NOTICE.

Seattle Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 300.

TAKE NOTICE that James A. Moore, Free Miner's Certificate No. B13876, intends, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

NOTICE.

R. C. P. No. 10 Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 282.

TAKE NOTICE that James A. Moore, Free Miner's Certificate No. B13876, intends, sixty days from date hereof, to apply to the mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

NOTICE.

R. C. P. No. 11 Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 283.

TAKE NOTICE that James. A. Moore, Free Miner's Certificate No. B13876, intends, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

NOTICE.

R. C. P. No. 12 Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 284.

TAKE NOTICE that James A. Moore, Free Miner's Certificate No. B13876, intends, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

NOTICE.

Eagle No. 7 Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 297.

TAKE NOTICE that James A. Moore, Free Miner's Certificate No. B13876, intends, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

NOTICE.

Eagle No. 8 Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 298.

TAKE NOTICE that James A. Moore, Free Miner's Certificate No. B13876, intends, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

NOTICE.

Seattle No. 1 Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 287.

TAKE NOTICE that James A. Moore, Free Miner's Certificate No. B13876, intends sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

Sayward Land District.

TAKE NOTICE that James A. Campbell, of Vancouver, B.C., occupation Barrister, intends to apply for permission to purchase the following described lands:

Commencing at a post planted on Thurlow Island at an angle on the southerly boundary at a point 80 chains east of the southwest corner of Timber Lease No. 24, thence north 40 chains, thence west 60 chains, thence south 20 chains, thence east 40 chains, thence south 20 chains, thence east 20 chains to point of commencement.

JAMES ALEXANDER CAMPBELL.
September, A.D. 1909.

NOTICE.

First Chance Mineral Claim, situate in the Quatsino Mining Division of Rupert District. Located at West Arm of Quatsino Sound.

Lot No. 285.

TAKE NOTICE that James A. Moore, Free Miner's Certificate No. B13876, intends, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909.

R. C. PRICE, Agent.

McBRIDE AND VICTORY, PROGRESS AND PROSPERITY THE BATTLE CRY ECHOED BY A UNITED BRITISH COLUMBIA

(Continued from Page 3.)

mier had promised there would be. Then Sir Charles Hibbert Tupper comes forward and complains of the lack of a sinking fund.

Need of Railways

The speaker believed that the people of British Columbia were capable of forming their own opinion as to the merits or demerits of the contract. They would fully appreciate the fact that what is now needed is more railways, that the progress of the province necessitates the construction of such and that the extension of the C. N. R., a transcontinental line, could only rebound to the benefit of the country. The province has outgrown the limitation of one railway. Mr. T. W. Paterson has been burning the midnight oil in an effort to get at the possible effects of the Premier's railway policy and he has found, or at least he claims to have found, that it is a case of the C. P. R. being "the man behind." It is no wonder that Sir Thomas Shaughnessy is disgusted when his attention is called to such silly conclusions as those arrived at by Mr. Paterson. The C. N. R. is a company which has shown in other parts of the Dominion that it can carry out any undertaking it commences.

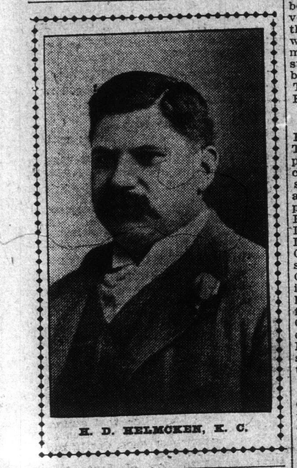
Policy of Advancement

The premier had enunciated a bold policy of advancement. It was only over cautiousness which caused Mr. Tatlow and Mr. Fulton to withdraw from the cabinet. John Oliver had come forward with a sort of railway policy but to construct railways as outlined by the Liberal leader would require an expenditure vastly more than that called for by Premier McBride's policy and the result would not be materially better.

In concluding Mr. Davey eulogized Premier McBride who, he declared, would receive the support of the people of Victoria and Vancouver Island, and, indeed, the whole province. It was up to the electors to decide for themselves and say who shall conduct the affairs of the province for the next four years. The people have already had one experience with a Liberal administration and that experience should be about enough.

Features to Be Considered.

