Diantes agreen when the the state of states of a rest of the states of t VICTORIA SEMI-WEEKLY COLONIST, FRIDAY, OCTOBER 25, 1901.

spatches say

upon which the powers might be able

The Colonist. FRIDAY, OCTOBER 25, 1901.

up the Canadian Pacific and the other

the matter for themselves.

75 40

Our proposition is that if this province

too low, for it does not take into ac-

count the inevitably rapid expansion of

Oriental trade, the effect of which upon

the Pacific Northwest is beyond esti-

mate. No data are available upon which

even rough approximations can be based.

Supposing that the above conclusion is approximately correct, it is evident that

if the Federal and Provincial govern-

ments could agree upon a plan of co-

opration in railway construction, they

would be justified in basing their calcu-

lations upon a very different revenue to

that which they respectively have today. The Dominion could reckon upon an-

nual receipts from this province at the

date mentioned of upwards of \$10,000,-

000 a year. The province could esti-

mate upon a revenue of \$7,000,000 a

year. This would imply an average

gain in revenue to the Dominion of

the province an average gain of \$330,000

a year for the same period. These are

make if such a railway policy as has

been proposed above in a general way

out within the next five years. Most

such results would pay. We again remind readers that the above estimates are not presented as

accurate demonstrations, and that the reason for adopting the above form for

putting them forward is to assist readers

in reaching their own conclusions upon

the great question of railway construc-

tion. Our object is to show that there is some basis for the persistent agiration for railway building. The people have not taken the trouble to go into details,

and have formed their conclusions from

THE ISLANDER INQUIRY.

The finding of the Commissioners in

the matter of the steamship Islander

The steamship was in a thoroughly

seaworthy condition when she set out

\$460,000 a year for 15 years and to tion.

shell:

struction.

could be entered upon and be carried size the fasts of the case:

tal, 1578 miles.

Now take this comparison:

construction, less than 1,150 miles.

That portion of British Columbia.

struction about 350 miles.

construction, 1,578 miles.

Or take this comparison:

Published by

The Colonist Printing & Publishing Company, Limited Liability

. 27 Broad St. Victoria, B. C. PERCIVAL B. BROWN, Manager.

THE DAILY COLONIST.

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Delivered by carrier at 20 cents per week or mailed postpaid to any part of Canada (except the city) and United States at the following rates: Six months 8 00

THE SEMI WEEKLY COLONIST

One year

TERMS STRICTLY IN ADVANCE.

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All new advertisements and changes of advertising, to ensure their being inserted, should be handed in to the business office not later than 6 p. m. Advertising will be accepted up to 8 p.m. at the business flice, but insertion cannot be guaranteed. For urgent advertising after 8 p.m., con-sult the Night Editor.

The Colonist is on file at the following loast Agencies, where advertising can be outracted for:

A. E. GOODMAN, Vancouver, B. C. WHITE'S ADVERTISING AGENCY.

A. H. BALLARD ADVT. AGENCY, 615 Marquan Bdg., Portland, Ore. H. C. DAKE'S ADVT. AGENCY, 44 Merchaniz Exchange, San Francisco

810 REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

WILL IT PAY? .

The recent articles on railway matters printed in these columns have not the general condition of the province been intended to demonstrate anything They have been told that their persisect is tence is unreasoning. We think we Fout general propositions. Our obje to bring under the notice of readers

have demonstrated above that it is not. some facts, which they may, perhaps, in very many cases be already familiar with, but which will lose nothing from being grouped together, and stated suc-In this article we intend to may be summarized as follows: say something about the question asked above, and we would like it to be remembered that we are not now making any argument or proposing any specific on her fatal voyage and was properly line of action. This may be done later manned with efficient officers and meu;

