The Housewife's Delight

Is a Cup of Delicious and Refreshing

"SALADA"

Ceylon Tea

Packed in Sealed Lead Packages Only, to preserve its many excellent qualities.

At All Grocers. HIGHEST AWARD, ST. LOUIS, 1904.

CONDITION OF THE LEAD INDUSTRY

H. O. Buchanan Administrator of the Bounty Now Visiting Victoria

OUTLOOK IS A VERY GRATIFYING ONE

Mines All Over the Province Are Benefiting From the Arrangement

H. V. Buchanan of Kaslo, Dominion government administrator under the lead bounty act, arrived in the city Saturday in the course of a tour of the lead producing districts and is registered at the Hotel Driard. Replying to inquiries addressed to him by a Colonist reporter, Mr. Buchanan made some very interesting statements on the subject of the lead mining industry generally and the methods adopted by the government for fostering the same.

"As regards the extent of the industry," he said, "there are 300 who have claimed bounty within the three years of the history of the bounty act. The bulk of these are not largely producing mines at present, but there are amongst them some great and thriving enterprises, such, for instance, as the St. Eugene at Moyie in East Kootenay, a great dividend paying concern; the Sullivan, at Kimberley, East Kootenay; a large and prosperous undertaking, owning its own smelter; and many other large producers, the North Star, Slocan Star, Ruth Payne, Rico—too long a list to mention individually—all in the East Kootenay and Slocan district.

"A large number of mines in the Boundary country also produce lead, but are not lead mines but gold or copper propositions carrying lead. There are various lead propositions

In Northern British Columbia

and numerous prospects of that metal in various directions, but so far only one shipment of lead has been actually made to the smelter from that region. The mine was named the Carbonado in the Skeena division.

"All smelters treating lead ore make their returns to me," continued Mr. Buchanan, "and upon such returns the payment of bounty is based. The appropriation for this purpose is $500,000 per annum. Of this, in the first year $193,000 was utilized; in the second year $337,000, and in the third year $85,000.

"At first glance, these figures would seem to indicate, in a manner entirely misleading, a considerable shrinkage in the industry; but this is far from being the case, and the true explanation is found in the fact that the bounty payment system is based upon a sliding scale and begins to decrease when lead is quoted at £12 10s. per long ton on the English market, and when the price reaches £16 per ton the bonus becomes extinct. It is owing, therefore, to the relatively high price of lead on the London market in recent years that the payments of bounty have so greatly decreased; indeed, as a matter of fact, no bounty has been earned since April last.

"The industry, however, is in a flourishing condition and with the

Price of Lead in London

at £18 10s., producers are doing better than for a long time; the large mines had been increased in consequence.

"The general situation is this—that whereas the production of lead before the bounty began was 8,000 tons per annum, part of which was sent out of the country for smelting, production is now going on at the rate of 30,000 tons per annum and every pound of it is being smelted at home. During the first year, a special privilege was conceded whereby lead sent out of the country for smelting participated in the bounty paid in Canada, to the extent of two-thirds of the same, or say $10 per ton of lead.

"The method adopted in the payment of bounty is as follows: Sixty per cent is payable on presentation of the claim showing that the ore has been delivered for smelting at a smelter in Canada; the remaining 40 per cent is payable at the end of the fiscal year upon proof that the ore so delivered has actually been smelted.

"The payment of bounty on exported ore was only in force for one year. The government reserved to itself the right to pay such bounty on exported ore in order to guard against excessive rates being charged by smelters at home. The act was primarily intended for the benefit of miners. Smelters for one year assented to

The Payment of Bounty

on a limited portion of ore because a larger quantity was in sight than they could with advantage handle on short notice."

Replying on the subject of the present position of smelters, Mr. Buchanan said: "The lead smelters at Trail, Nelson and Maryville are now in a position to handle all the tonnage that may be brought to them; and not only to smelt it, but, what is more difficult still, to find a suitable market for it. Smelter rates have been reduced from about $15 for freight and treatment which miners formerly paid, to an approximate $12 rate, according to the grade of the ore treated.

"The difficulty with regard to finding a market for the product is due to the fact that the Canadian market is not large enough to take the whole bulk of the production and the consequence was that the overplus had to be shipped to Europe, where, on the London market, it came into competition with the cheapest lead in the world, and in addition to this the freight from British Columbia to Europe was a very heavy item.

"Now this surplus is being shipped to the Orient. Some quantity has been going there for the last five years, but it is only within the last two years that our producers could

Sell Their Whole Output

in that market.