William Blakemore declared that after a three weeks' campaign through the province he had returned home more fully convinced than ever that Premier McBride would be returned to power. "When the Triton appears the minnows disappear" was a saying peculiarly applicable to the present case. Premier McBride was back home and by his presence would dispel the doubts and misgivings which some of the electors appeared to be possessed of. There were two predominate thoughts which, in the present campaign, should appeal to the electors. The one, the basis on which should be promoted the welfare of the province, the man to whom should be entrusted the conduct of public affairs. The point at issue is the important thing and the electors should not be misled by abuse and personalities though the tactics of the Liberals would indicate that they think they can so fool the public. Referring to the record of the government, Mr. Blakemore declared that never before in the history of the province had the interests of the people been better conserved than they have by the McBride government. The debt has been reduced, the province brought from a position of almost bankruptcy to affluence, its credit today stands so high that it can go into the financial market of the world and borrow money at the most favorable



H. D. HELMCKEN, K. C.

rates and can sell its bonds at a figure more favorable than at any previous time in the history of the country. Such being the case is it not a most reasonable thing to ask the electors to again return Premier McBride and his supporters to power to continue the policy which has done so much for the country? Even Sir Hibbert Tupper has been forced to admit that Premier McBride has managed the affairs of the province in a businesslike manner and that his record is eminently satisfactory. If the electors decide to hand over the reins of power to John Oliver they must first ask themselves if Mr. Oliver, judging from his record, will do better than, or even as well as, the Conservative leader.

A Common Practise

The record of Premier McBride is before the electors and it is one to be proud of. He has been criticised for bringing on the elections now when he could have remained in power for another year. This right of appeal to the people before a government's term has fully expired is a privilege which Premier McBride, in common with other leaders of governments, has, a privilege which Premier Laurier has used at every election since his return to power in 1896. Premier McBride was at the head of the government with a large enough majority to carry any measure he saw fit to introduce, everything was in his favor, but the greatest claim he has on the electors is that he came straight to them with his concrete proposition for railway extension. He promised to ask the opinion of the people of his policy and he has shown that he is a man of his word.

Liberal Inconsistency

The Liberals in their opposition to Premier McBride's policy, have shown their inconsistency. They were always complaining that Mr. McBride had not brought forward a policy of railway development, but now the very moment he does so they still kick. They know that the premier's railway policy is so big and means so much for British Columbia that once Mr. McBride is returned to power he is there for another decade. Now is the time to adopt a forward railway policy in British Columbia. There is no question as to the financial position of the province and to neglect this, the psychological moment, would be fatal. On the credit of the province the C. N. R. can go into the financial markets of the world and borrow the $21,000,000. But the company will also have to get from $15,000,000 to $20,000,000 more. Any company which can raise that enormous sum of money is a company of the highest financial standing. Objection has been made that the C. N. R. will not be a colonization road. A colonization road is a pioneer road through new territory, not a road which runs through a garden patch every mile. The C. N. R. is to be a colonization road in every sense of the word. Mr. T. W. Paterson and Sir Charles Hibbert Tupper to the contrary. The C. P. R. was a colonization road in the best sense of the word and yet it passes from the summit of the Rockies to the coast through an unproductive country. From the Yellowhead Pass for fifty miles the C. N. R. will pass through unproductive territory but for the next 250 miles it will pass through a fine productive country and then for 160 miles it will run to the Fraser river and into one of the finest agricultural areas in the Dominion. The opponents of the Premier's policy apparently forget that the Barkley Sound railway will open up probably the richest country on the continent. In fact out of the total of 600 miles of proposed line over 400 miles will run through a productive territory. And yet the electors are told the road will in no sense be a colonization road.

No Fake Policy

Premier McBride, Mr. Blakemore declared, is a young man who came into public notice seven years ago and whose possibilities are only bounded by the limits of the Dominion, and yet the electors are asked to believe that he is now about to wreck his own future career by putting up a fake policy, a dodge whereby a ramshackle road is to be built. The idea is preposterous! Can Premier McBride afford to deceive the people? In a word the province requires more railways. They are the key to the development of the country. The cry throughout the Dominion is for added means of transportation and of all the provinces of Canada British Columbia is the least accessible and therefore in more need of railways. Objection. Every board of trade in the province has been asking for lower rates.

Mr. Blakemore had nothing to say against the C. P. R. but when a railway built with not less than a four per cent grade must compete with one of a grade of about four-tenths, it must come down in its rates as the other road will be able to carry traffic for a lower figure by reason of its superior physical conditions. The railway commission cannot touch the C. P. R. rates until that road is earning ten per cent, but there is no such limitation in respect to the C. N. R. the rates of which will be under the control of the commission.