SOME COMPARISONS

ailways in Southern British Colun to agree. But there is little prospect of and think out how much growth there If we take that part of British Co- any agreement as to the future of the umbia, which lies between the Interna-sional Boundary on the South, and the may be reached upon superficial queswould have been there if there had been no railways, and then let him explain why it has been that in other parts of nain line of the Canadian Pacific on the tions, but there is small probability of the province, where there are no rail-ways but the greatest natural advan-North, and between the Fraser river on anything more. The despatches say the West and Kootenay Lake and its that Russia and France have agreed as tages, the population is as sparse almost northern tributary streams on the East, to a line of joint action, but even this is we have an area of about 27,000 square open to doubt. France is the only Euroas it was when Vancouver discovered the island that bears his name. Let him go miles. In this area the greatest amount pean power having an open question up to Duncans and ask himself how of railway construction within the prov- with Turkey at the present time. The much of that admirable settlement would ince has been done, and it is by far the United States has another. These two be in existence if it were not for the land. It is also the area with-Esquimalt & Nanaimo railway. Let him ask himself if the town of Cumberland

would have been built if it were not in which there has been the There was a time when the Sultan would have been built if it were not greatest progress during the last de- could be forced by the pressure of the for the sixteen miles of railway which carry the produce of the Union coal miles to a market. So obvious is it in point of railway facilities with New is by no means sure that he could be after examination that railway con-Brunswick, that provine having almost now. The war in South Africa has after examination that ranway con-struction has been the fundamental the same area, namely, 27,000 square taught a number of things. It has struction has been the fundamental the same area, namely, 27,000 square taught a number of things. It has cause of our gain in population, that we miles, in round numbers. The public shown that the task of reaching Constant area and force from the but ask those who doubt to investigate already well provided with railway porth would be well to be a statistical taught and the task of the statistical taught and the task of taught and the task of taught and the task of task of the task of the task of the task of t

facilities, and it is not unreasonable to test this proposition by comparing this, cally inferior force of Turks held back were properly opened by railways, the the part of our province where there are the Russians at Plevna for so long a year 1916 would see at least 700,000 the most miles of railway to the area, time. We know now that a moderate people living within its borders. Indeed with the whole province of New Brunsarmy, well supplied from the rear, could it is probable that this estimate is much wick. Here is the comparison in a nut- hold a point like Plevna for an indefin-

ite period against any number of men New Brunswick, 27,000 square miles, that could be brought against it. The railways constructed, 1,385 miles; railmore the attacking force numbered, the ways under construction, 193 miles; togreater would be the slaughter. Turkey has plenty of good soldiers. Indeed, the British Columbia, selected 27,000 Turks are splendid fighting men. They square miles; railways constructed, 754 have modera arms. Russia will think miles: under construction, about 30 miles. twice before she undertakes to march an army to Constantinople. Is the Turk-New Brunswick, area, 27,000 square ish capital safe from a sea attack? This miles; railways constructed and under question cannot be answered with cer-

tainty, but before asking it, another has British Columbia, area, 400,000 square to be considered, namely: What pamiles; railways constructed and under tion would make the attack? The possession of the Golden Horn is too important a thing for the Powers to be will

Nova Scotia is one-fourth larger in ing to have any one of their number seize area than Vancouver Island. It contains it. So when it is proposed to discipline 1,031 miles of completed line, and there Turkey from the sea, the problem be are over 200 miles in course of construc- comes so greatly involved as to defy so lution. We suppose that the result of Vancouver Island, with four-fifths the the agitation in diplomatic circles over

area of Nova Scotia and resources fully the affairs of the Sublime Porte will be a year for the same period. These and as great, has 115 miles of railway con- exactly like that of previous agitations, bounds" which the two revenues would structed and probably 10 ander con- a temporary patching up of open questions, and, for the future, simply trust-

Or perhaps this will serve to empha- ing to luck.

VICTORIA).

assuredly a policy that would lead to which lies between the main line of the

That portion of British Celumbia, which lies between the main line of the Canadian Pacific railway and the Inter-national Boundary, is about identical in area with Nova Scotia and New Bruns-wick combined: In that portion of this province are all our railway lines, except those on Van-our railway lines, except those on Van-our railway lines, except those on Van-tis a little under 1,000 miles, and about 150 miles are under construction. In Nova Scotia and New Brunswick combined there are 2,416 miles of rail-war constructed and there are 2,416 miles of railway constructed and there are under under not in shoals, but in fair numbers, and It is to be remembered that the two persons who have been attracted here named Maritime provinces are, the one by the advantages of the city as a resi- more buoyant.

