morning, that "apparently he" (referring to Mr. Oliver) "did not know that every railway in Canada has to send in to the department each year a sworn statement of its earnings, operating expenses, bonded indebtedness, interest charges and net profits."

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This writer on political primers states in his column this morning, as he doubtless did to his editor yesterday, that any man "can get the figures himself by simply turning to the annual bulletins of Railway Statistics issued by the department and distributed broadcast."

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As soon as the editor of the junior organ became possessed of the necessary guidance to find the data, he proceeded to enlighten his senior also, and to tell him that the "Bulletin of Railway Statistics may be found in any newspaper office or any public library."

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Both the government organs, however, attempt to create the impression that the information is unreliable, and that there was some deliberate attempt to deceive in the fact that the terms "the last fiscal year" were used. As the Colonist itself states that the 1908 return is the last one published, and as the Times referred to the return of "last year," it is difficult to see how they can persuade the public that some deeply planned deception was practiced.

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The suggestion, also, that the return is not a report of the department of railways is too childish to discuss. A blue book annually issued by the department, printed by order of parliament, containing the sworn returns of all the railways in Canada, and bearing on its fly leaf the formal submission of the document by Hon. G. Graham, Minister of Railways, to the Governor-General in Council, is good enough authority for most people, although the Colonist does seek to discredit it, and prefers to retail information which it confessed is "furnished to the Colonist by Mr. Mann."

SYNOD AND CENTENNIAL.

Winnipeg, Nov. 13.—At the meeting of the Presbyterian synod yesterday morning, Rev. Dr. Bryce and Rev. Dr. Hart introduced a motion recognizing the approaching Selkirk centennial, and asking the general assembly to send delegates to Winnipeg in 1912 to participate in special meetings which may be held in this city in that year. A report was submitted by Rev. Dr. McTaggart, showing that there were twenty thousand members in Presbyterian churches in Manitoba, and twenty thousand adherents.

LIBERAL LEADER SCORES BOWSER

ATTACKS DUPLICITY OF ATTORNEY-GENERAL

John Oliver Addresses an Enthusiastic Gathering at Nelson.

Nelson, B. C., Nov. 13.—John Oliver addressed one of the most enthusiastic and largest meetings ever held in Nelson last night, the opera house being packed. He covered the main points given in his speech recently in Vancouver, emphasizing the points that are largely of interest to Kootenay. The Midway-Nicola line, he said, was the only part of the McBride's railway policy the Liberals endorsed, and had done so for years. The Liberals did not object to the Canadian Northern line, but to the route and means of guaranteeing the bonds. The speaker asked why Premier McBride had waited six and a half years to give the country this policy, when the federal government had voted subsidies for 1,700 miles, which lines could have been built by small assistance by the provincial government, and would be when the province returned a Liberal government to power.

Mr. Oliver made a strong attack on Attorney-General Bowser on his policy and duplicity regarding the Oriental question, stating he would do him all the damage he could. His policy was to let Mr. Bowser come after him and sue him for damages. He would then expose him.

The McBride government was continually fighting the federal government, but had not won a single case above the police magistrate's court.

Referring to the Chinese question, the Liberal policy was to compel them to live up to the white man's standard, or get out of the country.

On better terms, Premier McBride was pleading poverty on one hand and boasting of $4,000,000 surplus on the other.

Mr. Oliver concluded by asking the support of all honest Liberals and Conservatives who would ask themselves conscientiously whether the McBride's policy could be tolerated. The speaker was continuously interrupted with hearty applause.

DIES AFTER RECONCILIATION.

Cleveland, O., Nov. 13.—An instant after she received back her divorced husband, Charles Peterson, Mrs. Laura Peterson dropped dead at his feet. The couple were divorced years ago. Thes- [illegible] believed to be the cause of death.

KITCHENER DECORATED.

Tokio, Nov. 13.—Field Marshal Lord Kitchener yesterday received from the Emperor the Grand Cordon.

ARE AWAITING REINFORCEMENTS

INDUSTRIAL WORKERS TO RENEW DEMONSTRATIONS

Military Authorities Demand That Prisoners Be Given Food.

Spokane, Wash., Nov. 13.—It is reported to-day that the military authorities at Fort Wright, where a hundred Industrial Workers are imprisoned in the guardhouse, are insisting that the prisoners be given food. A majority of the men confined there are still on hunger strike, and many are too weak to rise from their cots.

The police authorities believe they have the situation under control, but the Industrialists declare they are only waiting for recruits to arrive from the Northwest cities to continue the demonstration.

Fifty men arrived to-day from Billings and Great Falls, Mont., and nearly a hundred from Seattle. Twenty-five more men are expected from Portland to-day. The employment agencies in Spokane have announced that they will not hire members of the Industrial Workers of the World, as their clients refuse to accept them, that they are agitators and cause dissatsifaction among other employees.