Regarding Mr. T. W. Paterson's criticism of the government's railway policy Mr. Blakemore stated that undoubtedly the former could be taken as an expert especially since he built the V. & S. railway. Mr. Paterson would have people believe that the C. N. R. is merely pulling the chestnuts out of the fire for the C. P. R. He suggests that such must be the case because recently Mr. E. P. Davis and Mr. D. D. Mann were in the city at the same time. But Mr. Paterson failed to state that recently at Winnipeg Sir Thomas Shaughnessy had emphatically stated that so great had been and will be the progress and development of Western Canada that there will be room for all the railways that will be built. Mr. Paterson must bring forward something more substantial than rumors which have been aptly dubbed "silly" by Sir Thomas Shaughnessy, and also by Mr. E. P. Davis.

Knifing His Leader

There had come to Victoria, Mr. Hibbert knew perfectly well that many Tupper, a man who occupied a high position. He had had a conspicuous career and had been a life-long Conservative and almost to the time of the announcement of the Premier's railway policy, was a strong supporter of the Premier. Now he is supporting the Liberals. If there is one man in the Dominion who is responsible for the Conservative party being in the cold shades of opposition that man is Sir Charles Hibbert Tupper and now he is brought down to Victoria to do what he did in 1896, knife his leader. In his first speech made at Revelstoke, Sir Charles had nothing but vituperation, degrading personalities and blame for Premier McBride. Evidently there is something more than mere objection to the Premier's railway policy behind Sir Hibbert's action.

Mr. Blakemore declared that Sir Charles knew perfectly well that many features not set forth in the memorandum of agreement between the government and the C. N. R. would be inserted in the contract. He failed to show honesty in his criticism. In concluding, Mr. Blakemore declared that never has a premier of a province been in a prouder position that Mr. McBride when he comes before the electors with a policy which will bring the C. N. R. to the Pacific coast, a company capable of carrying out its contract. If he fails he goes out discredited, but he is not going to fail. He is a man of courage who does not believe the province is going bankrupt because it is going to build another railway, but who does believe in British Columbia.

Mr. H. B. Thomson.

H. B. Thomson was heartily received. He referred to the allegations made by the Liberals that the government has been frittering away the assets of the province. In order to satisfy himself and the electors, Mr. Thomson said he had secured some figures which would prove interesting. With regard to timber resources which some had asserted were being wasted the facts were that last year the province got in royalties and license fees some $2,658,000. The timber covered by those licenses would take, at the lowest estimate, 50 years to cut and if that were the case and the royalty is kept at 50 cents, the present figure, the revenue to the province would amount to over $170,000,000. Then as to the land situation. There was the province's enormous asset in the Prince Rupert townsite. It would be remembered how Premier McBride had fought for the province's rights in that case, how the G. T. P. went to Ottawa to get the Indian reserve on Kaien Island, but the rights of the province were respected because of the premier's determination to hold them. Now British Columbia has an equity in the townsite of a value of about $5,000,000. The Point Grey auction the other day was another instance of how the assets of the province have been conserved. Though only about 500 acres had been disposed of in the last few days, the province realized about $2,000,000, and there are nearly 3,500 acres left which, on the same basis, will net the government about $14,000,000.

Benefit to Victoria.

Touching on the Barkley Sound railway, Mr. Thomson pointed out how the construction would benefit Victoria. Excluding the E. & N. railway belt there are arable lands preempted and taken up to the amount of 74,410 acres, about 140,800 acres vacant and about 486,960 acres under timber. It would take some 55 years to cut the timber which would yield about 20,000,000,000 feet and require two trains of 30 cars daily to carry off the lumber. To a remark that "Chinamen cut it," Mr. Thomson stated that there is a special clause in the licenses prohibiting the employment of Chinamen and Japanese.

But the timber resources were not the only source of wealth. The iron deposits were vast and rich. Some facts he had learned had proven a surprise. At San Juan and Bugaboo Creek there is one of the largest iron deposits in British Columbia. An eminent authority had reported that he had never seen a finer proposition. Some have asked why should furnaces be built in Victoria or adjacent thereto? Uncle Sam generally desires to get his materials in his own land but doubtless it would be a surprise to many to learn that Vancouver Island iron has entered into the construction of the U. S. S. Nebraska built at Seattle and the Olympia. Monterey and Charleston at San Francisco. Pig iron can be produced here for $6.41 per ton lower than it can on the Sound. There is a duty of four dollars per ton on iron entering the States, but even with that British Columbia iron has an advantage of $2.41 over the United States article.