"To sum up the whole position, the outlook of the lead industry in British Columbia is good and there is a certainty of continually increasing production; in volume perhaps it cannot compete with copper, but it will eventually become a great industry in this province.

"The total of lead produced in South Kootenay and Southeast Yale last year was 27,000 tons, against 20,000 tons in 1904. The total value of mineral production in these districts for last year was $17,000,000, against $14,000,000 in the previous year. This year it was hoped that the output would have reached the sum of $20,000,000, but owing chiefly to the labor disturbances and strike of the workmen of the Crow's Nest district, it is more than doubtful whether this desirable result will now be realized, as the aforesaid dispute will practically entail the loss of the last two months of the year."

Mr. Buchanan will return to the Kootenays immediately.

Avoid the Knife For Itching Piles

It is customary for physicians to recommend a surgical operation as the only cure for piles, and on the strength of such advice many a person has undergone the suffering, the expense, and the enormous risk of such an operation only to be disappointed by a return of the old trouble.

A safer, cheaper, and even a more certain cure is found in Dr. Chase's Ointment. And, while this is a strong statement, it is fully corroborated by the positive evidence of well-known people, who have been cured by this treatment, even after surgical operations had failed.

A strong point about Dr. Chase's Ointment is the promptness with which it brings relief from the torturing, itching, stinging sensations which make this disease almost unbearable. Complete cure is often brought about by one or two boxes of this ointment, even in chronic cases of fifteen or twenty years' standing.

Dr. Chase's Ointment is the only positive and guaranteed cure for every form of piles, 60 cents a box, at all dealers, or Edmanson, Bates & Company, Toronto.

UNFORTUNATE SAILORS.

Crew of Wrecked Steamer Oregon Complains of Being Left Stranded.

Seamen of the wrecked steamer Oregon, concerning the wreck of which an investigation is being held at Seattle, allege that the citizens of Valdez held a mass meeting and collected enough money to take care of them after the agent of their company had refused to look after their welfare. The men allege that if it had not been for the town people they would have had nothing to live on.

O. Nichols, H. Weinberg, C. Bannister and others of the crew allege that after they were taken to Valdez by the lighthouse tender Columbine the agent of the Northwestern Steamship Company was seen, and he gave each man a meal ticket and furnished a shack for them to live in until they could be sent South. Next day he recalled the meal tickets and returned the furniture to its owner. He notified the men that they would be paid off. The men refused to accept their money, claiming that the company was liable for their expenses until they were returned to the port from which they shipped.

The attention of the town people was called to the affair, and after a mass meeting it was decided to donate enough food and clothing to keep the seamen until the government sent them back to Seattle. This was done and the men returned on the steamships Portland and Excelsior.

General Manager J. F. Trowbridge, of the Northwestern Steamship Company, and Secretary J. D. Trenholme stated that as soon as the men reached Valdez he had wired that they be paid off and that the company's responsibility then ended.

A LOST SCHOONER.

Vessel, With Eight Dead on Board Washed on Alaskan Coast.

Charles Orr and William Crooker, merchants, who recently came from Yakataga, Alaska, will leave next week for the North in the 60-foot steam launch Corsair, which they have bought from Attorney B. F. Jacobs of Puyallup, to run between Yakataga and Kayak and Cattalla. The men expect to make the trip in ten days, says the Tacoma News.

Two years ago last September a two-masted codfish schooner was washed ashore, the story of which, Mr. Orr says, never appeared in the papers. The name of the craft was never learned.

"Eight bodies were taken from the schooner. Seven of them were white and the eighth was a Jap. The bodies were badly decomposed. The only way we could tell that one was a Jap was by the hair," said Mr. Orr. "We carried the bodies inland three-quarters of a mile, where we buried them. A board was placed at the head of each grave.

"The schooner was bottom side up and her masts were gone. We counted more than twenty olicioth suits that had been washed out of the hold, and they led us to believe that more than eight men lost their lives on the schooner.

EXPLOSION CAUSES HAVOC.

Pittsburg, Oct. 13.—A boiler of the government boat Slackwater exploded late today, wrecking the vessel, killing three men, injuring six others, and creating havoc in the lock on the Ohio river where the boat was lying.

The dead are:

John Brady, 35 years old.

Steve Sutel, 30 years old.

Albert Bishop, superintendent at the dam.

Two unknown negro workmen about the boat are missing and are thought to be lying in the Ohio river dead.