The city has not yet felt the effects of the boycott declared by the miners of Burke, Idaho, but it is feared that if the fight continues much longer it will curtail the shipments of supplies from Spokane wholesalers into the Court d'Alene mining districts.

MILITARY SECRETARY TO GOVERNOR-GENERAL

Appointment of the Earl of Lanesborough Officially Gazetted.

Ottawa, Nov. 13.—The appointment is officially gazetted of the Earl of Lanesborough of the Coldstream Guards, to be military secretary to his excellency Earl Grey in succession to Sir John Hanbury-Williams. The appointment of George J. Desbarets as deputy minister of marine and fisheries is also officially gazetted.

AN ENFANTE TERRIBLE.

The Nurse to the Housemaid—Here, Billy, take the thing. I've been in this household for years, and I like my mistress, but rather than attempt to feed the last arrival, I'll leave the job.

WILL BUILD LINE TO PRAIRIE CAPITAL

Milwaukee Railway Will Probably Commence Work Early in Spring.

of their proposed extension from Fargo to Winnipeg.

"Regarding the fact that the Milwaukee road would extend its northwestern lines to Winnipeg, Mr. Earling made it plain there was no doubt, and this would be their next move early in the spring. As to the exact route they would take, it was a little early to state definitely yet as the ground had not all been gone over carefully. Everything indicates at present that the road will be brought north from Fargo, cutting midway between the Casselton branch and the main line of the Great Northern into Grand Forks, from there west to Larimore, and from there directly north to Winnipeg."

TROOPS CONTROL SITUATION AT CAIRO

Sheriff Will Consult Governor Before Proceeding Against Lynchers.

Cairo, Ill., Nov. 13.—"There has not been any mob; it simply was an uprising of business men determined to put an end to outrages against law and order." Mayor Parsons declared himself to the militia officers in the above manner to-day in referring to the lynching Thursday night of the negro James, accused of the murder of Anna Pelley, a white woman, and Henry Salser, held on the charge of wife murder.

In making the statement Parsons declared that he was expressing the sentiment of nine-tenths of the inhabitants of Cairo.

Regarding the punishment of the lynchers, Sheriff Davis stated this morning that he would confer with Governor Deneen before taking any action.

The streets of the city have taken on a normal appearance again. The troops have the situation well in hand and no more violence is expected.

Arthur Alexander, the negro whom James implicated in the murder of Anna Pelley, arrived at Champaign last night on a special train under a military guard. He was removed from Cairo for safe keeping as the mob had threatened to do him harm.

PEARY LECTURES.

Asserts He Was First to Reach the North Pole.

Washington, D. C., Nov. 13.—"I have made good to myself, my friends and the flag of my country," declared Commander Robert E. Peary last night, after describing to a distinguished audience how he reached the north pole. It was Peary's first lecture since his return from the frozen north. He intimated that he did not regard it as possible that any expedition had attained the top of the earth ahead of his own.

MANY VESSELS DRIVEN ASHORE

HURRICANE SWEEPS OVER WEST INDIES

New York, Nov. 13.—Enormous damage has been wrought by the hurricane and storm visiting the West Indies on Wednesday, and according to reports received here to-day it is feared that there will be a large death list when all details are received. Heavy damages have been reported at Port de Paix and Gonaives.

With telegraph and cable communication disrupted, it is impossible to ascertain the true situation.

Santo Domingo caught the brunt of the gale and the property loss is sure to be enormous. To add to the terror of the situation, earth disturbances are reported from Hayti.

The storm which swept Jamaica is now moving in the direction of the Bahamas and Bermuda. No less than 48 inches of rain fell at Kingston while the storm was in progress. The property damage is estimated at $500,000.

It is feared that the heavy rainfall has played havoc with the banana crop. If this proves to be true, it will cause great suffering in Jamaica this winter as the natives largely depend on the money received for this crop to carry them through the season. This will prove an unusually hard blow at this time as the natives have hardly recovered from the losses they sustained in the earthquake of 1907, which laid Kingston in ruins and destroyed 1,700 lives.

Railroads have been wrecked and all traffic is at a standstill. Many vessels were driven ashore during the storm and it is feared that a number of craft, unable to weather the gale, went down.

INVESTIGATING ALASKA COAL LAND ENTRIES

Special Commissioner Will Hear Evidence at Seattle.

Seattle, Wash., Nov. 13.—The inquiry started by the department of the interior concerning the validity of several coal land entries in Alaska, known as the Cunningham cases, will begin on Thursday, November 18th, in Federal building. It was over these entries that the controversy arose betwen Secretary Ballinger and L. P. Gravis, in charge of the Seattle land office, which resulted in the latter's dismissal at the instance of President Taft.