One Way to Oust Premier

The Liberals have been calling the Premier's policy a fake policy. They assert that the Barkley Sound end of the line will not be built but that part is in the contract. Premier McBride has promised that if he cannot carry out the contract in its entirety as he promises he will resign. If the Liberals are convinced that it is a fake policy the quickest way for them to oust Premier McBride would be for them to elect him and then if he cannot carry out his policy he must resign.

On the point of the plebescite Mr. Thomson stated that if a majority of the electors are in favor of the measure the government will pass the law. Some of those opposed to local option asked that fifty per cent of the names on the voters' list must be in favor of the measure, but the government did not think that would be fair as there might be many absentees on the list. Then some in favor of local option wanted it so that fifty per cent of the votes polled on the measure should carry it, but the government has decided that to be a fair expression of opinion by the people, there must be fifty per cent of the total votes polled for the members elected to the legislature. If the people want such a measure the government is pledged to give it to them. He personally would support the measure if introduced by the government. Mr. Thomson concluded by urging all to vote for the Conservative candidates and return Premier McBride to power.

Gives Place to Premier

H. F. W. Behnsen spoke but very briefly. Just after he arose Premier McBride arrived at the hall, and amid intense enthusiasm, and mounted the platform. Mr. Behnsen declared that he was sure the electors would prefer to hear the Premier who had just returned from a successful trip through the interior and he would retire to make place for the Conservative leader. He, however, wished to remind the electors of the tremendous business proposition which is now before them, the building of the C. N. R. line from Yellowhead Pass to Barkley Sound. The government has staked its existence on the policy, the carrying out of which will mean the immense development of Vancouver Island.

ESQUIMALT VOTERS ACCLAIM THE PREMIER

Canadian Northern to the End of Vancouver Island—Some Great Mills For Esquimalt Town

In a clear-cut, concise, eminently business-like address of an hour's duration, a speech ringing with patriotism and confidence in the fulfilment now in progress of British Columbia's high destiny, Premier McBride aroused the enthusiasm of the electors of Esquimalt on Saturday at the first meeting he had addressed since the completion of his extended tour of the Mainland constituencies. The scene was the Soldiers & Sailors' Home, which was filled with attentive and appreciative auditors, among whom were numerous ladies. Mr. R. H. Pooley acted as chairman, and after the Premier had been heard and had departed amidst ringing cheers to participate in another and larger meeting in the city, Mr. L. Tait, Mr. Kenneth Fessenden and Mr. Pooley contributed instructively to the debates of the evening. Nor should there be overlooked the few barnies words addressed to the gathering by that veteran in the public life of British Columbia, Hon. J. S. Helmcken, who—as he told the audience—just fifty years ago first served this country in a representative capacity, and whose advice, born of a long experience in large affairs, was "never lose sight of the main issue—which today is 'get the railways'—for the sake of unimportant trivialities."

No time was lost by the chairman in presenting the First Minister as the principal speaker of the occasion, and assuredly the round after round of cheers with which Hon. Mr. McBride was greeted contradicted in emphatic fashion any impression that Esquimalt is wedded to its Liberal idols.

An Explanation

The Premier prefaced his message to the electors of Esquimalt with a word of explanation. On the occasion of the nomination of his old friend, Mr. Harry Helmcken, he had promised that if it were in any way possible, he would address the electors of Esquimalt at least once in the course of the campaign. It had been impossible to fix any other evening than Saturday, and he was accordingly present to redeem the promise given. Another and principal consideration influencing his appearance was that he had been told Esquimalt was "absolutely Liberal." The boast had been made that Mr. Jardine carried Esquimalt in his coat pocket—that Esquimalt was his, no matter what the issue that might be affected. Now that an emergency that concerned the vital interests and the future of all British Columbia was to be met by the united people of British Columbia, he felt it a duty as First Minister to come to Esquimalt—the reputed stronghold of Liberalism—and explain the issues now before the people for decision, so that all might clearly realize the extent of the responsibilities devolving upon each and all as citizens of the province.

The Paramount Issue.