FROM LONG TOUR THROUGH NORTH LAND

Provincial Mineralogist Completes Trip to Peace River Country

Great interest, both throughout Canada and also to some extent in Great Britain, centres round the region of the Peace river, and it is therefore with keen anticipation that the report will be awaited which will give publicity to the exploratory expedition just concluded by the arrival in the city Tuesday of William Fleet Robertson, provincial mineralogist, who for the past three months has been making his way through the heart of this region from Victoria via Hazleton to Edmonton, Alberta. The details of such discoveries and observations as may have been made will, of course, not be made public until such time as Mr. Robertson's official report to the government has passed through the usual channel, but the mere itinerary, issued for publication, contains in it much that will in the meantime be of service to those whose inclination leans in that direction. This is as follows:

Mr. Robertson left the city on July 12th. From that date until about the 2nd inst., when he arrived at Edmonton, and thus came in touch with railroad communication, he traveled approximately two thousand miles by steamer, pack train and canoe. The route covered was as follows: Left Vancouver on the Princess Beatrice on July 14th, from thence going to Port Simpson, then up the Skeena to Hazelton and down Babine, Fraser, and Stuart lakes to Fort St. James, which he reached on July 28th. From there he went to Fort McLeod, and thence via the Pack, Parsnip and Peace rivers to Rock Mountain Portage, arriving there on August 14th. The latter place is the western boundary of the agricultural land within the province, east of the Rockies, and it will thus be seen that it is possible to make this trip within a month.

From Babine Portage, Babine lake is navigable by any class of vessel. From its head to the foot of Stuart lake there is a good road, over which the Hudson's Bay Company run heavy wagons. The provincial mineralogist took his canoe and about twelve hundred pounds of baggage across without any trouble and, traversing Stuart lake, arrived at Fort St. James, at its head, on the date mentioned. Around the head of Stuart lake and for a considerable distance along the wagon road to Fort Macleod there are many areas of good arable land, although no large body exists in one block. The trip from St. James to Macleod, ninety miles, was made over a good wagon road and another canoe procured to take the party to Fort St. John, on the Peace river, near the eastern boundary of the province. The journey is not at all difficult. The Pack river flows out of Macleod lake, at the fort of that name, and enters the Parsnip, which at its confluence with the Findlay forms the Peace river. From Macleod to this confluence is 120 miles. Seventy miles down the Peace river is the canyon which is known as Rocky Mountain Portage, where a detour by trail of fifteen miles has to be made. At the end of the canyon is Hudson's Hope, and from there to the east stretches an unbroken range of prairie sloping gently from the foothills. The 130 miles between that point and the 120th meridian are within the confines of British Columbia and constitute, in Mr. Robertson's opinion, one of its most valuable assets. Even the bench land, sloping down from the mountains, he considers suitable for all agricultural purposes. Coal is known to exist, and there is an ample supply of timber, but, as far as Mr. Robertson could see, the mineral discoveries reported to have been made are greatly exaggerated. Accompanied by an Indian, he made side trips south to Moberly lake, thence to the South Pine river, which he followed to its junction with the Peace near Fort St. John. The Peace river, from Hudson's Hope, eastward, is navigable for many hundreds of miles. This summer a large Hudson's Bay steamer traversed the five hundred and fifty miles, approximately, from Vermillion to Hudson's Hope. The river is at least as wide as the Fraser before it is joined by the Thompson, the only difficulty being the current, which flows between four and five miles an hour. This renders navigation in small boats against the stream somewhat difficult.

From Fort St. John Mr. Robertson took another canoe to Peace River landing, a distance of low miles, being accompanied from the first mentioned point to Dunvogan by the Hudson's Bay factor. From Peace River landing he struck south, a distance of ninety miles by trail, to the Hudson's Bay post at the head of Lesser Slave lake. There he fell in with Major Constantine, of the Northwest Mounted Police, who provided a large Peterborough canoe, in which the journey of 200 miles down Lesser Slake lake, Lesser Slave river and Athabasca river was made to Athabasca landing. There the canoe was left. The only accident that occurred during the whole trip was about sixty miles down the Lesser Slave river. The canoe struck a sunken rock and, as it was loaded with four men and about 800 pounds of baggage, the party had a very hard time in reaching the shore. It was, however, patched up and the landing made without any further trouble. From Athabasca landing about 100 miles due south there is a splendid wagon road to Edmonton. Along it are many settlements of Galicians, who work hard, farm with great skill, and are, in Mr. Robertson's opinion, proving good citizens.