the other with arms of the ocean on two in is certain. of its shores. During the first seventy We have much confidence in the future years of their history good highways were built in all directions through those the Colonist to neperat the grounds upon the Intercolonial Railway last year. were built in all directions through these provinces, which had attained a popula-tion of nearly 600,000, and enjoyed a high degree of prosperity. Yet these peo-ple, with the sea for a highway around their coasts, and fine navigable rivers, the Colonist to pepeat the grounds upon the bases its belief in the future of Victoria, for we have stated then over and over right. It may be well to remind our friends how some of them are being realized. Its residential advan-the constructions have with wagon roads in all directions, have felt it necessary to provide for 2,760 miles of railway in order to be able to

the facts. For the purpose of this article we will put the rai/way mileage of British Co-lumbia at 1,000 miles. It is somewhat itself better than any other to the esting to the conditions of the danger," and that the ship at full speed after having seen itself better than any other to the series and discipline." connection is going to be established with the Great Northern. These begin-nings are necessarily small, but they is essential to the consolidation of the with the Great Northern. These begins nings are necessarily small, but they are beginnings, and the time will come when great results will flow from them. We believe the day is not far distant when an enormous volume of trade will be brought to this Island from the Main-land by car ferries, and we also look forward to a time not very far in the future when the Esquimalt & Nanaimo railway will carry heavy traffic to northi-metalliferous mines of this Island; as certain to add to the prosperity of our city. There was a time when to say not having equal railway facilities with are beginnings, and the time will come Provinces above named, and it has about when an enormous volume of trade will The conditions of that state are very land by car ferries, and we also look similar to those of this province. It is forward to a time not very far in the city. There was a time when to say This section was the culmination of this was to invite, if not ridicule, at long years of agitation. The first proleast a smile at one's credulity, but every posal to build a railway uniting the Maritime Provinces with the Interior, one takes the matter seriously enough now, for there has been undeniable dewas put forward by one John Wilson, of monstration of the solidity of this claim. St. Andrews, N. B., in 1830, or only We shall not speak of the other bases five years after George Stevenson had for our anticipations. They are famildemonstrated that steam, locomotion could be successfully applied to traciar to Colonist readers. The chief thing to hear in mind just now is that the curtion purposes on rails. At this time Great Britain occupied the northern part of the State of Maine, and Mr. Wilson's rent is setting in the right direction.

bers than heretofore. In this he voices a part of an ambitious project known as INTERESTING the sentiments of the people of Canada. We want more of our own blood to some amongst and help us build up here a thoroughly British nation. The Royal more being brought to the front in contour can hardly fail to have great influence in this direction.

In wishing the Duke and Duchess and a line was built from St. John to good-bye, we have only to add that they Shediac, on the Strait of Northumber have not been more favorably impressed land, a distance of 111 miles. Meanwith Canadians and their country than while the government of Nova Scotia Canadians have been with them. "We was not idle. Bailway progress there feel that we have made many friends," was not inspired at the outset by any His Royal Highness said. Of that he desire to connect with the two Canadian may rest assured. Everywhere they provinces and was chiefly designed for local development. The prelicinary steps made everyone their friends. They did not come seeking to build up a feeling were taken in 1854, and when Coufedof personal loyalty, but their visit has eration was consummated 145 miles were done so. May the remainder of their in operation. The government railways journey be happy and prosperous, and may their welcome home be in keeping the neighborhood of \$12,000,000 or nearwith the splendid results of their unly \$49,000 a mile. This price would exampled tour. now be regarded as absurdly high for similar work.

THE TYPE MINE.

We are able to announce this morn ing on the authority of the Manager British North America new markets. that the Type Mine has secured \$250,revived the interest in the construction 000 additional capital in London, which is to be applied to various purposes con-nected with the mine, including a smelt-ing plant. It is with the highest satis-faction that we make this announce-ment. Taken in connections with what has already been said about a smelter, it seems safe to conclude that the people will shortly see a smelter erected at Os-borne Bay or some other suitable point. This will add another to the series of industrial centres along the East Coast of the Island. Already we have Che-mainus, Ladysmith, Nanaimo, Union and Camberland, all due to the development of the great resources of the Island. All that is needed is a railway to carry 000 additional capital in London, which of a line from the coast to the interior,