The testimony will be taken before Special Commissioner William J. McGee, appointed for the duty by the secretary of the interior. The government will be represented by Attorneys J. M. Sheridan, of Denver, and W. P. Pugh, of Washington, D. C., members of the board of land review in the general land office. There are a score of defendants, and they are represented by John P. Gray, of Wallace, Idaho, and E. C. Hughes, of Seattle.

The coal lands involved include 33 entries in the Juneau land district and aggregate an acreage of 5,280.

The charge in a general way is that the entries were not made in good faith.

MERGER OF COAL AND STEEL COMPANIES

Negotiations for Ross Holdings Have Been Almost Completed.

[illegible] Ross and the steel company interests who are purchasing his shares, plans for the merger of the two companies on fair basis to be determined by a joint commission will be announced.

SENDS BULLET INTO HEAD.

Seattle, Wash., Nov. 13.—Driven into a state of despondency by failure to secure permanent work and by the fact that he believed some property in which he had invested his money was worthless, Clarence Putman, aged 26 years, committed suicide at his home, 1727 Twenty-fifth avenue. He shot himself through the head with a revolver while his wife was in the kitchen preparing breakfast.

NEW ZEALAND'S BUDGET PROPOSALS

Naval Proposals Involve Expenditure of $250,000 Annually.

Wellington, N. Z., Nov. 13.—The New Zealand budget proposals include the raising of a loan, not exceeding $2,000,000, at 3½ per cent., for the fulfilment of the Dreadnought offer to Great Britain. The naval proposals involve a total expenditure of $250,000 annually, $150,000 towards the cost of a Dreadnought and $100,000 as a contribution to the admiralty to cover the difference between the Imperial and local rates of pay.

Regarding internal defence it is proposed to reorganize the present system on lines approved by the Imperial Defence Conference, as applied to local conditions. All boys between 12 and 18 years of age will undergo elementary and progressive training in the cadet division; all young men between the ages of 18 and 21 years compulsory training on stated evenings, half-days and whole days, and 14 days annually in camp. A volunteer force of 20,000 men will also be maintained, and rifle clubs will be encouraged. The cost of the shceme is estimated at $100,000, and a further $150,000 will be expended in the period of three years on additional armament and field equipment.

In the course of the budget speech Premier Ward announced that an agreement had been reached between the publicans and prohibitionists for legislation permitting national and local option on the basis of "No licence, no liquor."

CANADIAN TRADE.

New York, Nov. 13.—Bradstreet's state of trade to-day says: In Eastern Canada wholesale trade has become somewhat quieter, but drygoods houses are still doing a good business in staple lines. Business failures in Canada for the week terminating with Thursday number 24, which compares with 24 last week and 22 in the like week of 1908.

DELAY IN SALT WATER TEST

CITY ELECTRICIAN INTERVIEWS COUNCIL

Defective Bearings on Big Pumps Causes Great Difficulty.

(From Saturday's Daily.)

A full explanation of why there has been a delay in inaugurating the high pressure salt water system for fire protection purposes was made at Friday's meeting of the streets, sewers and bridges' committee of the city council by Superintendent Hutcheson of the electric lighting service. He declared that the whole plant was in place and ready for operation just as soon as certain tests which were being made to the pumps and machinery had proved satisfactory. Every effort was being made by the contractors, the D'Olier Engineering Company, of Philadelphia, to adjust the difficulties which had arisen, and while it was possible that these difficulties might be overcome any day, there was of course the possibility that some considerable time might elapse before the plant could be taken over and placed in operation.

Mr. Hutcheson said the chief trouble had been with over-heated bearings. The board should remember, however, that the tests to which the plant was being subjected were very rigid—more so perhaps than would ever be made when the plant was in actual use. It was felt, however, that it should not be accepted until it was found satisfactory in every particular. The work of adjusting the difficulty was in the hands of an agent of the contractors and he was making every effort to get things running smoothly.

Now that the dry season had passed the only thing to fear, as a consequence of the defects in the pumps was that the expected reduction in the insurance rates consequent on the plant being placed in operation, will not be made.

Ald. Turner said it was very regrettable that the delay had occurred. He knew for a fact that certain insurance companies of the city had refunded a sum of approximately $5,000 on the statement from the council, made some time ago, that the salt water system would be running in ten days' time. He judged from what Mr. Hutcheson said that there might be a further delay of months.

B. C. FRUIT IS WINNING PRIZES

CAPTURES MORE MEDALS IN THE OLD COUNTRY

Cable Telling of Latest Success Was Received This Morning.

(From Saturday's Daily.)

British Columbia is keeping up the splendid record which it has set for itself in the matter of outdistancing all competitors in the annual fruit exhibits in the Old Country. Cable advices from the agent-general in London, Hon. J. H. Turner, were received on Saturday telling of further successes.

In competition with all other countries the exhibit from this province has captured gold medals at Bath, Southampton, Gravesend and Blackburn; a silver-gilt medal at the Crystal Palace, London, and silver medals at Croydon and Bristol.