Edmonton he found on the boom. As much as $800 a front foot is being paid for land in the business portion, and there are hundreds of men at work laying out new streets. He said also that the present crop of oats around the city mentioned was simply wonderful. The trail to Peace river from Lesser Slave lake shown on many maps does not exist, and he considers the route followed by him the best for those entering the country from Edmonton.

One interesting thing he noticed is the great activity displayed by Grand Trunk Pacific survey parties eastward from Fort St. James. A line from St. James to Macleod has been definitely located, and thence eastward to the Pine River pass. In his opinion the new transcontinental railway has definitely decided on that point to cross the mountains of this portion of the city, not (illegible) tains.

Use Lever's Dry Soap (a powder) to wash woolens and flannels,—you'll like it. 32

A GRAPHIC ACCOUNT OF VALPARAISO 'QUAKE

Resident of Stricken City Writes Letter to Friend in Victoria

The following is a graphic account of the earthquake in Valparaiso, extracted from a letter just received by Mrs. Loewen of Rockwood, written by her son Herman, a resident of that afflicted city:

Valparaiso, Aug. 28, 1906.

We are passing through an experience that will never be forgotten, and everyone can be thankful that life remains.

The first shock came at about 8 in the evening, just as we were finishing dinner. First there was an almost imperceptible vibration, to which no one paid any attention; then followed a rumbling sound that increased in volume, and at last came the shake, a description of which is almost impossible to give. The only way in which I can give you an idea of it is that it resembled the manner in which a terrier shakes a rat. The baby was asleep upstairs, as she has her tea at 6 o'clock and naturally my first thought was to get her out of danger. How I got upstairs I don't know. The house was rocking and rolling like a ship in a heavy sea, but I got to the room and found the wee darling fast asleep and covered with about two inches of dust. Everything breakable in the room was smashed to pieces, and I snatched up a shawl and made for the street where Sara was. Then came the second shock, far worse than the first, as in addition to the shaking and trembling, the earth appeared to rise up in waves under one's feet. There we all stood in the pouring rain, huddled together in the middle of the street, fearing each moment that the houses on either side would topple over and bury us. The second shock lasted for about four minutes, but it seemed like so many hours. As soon as it was over I had to get into the house again to get the baby's clothes and some wraps for Sara. Although the actual shock was over, the whole earth was still trembling and made people more terrified. However, I got what I wanted, and there we camped for the rest of the night in the middle of the street, with shock following shock at intervals of from 15 minutes to half an hour, until about 3 in the morning. With the first shock the water and gas pipes and electric light plants were smashed, leaving us in total darkness, except for the glare of the fires, which broke out in fully fifty different places at once. It was a terrible sight, and one that beggars description. The firemen were powerless, of course, from lack of water, besides, a number of the companies could not get their engines out of the fire halls on account of doors jamming and walls falling in. All they could do was to pull down buildings to check the spread of the flames, and this they did nobly.

On the Cerro Alegre, where we live, there was the least damage done. Every house in the city suffered more or less, but in our neighborhood few actually fell. At about 2 in the morning I took the baby into the drawing room just inside the front door and made a sort of a bed for her with my overcoat and stood guard while she slept. No grown or even half-grown person had any sleep that night or the day following, for the quakes continued with greater or less frequency and force for 24 hours, and all of the time the ground was vibrating. No one had the courage to venture down town until after daylight, when a great number took refuge on board the vessels lying in the bay. We were asked to go on board one of the big steamers of the Pacific Steam Navigation Co., but as the house stood well we preferred to remain on shore, as a tidal wave was feared, and we thought ourselves much safer up on the hill than on the sea. Morning showed a scene of desolation that could hardly be realized, and it really made us wonder how we escaped with our lives. The business part of the city was a mass of ruins, and fires were blazing in every direction. Every hotel in the city except two was practically ruined, and the loss of life in them is not yet known. Up to 4 p.m. on the 26th the authorities had buried 1150 bodies that had been recovered, but the actual number of deaths will never be known, for a great number must have been burned.

The government has taken hold of the situation in the most creditable manner and has put the city under martial law. All thieving and lawbreaking has been punished by immediate shooting, and numbers of thieves and incendiaries have been summarily disposed of in this way.

All large stocks of food have been disposed of by the authorities, who are distributing to the hungry, and any merchants caught putting on famine prices are given a taste of the lash and their business taken in charge by people appointed by the commander of the forces. So far we have not suffered for want of food or water. Milk and bread were the first things to become scarce, but it did not take long for the bakers to make sufficient repairs to their ovens and get out a supply, and all of the cooks aboard the ships were working day and night, baking and distributing to all who cared to call and get bread. Milk did not begin to come until yesterday, so we had to put up with the canned article, much to Babsie's disgust.