speculation. Six years ago and in Koo-tenay what has been already done around Mount Sicker would have led to the setting up of a score of brokers' offices and a hundred companies with a million delter canital each would have

road because it seems to us to be worthy

the European & North American Railway, which was to efford the shortest SOCIAL EVENT and quickest route to Europe and is once nection with the building up of Sydney, Cape Breton. The latter plan prevailed Welter S. Fraser and Miss Flor

ence Hayward Wedded' Last Night,

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The N. st Augu sider: the s senge morn sessoo read the vesse charg surviy, of Ca with keep the vd ised cause when life s ers f promp the c case of cause the of the of the of the of cause the of the of cause the of the of cause the of the of

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Yesterday evening the residence of Charles Hayward, Esq. Mayor of Vic-toria, was the scene of an interesting ceremony-the marriage of his only daughter, Florence, with Walter Stan-hope Fraser, fifth sen of A. B. Fraser, senior, Esq. formerly of Liverpool, Eng-land. The marriage service was per-formed by His Lordship Bishop Cridge, of the Reformed Episcopal church in the presence of near relatives of the young couple. No guests were bidden to the wedding, for the bride desired that it should be as private and quiet as possible, as she could not dispel the shadow of the isreavement which so recently saddened her family. Her de-eision was a great disappointment to her large circle of friends who had an-ticipated the event as one of the most pleasure of being present to witness the ceremony and wish her iow and happi-The termination in 1864 of the Reciprocity Treaty with the United States and the consequent necessity of giving.

mainus, Ladysmith, Nahamio, Choh and Cumberland, all due to the development of the great resources of the Island All guaranteed the loan, and is said to have insisted upon what was called the North Shere route for the purpose of keeping the line as far as possible from the United States frontier, but Quebec in-finence probably had not a little to do mining will accomplish. The same thing is true of the Lenora Mine. Here we kave two excellent properties firmly es-tablished, and the work has been done mainty and with nothing like spasmodic

TEACHERS' CONVENTION.

years. Taking this as an approximation, To Be Opened' in St. Andrew's Church

The eighth annual convention of Presthe eighth annual convertion of Pres-byterian Sabbath school teachers, under the direction of the synod of British Co-lumbia, will be opened in St. Andrew's church this evening and will continue tomorrow. The programme for the two days follows:

FIRST. SESSION-THURSDAY EVEN-ING, 8 to 10:

SECOND SESSION-FRIDAY MORNING g: to 12.

mbia dur-9:00 to 9:13-Devotional exercises. 9:15 to 9:30-Heport of schools. 9:30 to 10:00-Presbyterial: and Sessional oversight of Schools-Rev. D. MacRae.

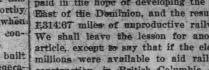
morning and also to mention the im-mediate beginning of work on the Vic-by the people of Canada on the capital a considerable proportion of them are toria Terminal railway is highly satis- invested in this railway, but it has at factory. It will make every one feel least averaged \$1,500,000 yearly for 30 almost wholly surrounded by water, and dential point. Progress is not rapid, but. THE INTERCOLONIAL RAILWAY.

and discarding odd figures we get at the

following as the cost of the Intercolo to, the people of Canada, not including any deficit for the past year:

Capital cost. . . \$ 60,000,000 Interest. 45,000,000 Defficits. 6,000,000 Total...... \$111,000,000

This vast sum is what Canada has paid in the hope of developing the Far East of the Dominion, and the result is 1;314:67 miles of unproductive railway. We shall leave the lesson for another We shall leave the lesson for another the state of the productive the state of the state



sumed that the mileage of the railways, ment and discipline." the construction of which has been proposed, is 2,500 miles. It is somewhat this indictment of the men responsible

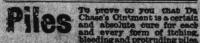
more than this. It is not quite sixteen years since the main line of the Cauadian Pacific was completed, and since that date additions have been made more or less steadily to the railway mileage within the province. Fifteen Commissioners appended their names to years ago we had 525 miles of railway such findings. in full operation in the province; now we have 1,000 miles. If the varying

mileage from year to year over a period of fifteen years is reduced to a mileage average of 1,000 miles a year, we find that British Columbia may, for the purposes of a general calculation, be taken to have had 1.000 miles in operation for 10 years. The average is not as high as this, but that only makes the case stated hereafter the stronger:

It will be admitted, we think, that substantially the whole increase in the white population of British Columbia during the last fifteen years has been the Commissioners fully considered result of railway construction, by which point for they say that the steamship's we only mean that without the open-ing of the country by railways the gain ticular according to the regulations of in the number of inhabitants would have the law. The Commissioners also round been small. This gain may be stated at that the Master had received no special average of 10,000 a year. A gain of tion that the high speed maintained was as a gain of 15,000 a year for 10 years. make time. "Therefore the operation of 1,000 miles of 150,000 in the population. The new 2,500 miles. Now it is only a problem the population of 150,000 people, 2,500 miles operated for 10 years will lead to add the increase in the parts of the pro- matter just referred to is one of the vince already provided with railway facilities, and the influx of population during five years of construction, we find a prima facie basis for the estimate made in these columns a day or two concerned, even if a special regulation ago that the construction of the proposed mileage within five years would add 500,000 to the population of the

province within 15 years from the pre-

But some may say that while the to accept the explanation, but beg to arithmetical part of the above is all right and the application of it is ingenious, the fact that the name of Mr. Houston it is assuming too much to attribute the past increase so entirely to railway construction. We hardly think so. Let resented in it as assuming any position any one begin at Vancouver and follow



tecit. S Survey have guaranteed, i. Sector smelter is to be underfaken at once. the daily press you can use it and ney back if not cared. 60c a box, at rkowanson, Barres & Co. Toronto. Dr. Chase's Ointment years.

We have no wish to add one word to homes, we must have railways? Reference has been made in a contem porary to the state of Washington, as for so many lives and through whose

failure to show themselves equal to the British Columbia. That state is some grave emergency which arose so many what larger than the two Maritime people went to their death. It must have been with great regret that the the same proportion of railway mileage.

The finding absolves the owning comsimilar to those of this province. It is pany of any direct responsibility for smaller than that part of the Mainland of this province lying south of a line drawn East to the Rocky Mountains what occurred. The ship was in proper condition and properly equipped. question has been raised as to the use from a point on the coast opposite the of tule life-preservers. We have a let-ter on the subject, but think it better contains over 2,800 miles of railway, not to print it, although we have reached while that portion of this province conthe conclusion not to do so only with tains less than 1,000 miles.

some hesitation. Our reason for refus-We shall leave the above figures t ing is that we understand legal prospeak, for themselves this morning. They ceedings are pending against the comare more eloquent than any argument pany in which this matter is likely to could be. arise. It is to be presumed that the

WHAT ABOUT TURKEY? Fragmentary despatches are received

from day to day describing the condition of Turkey and the relations between the Sublime Porte and the other Europea 150,000 for the fifteen years, or an instructions. This answers the suggesdefinite impressions and are very clearly 10,000 a year for 15 years is the same in pursuance of express directions to the guesses of correspondents who fee that they must say something upon a

subject about which the readers of news-The Commissioners are to be congratunew railway in this province for 10 lated upon the prinstaking and thorough papers are all thinking more or less. Alyears has brought about an increase of manuer in which they discharged an though the telegrams which reach this onerous and particularly unpleasant task. city are brief, they convey fully as much mileage proposed is, as we have said, The paragraph in their report in which information as those sent to the metro they condemn the practice in vogue of politan dailies. The question forming 2,000 miles. Now it is only a problem they contenin the practice in vogue of pointin dames. The question forming in common proportion to demonstrate leaving the bridge of steamships at the caption of this article might be ask-that if 1,000 miles of railway operated in the most valuable part of it. What has happened cannot be helped, but the be as unable to give a definite answe lessons of the accident ought to be as the first person you may meet upon an increase of 375,000. If to this we driven home with all possible force. The the street this morning. Turkey is a puzzle of the greatest magnitude. The principal of these, and the opinion of Eastern Question is a conundrum for the Commissioners on the point will doubtless be acted upon. It must be In no part of the world is there greater enforced as far as Canadian vessels are diversity of population or more bitter racial feeling than in the dominions over must be made to meet the case. which the Sultan of Turkey is supreme.