This fine achievement is the latest success in a long list to the credit of the province of British Columbia, and the resultant advertisement will necessarily be very great. The agent-general reports that he is in receipt of many inquiries from people intending to come to British Columbia and take up land; and this fine showing in respect to the fruit-growing capabilities of the country will go far towards helping emigration in this direction from the British Isles.

WHEAT TRADING.

Winnipeg, Nov. 13.—Members of the Winnipeg Grain Exchange generally seem against the game of market cornering, so popular on the exchanges in New York and Chicago. They all think the corner is a menace to legitimate trade, and as such it should be done away with entirely. Traders on 'change all point to the system in vogue here as an example of what may be done to do away with the possibility of running grain corners. The local system is simply that the rules of the exchange allow traders to fill contracts with lower grades of wheat at a penalty; that is, while contracts call for No. 1 Northern wheat to fill, the seller may deliver grades as low as No. 3 Northern at a stipulated discount per bushel to the buyer. Under the present rules of the Chicago Exchange, contracts must be filled with the standard grades of spring or winter wheat, and none other. The Chicago system makes cornering very easy when compared with the local system, under which a corner is practically impossible.

SIR HIBBERT NEXT SATURDAY

WILL ATTACK McBRIDE RAILWAY POLICY

Prominent Conservative Statesman to Speak in Broad Street Hall

Sir Hibbert Tupper will speak in Victoria in opposition to the McBride railway policy on Saturday evening next, November 20th. The Broad street hall has been secured by the Conservatives, who are bringing him here, and several prominent members of the party will support him on the platform.

This meeting is being looked forward to with the keenest interest by all who are opposed to the alleged contract, whatever political camp they belong to, while the government supporters are in dismay ever since it was announced that such a staunch Conservative as the son of "the old war-horse of Cumberland" had taken the field against the local government, and its ill-advised policy.

Sir Hibbert is not confining himself to the two large cities, but is speaking at up-country points also. Indeed, it is understood that if he accepted all the invitations that have come to him from independent Conservatives throughout the province he could not fulfil them before election day. On Wednesday next he speaks in Revelstoke in opposition to Hon. Thomas Taylor, Minister of Public Works, and in support of Mayor Charles F. Lindmark, the independent Conservative candidate.

Broad street hall is a specious one, and it will, no doubt, be crowded to hear Sir Hibbert.

MINING MAN IS ACQUITTED OF MURDER

Shot Former Roadhouse Keeper in Self Defence During Struggle.

[illegible] from the mining prospect up the Susitna river, and became involved in trouble with Dunn because the latter abused Mrs. Dunn. Williams finally left the roadhouse, but was followed by Dunn, and after a struggle Dunn was shot.

C.P.R. PLANS.

Edmonton, Nov. 13.—The remaining plans in connection with the C.P.R. agreement have arrived. The plans show that the entrance of the railway company, the line to Sixteenth street, the subway on Jasper avenue, the approaches to the proposed bridge and the bridges at McKay and Victoria avenues.

CONSERVATIVES ATTACK THE C.P.R.

Joint Meeting of Island's Electors Held at Ganges Harbor.

Ganges Harbor, B. C., Nov. 13.—A rousing political gathering was held in Central hall on Thursday evening. It was a joint meeting and both candidates were present. There was a large attendance of electors and great interest was manifested in the speeches.

Percy Purvis, the Liberal candidate, was given a splendid reception and in a short, pithy speech he exposed the weakness of the Conservatives' railway policy. Mr. Purvis is an excellent speaker and made a deep impression.

A. E. McPhillips, K. C., the Conservative candidate, scored the C. P. R. heavily at every turn and claimed that that road was intriguing and trying by every means to prevent any other road entering their territory. He asserted that all the opposition to the C. N. R. and the McBride contract came from and was fomented by the C. P. R.

Mr. McPhillips' remarks seemed to meet with great favor from the Conservative section of the audience, and when a reference was made by a Liberal speaker to Hon. Captain Tatlow's resignation a Conservative in the hall shouted out that he "had turned traitor by the C. P. R.'s orders."

Dr. Lewis Hall, Victoria, spoke in support of Mr. Purvis, and condemned the actions of the McBride government.

The Liberal speakers were interrupted frequently by a crowd of Conservative partizans, while Mr. McPhillips was accorded a courteous hearing by his political opponents.

CRUSHED TO DEATH.

Fresno, Cal., Nov. 13.—James Statham, a pioneer resident of this city, was accidentally killed yesterday near Selma when an automobile he was driving overturned in a ditch and pinned him under the steering wheel.

Two other men were with Statham at the time, but both escaped. These tried to extricate him, and lifted the car partially, but their strength gave out, and they were forced to let the heavy weight fall on Statham's prostrate body.