Of the issues, the railway policy was unquestionably paramount, because a new transcontinental railway affording competitive rates alone was necessary to give this province the same opportunity to grow and prosper that had been by the same agency afforded the

H. W. THOMSON.

provinces east of the mighty Rockies. (Hear, hear.) And as this road was completed and began to play its important part in the development of the high destinies of British Columbia, no part or section of this magnificent province stood to benefit more largely in a material sense than did the district of Esquimalt. (Applause.) The proposal of the government was, in brief, to secure the immediate construction of the Canadian Northern railway through from the mountains to Vancouver and English Bluff, and by fast modern ferry to Vancouver Island, and then on to the West Coast of this resourceful island at Barkley Sound. (Applause). Construction would begin within three months of the ratification of the agreement reached between the government and Mackenzie & Mann, and the whole line was guaranteed to be completed within a period of four years.

The Island Road

The line of railway forming the final and far from the least important, link in this new highway from the western to the eastern sea, was certain to produce immensely beneficial results for the Esquimalt district as well as for the city of Victoria. (Applause.) This was a big proposition—a business proposition—a proposition for the advancement of the country with a rapidity and certainty to be secured by no other alternative offering. He was, therefore, not appealing for support on any ground of sympathy or partizan loyalty, but asking the citizens of this country for their own sakes and the advantage of the land they live in, to stand fast for a policy that meant the progress, the expansion, the making of wealth for this great country. (Applause.) On such a business programme, appealing to the common sense and to the patriotism of all, why should appeal be made to party feeling? It was a duty as much for Liberals as for Conservatives to stand by the interests of their country first and above all things. (Applause.)

Should Attract Both Parties.

There was but small fundamental differences between Canadian Liberalism and Conservatism today. The principles of the two parties today were at the root the same. All were protectionists now, the Liberals having embraced this doctrine at their opponents, and free trade being an obsolete shibboleth. Nor should mere blind allegiance to party ties be for a moment permitted to obtrude between the city and citizen and his evident duty to country. He therefore felt no hesitancy in urging Liberals as well as Conservatives to rise to their higher responsibilities, placing patriotism before the party, and give their votes at the coming election to endorse and put in effect a constructive, practical policy whose essence and sole purpose was the betterment of British Columbia's position as an important part of the Dominion of Canada and the great Empire. (Applause.)

What was this progressive policy? It was, in brief, to secure the immediate building of 600 odd miles of railway that would provide direct and effective competition with the C. P. R. and construction of which would be completed within the short period of the ensuing four years, it would be built entirely by white labor, at the standard scale wage, and with materials purchased in our own markets. (Applause.) The moneys obtained through disposal of guaranteed bonds would not, as opponents had stated, be paid over to the railway company, but placed in the treasury of the province, and not paid out therefrom except as actual construction advance in strict accordance with all the safeguarding conditions in the provincial interest. (Applause.)

Control of Rates

Better than this, the railway being built with this assistance of the Province, would secure for British Columbia the right to control the rates on future traffic, both freight and passenger. This was the policy that had done so much for the upbuilding and marked prosperity of the sister provinces of Alberta and Saskatchewan, and it would do as much—and infinitely more—for British Columbia, with its infinitely larger opportunities in vast and varied resources, but awaiting development by transportation facilities and favorable rates. (Applause.) It was therefore, quite as clearly the duty of Liberals as Conservatives to sanction the guarantee of bonds required for the consummation of the project, for were not we all citizens devoted to the welfare and progressive development of our country? (Applause.)

And what a property would this new railroad be, with its extra-favorable gradiant of less than one-half of one per cent., entering British Columbia by the best mountain portal, and, on Vancouver Island, traversing a section between Esquimalt and Barkley Sound containing timber areas and dormant mineral wealth second in importance to no section in the whole length and breadth of Canada.

Half a Million Earnest Money.

Although the desired Provincial guarantee was given on the extent of but $35,000 per mile, it was well known to everyone that such a line as projected would cost not less than $50,000 a mile, and this balance of $15,000 it would be for the railway company to secure upon a second mortgage security. In addition, the railway company was obligated to deposit a further half million in the Provincial Treasury as guarantee of the exact performance of all conditions demanded by the Government in the public interest.