John Houston's position. We are bound

was not mentioned in the paragraph

and that the only person who was rep

was Mr. Dunsmuir. However our con-

emporary ought to know what it meant,

and therefore there is nothing more to

The building of the Osborne

be said.

The Times explains that in heading This of itself presents very serious obstacles to the carrying out of any policy its paragraph from the Nelson Tribune "His Latest Position," it meant Mr.

A "HEROE'S" TONIC

For soldier or civilian South American Nervine proves Itself the greatest of system toners, nerve healers and blood cleansers.

A battle-searred veteran fast home from the mar in South Africa, who was all run down and weak, the aftermath of that dread veldt fever, tays: "I found South American Nervine a re-markable medicine and heartily recommend it to

elter is to be undertaken at once. itle gives g Island to be erected within the next few

GOOD-BYE TO GANADA.

proposal was that the railway should start from the splendid harbor of St. The farewell letter of the Duke of Andrews, run due north until what was Cornwall and York to the Governor-Genthen the northern limit of Maine was eral is an admirable commun reached, and then strike out westerly The direct and thoughtful way in which for the shore of the St. Lawrence ophe speaks of the reception of himself and the Duchess is better than high-flown posite Quebec. With this object a comexpressions. It strengthens the very pany known as the St. Andrews and Quebec Railway Company was incor-porated by the legislature of New Bruns-wick and a land subsidy was voted. favorable impression which he produced upon all whom he met during his too

rief stay in Canada. There are som Capital was subscribed liberally in Eng thoughts in the letter that are worth nbering. His Royal Highness land. Before the enterprise was fairly peaks of the Orown as the symbol of on its feet, the Ashburton Treaty was reached by which the State of Maine the Unity of the Empire. This is well d. It is thus that Canadians regard There is undoubtedly abundant at-the line was to have been built to reach said. It is thus that Canadians regard fection for the reigning house, but this is subordinated to the greater sentiment of Imperial Unity. It was to be ex-not stop the work and about 90 miles of railway were built due north from nected that His Royal Highness would St. Andrews, stopping at a place after-wards known as Richmond, but which be impressed with the natural beauty and great possibilities of the country, but it was not so much a matter of course that he would have spoken of "the frank independent natures" of the people of Canada. It is something for Woodstock, N. B., and the town of

the heir to the throne to have observed this. He carries back with him to Eng-ed, forms a part of the Canadian Pacific Houlton, Maine, This line, since extend-

Railway. Meanwhile the legislature of the pro

independent and yet affectionately loyal. It was worth the journey to learn this sidering the question of government conesson, for it is the key note of im-perial greatness. We are loyal, but we tion to embark upon it without having re independent; we are affectionate, at we are frank. We realize our duries starting point was agreed upon, but starting point was agreed upon, but to the sovereign as the symbol of Em-pire, but we recognize his duties to us. This mutual understanding of the rela-

sil to cure. 50 able emigrants from the Mother Coun-Bold by Jackson & Co., and Hall & Co. try will come to Cauada in larger num-try will come to Cauada in larger num-

of the other hundred millions), there would be added by the end of the next ten years' thereafter 500,000 people in this province alone to the population of Canadh and our contribution to the the Deminion would be inrevenue of the Dominion would be inreased' to, \$10,000,000 a year.

PACKING HOUSE FIRE. Immense Damage Done to the Big Hammond Works.

Hammond Works. Chicago, fils, Oct. 23.—Fire attacked the packing houses of G. H. Hommoni at Hammond, Ind., tonight and within an hour gained such headway that the destruction of the plant was feared. The Hammond fire department and the pri-vate fire fighting company of the pack-ing company were unable to cope with the flames, and an emergency call was sent to Chicago and South Chicago. Four engines from the Chicago depart-ment were loaded upon a special train and harriged over cleared tracks to the burning district. Aid was also sent from South Chicago. The fire began at the south end of the plant in an eld frame house used as the beef killing department. In an hour the car shops, eifing room, beef killing department and he blacksmith shops were destroyed. It then seemed the fire had burned itself yords, one of the company's hargest points of the plant was burning. The pask estimated at \$400,000. The pack-ing company's plant covers 15 acres. Endteen hundred men are employed in he for was got under control at 11:30

osing address.