It had been asked, was this bargain for railway construction original—was it new with British Columbia? No, it was not. The credit for the origination of the principle belonged with Premier R. P. Roblin, of Manitoba. With British Columbia it was no experiment. With Manitoba it had been to a certain extent. And Manitoba was far from enjoying the strategic position possessed by British Columbia—it was not so nobly situated; it was not the portal to the Orient; it was not rich in variety of undeveloped resources; it was not the outlet of a best route to the Pacific seas; it had no splendid harbors such as that of Esquimalt. Manitoba had no Point Grey lands, no Prince Rupert lands, no crown lands—nothing but direct taxation to depend upon. And it had, at the time the guarantee spoken of was consummated, an annual income of but $700,000. But the Manitobans had courage and confidence in their country and themselves. They had guaranteed fifteen millions—and six millions of these to secure completion of lines within the eastern province of Ontario—just this as against our income of seven millions a year as it is today. Manitoba had no terminals, such as we, of inestimable worth—no millions of acres of land, no timber, no mines.

Credit Not Jeopardized.

Who, knowing British Columbia, dared to stand up and say that in such a bargain we jeopardized the province or stood to impair its credit in the money markets? What had Premier Roblin's policy produced? There had never been demanded of Manitoba one penny of the guarantee, while the wealth of that province had increased threefold and its population in even greater proportion. (Applause.) Such was the message he had to give to Esquimalt—the story of the results from Manitoba's bargain, results that in British Columbia's case would be many times multiplied. The Canadian Northern, according to the Times, stood discredited—a road unworthy of confidence. How could the Times reconcile this dictum and attitude with the course of Mr. Templeman in supporting his leader, Sir Wilfrid Laurier, in support of this same Canadian Northern? It was all right if the federal government dealt with it—all wrong if the dealing was on the part of British Columbia! In Alberta, Premier Rutherford, because a Liberal, was lauded to the skies, for his arrangements with the Canadian Northern; and Alberta had no crown lands, no timber, nothing save taxation and the grant from the Dominion treasury! How could what was good business and good policy for Alberta thus situated, be other than good business for British Columbia? The Canadian Northern was similarly guaranteed by Walter Scott, a staunch Liberal premier, in his province; if sound and statesmanlike there, how could it be unsound and utterly harmful here? Premier Murray in Nova Scotia, too, was negotiating similar bargains with the C. N. R. in his province. Yet when British Columbia proposes similar action in the public good, the heart of John Oliver breaks and his old friend Mr. T. W. Paterson joins him in the copious shedding of many tears. (Laughter.) The Canadian Northern comes to the farthest west hall-marked with the approval of Sir Wilfrid Laurier and of other provincial governments. And no one but must admire Sir Wilfrid as a great man and statesman, although his politics were wrong. The building of the Canadian Northern would give British Columbia contact with 4,000 miles of country linked by Canadian Northern steel, affording a market for British Columbia's timber, its fruits, its many products to be exchanged with reciprocal advantage. The more one examined the bargain, the more must it impress itself as one in which all advantageous elements were congregated for British Columbia's benefit. It was the first time in British Columbia that such a bargain had been conceived for the people's advantage by a people's government.

And what was the place and position of the Canadian Northern in the present life of Canada? This was the railway today employing no fewer than 40,000 white men, and which in the past few years had put four hundred new towns upon the map of Canada. (Applause.) Did the people of British Columbia and the people of Esquimalt want another railway? Did they want growth? Did they want their country to advance in population, in industries, in wealth? If they did they would vote for the government's railway policy, not as a favor to himself but as a duty as good citizens to give the land that which it most requires to promote its growth and development in greatness.

Another Link in Chain.

Further far, however, the road in completion would mean another transcontinental system for British Columbia and for Canada, another link in the chain of nationhood and in the linking of the far-flung sections of a greater British Empire (applause). Not only would this road be a factor for the material betterment of conditions in our own province and our own dominion, but it would make for increased solidarity and strength in the Empire.

The functions and values of the C. P. R. and the G. T. P. were already recognized and given their place in history. This road would bring British Columbia in touch with thousands of miles of another great railway system, a system between the zones of the Canadian Pacific and the Grand Trunk Pacific, and in his honest opinion would go yet further toward the accomplishment of the destinies of Canada than even the building of the Canadian Pacific or the anticipated construction of the Grand Trunk Pacific. (Applause.)

Damned by the Times

Turning to the criticisms of the Victoria Times, he had always found that when that paper espoused a cause it was lost beyond all salvation. The Times had said that guarantee of the Canadian Northern bonds would involve British Columbia to the extent of forty-five million dollars. How near was this to the truth? The limit of the provincial obligation contemplated was to to the extent of 600 miles at $35,000 a mile—or $21,000,000. To speak of an obligation of $45,000,000 was to speak of something absolutely untrue. The maximum guarantee was for $21,000,000 alone, for which the province would have the substantial security of the roadbed and line in British Columbia, easily worth more than double the liability, a line with a gradient of 5-10ths of 1 per cent. and rates that would be truly competitive and compel the C. P. R. to meet them in the interest of the British Columbia traveler and shipper.

Again it was stated by the Times that the C. N. R. would parallel the C. P. R. for the greater part of its mainland length. This was equally untrue. The paralleling was for but 123 miles and no more, from Savonas to Fort Yale. And this was impossible of avoidance. For what good would another road be that did not possess the imperative essential of low gradient? In no other way could economical operation be secured, and with it competitive rates in the public weal.

Essential Branch Lines.

But the Canadian Northern main line was not alone contemplated. The new road was bound to have its feeders—its branch lines reaching out to develop sections of the province as yet waste and awaiting transportation facilities. One branch was certain to penetrate the Okanagan—another the Kootenay, the branches extending from Canoe river and up into the Arrow Lake country. In time these auxiliary lines were bound to reach out into all settled and resourceful sections of the vast province of British Columbia. (Applause.)

Drink—and the Penalty

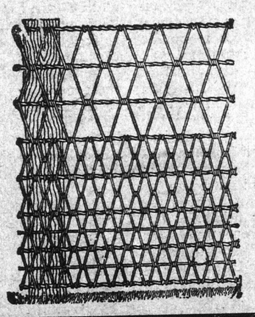
COBALT, Ont., Nov. 22—The body of George Spence has been found in a small lake. He had been drinking and was left behind by his comrades, who were on their way to work in Maple Mountain.

HILL-GROWN TEA

Tea grown at an elevation of 5,000 feet and upwards where soil and climate combine to give that delightful fragrance and delicious flavor, is used in

"SALADA"

Its purity and strength make it much more economical to use than other teas.



Ellwood

Farm, Poultry and Lawn Wire Fencing

Bull Proof
Chicken Proof
Fire Proof

The Hickman Tye Hardware Co., Ltd.
Victoria, B. C., Agts.
544-546 Yates St.

Canada's Pride

This brand of Canned Goods can be relied on as being the best packed, and for retaining the fine natural flavor of the vegetable, and they cost no more than other brands.

BEANS, golden wax, per tin	10c
CORN, Sugar, per tin	10c
PEAS, early June, per tin	10c
PEAS, extra small and tender, 2 tins	25c
TOMATOES, small size, per tin	10c
TOMATOES, regular size, 2 tins	25c

The Family Cash Grocery
Cor. Yates and Douglas Sts. Phone 312.

Ross' Xmas Specialties

Just received another shipment of our famous Xmas Fruits. Better than ever. Better bargains than ever offered before in Victoria. Among them:

Smith's Ground Almonds, per tin, 75c, 50c and..25c
Smith's Almonds (bulk), per lb. ..75c
Morton's Almonds, per tin, 50c and ..25c
Almond Paste, per lb. ..60c
Valencia Almonds, per lb. ..50c
Jordan Almonds, per lb. 75c
Soft Shell Almonds, per lb. ..20c
Tarragona Almonds, per lb. ..25c
Bitter Almonds, per lb..75c
Pistachio Kernels, per lb. ..$1.25
Salted Almonds, per lb. ..$1
Turkish Delight (genuine Persian) stuffed with Almonds, per box ..50c

SPECIAL THIS WEEK
NEW SULTANA RAISINS, 4 lbs. 25c

DIXI H. ROSS & CO.
Independent Grocers, 1317 Government Street.
Tels. 50, 51, 52, and 1590.

Dr. J. Collis Browne's Chlorodyne
The ORIGINAL and ONLY GENUINE.
Acts like a charm in DIARRHŒA and is the only Specific in CHOLERA and DYSENTERY.
Checks and arrests FEVER, CROUP, AGUE.
The Best Remedy known for COUGHS, COLDS, ASTHMA, BRONCHITIS.
The only Palliative in NEURALGIA, GOUT, RHEUMATISM.
Convincing Medical Testimony accompanies each Bottle.
Sold in Bottles by all Chemists.
Prices in England, 1/1½, 2/9, 4/6.
Sole Manufacturers, J. T. DAVENPORT, Ltd., London, S.E.