Eighteen hundred men are employed in the cooling department. The fire was got under control at 11:30 o'clock after four departments had been destroyed. The loss is \$500,000.

TRY, TRY AGAIN !

w. Oct. 22 .- Sir Thomas Lipton Glasgow; Oct. 22.-Sir Thomas Lipton, while desiring to avoid moropolizing the British side of the America's cup con-tests, has already taken a step towards a third contest for the trophy. Capt. Robert Wringe had a long conference with W. Fife, jr., as to whether he would undertake designing the Sham-III. for a series in 1902. It is under-stood that Mr. Fife considered the time too short to do his best work, but was willing to design a challenger to race in the autumn of 1903. No absolute ar-rangements can be made until Sir Thomas Lipton arrives, but there is lit-tle doubt that a challenge will be sent.

SCOTTISH RITES. Election of Ancient and Accepted Officers at Washington.

Washington, D. C., Oct, 22.—Repre-sentative James D. Richardson, Tenn.. was today elected Sovereign Grand Com-mander of the Ancient and Accepted Or-der of Scottish rite of Free Masonry for the southern jurisdiction of the United States. The following other officers were elected: Samuel Emery Adams, Min-nesota, lieutenant grand commander, succeeding Mr. Richardson; Martin Col-lins, St. Louis, Mo., grand chancellor, and Rufus E. Fleming, Fargo, N. D., grand minister of state. About 200 Masons representing all sec-tions of the country were elevated to the 33rd degree, or to the knight command-ership of the court of honor.

Bard degree, or to the knight command-enship of the court of honor. At the afternoon session of the council he newly elected officers were installed. The council presented Grand Command-er Palmer with a silver gold-lined loving

Beth. 12:00 to 1:45-Recess 12:00 to 1:45-Recess. THIRD SESSION-FRIDAY AFTERNOON 1:45 to 5:30: 1:45 to 5:30: 1:45 to 2:00-Devotional exercises. 2:00 to 2:30 - The Place of Doctrine, Church History and Government in the Sabbath School-Rev. Dr. Campbell, 2:30 to 3:30-The Sabbath School a Field for Winning Souls-Rev. W. L. Clay. 3:30 to 4:000-Desson Helps-Miss A. J. Davidson. 3:30 to 4:00-Teaching exhibited. 4:30 to 4:45-Report of nomination 4:45 to 5:00-Time and place of next meet-5:00-Question box: FOURTH SESSION FRIDAY EVENING, 7:30 to 10:20.

7:30 to 10:20. (Public Meeting.) 7:30 to 7:45-Devotional exercises. 7:45 to 8:15-How to Conduct the Bible-Class-sea to Heid Young Men-L. Tait. 8:15 to 8:45-Address-Rev. W. A. Wilson; of Neemuch, India. 8:45 to 9:45-Rules and Forms of Pro-cedure in Sabbath School Management-Rev. G. A. Wilson. 9:45 to 10:00-Report of resolution com-mittee.

Car Wreckers.—Several attempts have been made lately to wreck the Beacon Hill car on Niagara street, at the cor-ner of Carr street. Twice an immense bonder, weighing at least 70 pounds, has been placed on the track after dark, and on one occasion a few evenings ago the car struck the rock and the fender and front portion of the car were damag-ed. The strempt was repeated last evening. Each time the same car, oper ated by the same crew, has been ob-structed by the bonder, which leads to the conclusion that those placing it on the track have done so with the view of injuring the driver or conductor. It may be the works of boys, but it seems the track have done so with the view of injuring the driver or conductor. It may be the work of boys, but it seems hardly likely that they would place such a large obstruction on the track. The matter has been reported to the police. Victoria Clearing House. —The totals of the Victoria Clearing House for the week ending 22nd inst., were \$678,542; balances, \$188,730.



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land a thought that will be helpful, namely that a people can be frankly

are ind

This mutual understanding of the rela-tions subsisting between us cannot fail to be productive of good results. His Royal Highness trusts that suit-able emigrants from the Mother Coun-be constructed from Halifax by the gov-the constructed from Halifax by the gov-

le medicine and heartily recomment it to dy in need of a good tonic." It's a emedy for all "run down" people. One gives great relief. A few bottles never