I did not attempt to get down town until the Sunday following the earthquakes, and went through a portion of the city. It was a sight long to be remembered. In every plaza and along the avenues were the most primitive kinds of tents and huts huddled together, sheltering rich and poor alike. All distinctions of wealth and class seemed to have been cast away; in fact, many who were wealthy before the casastrophe were paupers thereafter. Troops and mounted police were patrolling the streets and guarding the banks (none of which were badly damaged) and people were wandering about in an aimless manner, apparently not being able to realize the blow that had fallen. Here and there along the Gran Avenida one would see a small crowd surrounding the bullet-riddled body of a thief tied to a tree, with the sign "Muerto por ladron" ("Killed for robbery") over his head. In every direction the fires still blazed, and the worn-out firemen were still fighting them. About half an hour was enough for me, and I went back to the hill to stay for two days longer.

We are still having shocks daily, but their force is diminishing.

I am sending you a copy of one of the local English papers, which will give you some idea of the situation, and will write more in a few days.

DAVID SPENCER, Ltd.

WESTERN CANADA'S BIG STORE.

Doing a Satisfactory Shoe Business

There are reasons for it. The foundations of this shoe business are laid upon enduring principles;—Absolutely right treatment of every customer; absolutely the best of leather and work obtainable at any given price; absolutely the newest and best footwear; absolutely the lowest price consistent with goods of equal kind and quality; our guarantee of satisfaction; obliging and intelligent service in fitting shoes. We wish by this advertisement to bring more forcibly than usual the merits of this shoe business to the attention of those who know it not. There are plenty of good shoes and special values here just now, and we are ready to put our best foot forward in serving you.

Women's Shoes

Women's Box Calf Whole Forced Lace Boots, heavy sole, stock tip, extra back strap. Per Pair $2.50

Women's Dongola Kid Lace Boots, Blucher cut, dull Kid Top, Patent Tip, medium weight sole, medium high heel. Per pair, $2.00

Women's Box Calf Lace Boots, double sole welted, military heel, a splendid winter boot. ..... Per pair, $3.00

Women's American-made Kid Lace Boots, heavy sole, patent tip, solid comfort and dressy, tip, military heel. Per pair... $3.00

Women's American-made Kid Lace Boot, Blucher cut, low heel, patent tip, solid comfort and dressy. Per pair $3.50

Women's Kid Lace Boot (Spencer's Special) Goodyear welted sole, Patent tip, military heel. ..... Per pair, $2.50

Boys' and Youths' Rubber Footwear

Men's Footwear

Men's Box Calf Lace Boots, Blucher cut, full double sole to heel, welted. Per pair $3.50

Men's Box Calf Lace Boot, standard. Per pair $2.75

Men's Box Calf Lace Boots, double medico sole to heel, waterproof, welted, full box toe. Per pair, $4.00

Men's Box Calf Lace Boot, standard screw sole, sewed edges, heavy sole. Per pair $2.75

Men's Standard Whole Forced Lace Boot. Per pair $2.50

Men's Kid Romeo Slipper, medium toe. Per pair $2.00

Men's Felt Nullifier Slipper, practical and comfortable. ..... Per pair, $2.25

Women's House Slippers

Women's Fleece-Lined Kid Buskins. Per pair $1.50

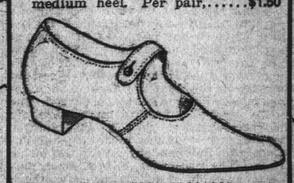
Women's Felt Romeo Slippers, fur trimmed, turned sole, low heel. ..... Per pair, $1.50

In Dark Brown, Dark Red and Black.

Women's Kid Buskins, turn sole. ..... Per pair, $1.25

Women's Kid Low Shoe, light sole, rubber heel. Never slip. ..... Per pair, $2.00

Women's One-Strap Kid Slipper, medium heel. Per pair,..... $1.50



Boys' Shoes

Boys' Special Standard Lace Boot. ..... Per pair, $1.85

Boys' Grain Lace Boots, standard screw bottoms, Blucher cut. ..... Per pair, $2.00

Boys' Dongola Slippers, 1 to 5. ..... Per pair, $1.00

Youth's Dongola Slippers, 11 to 13. ..... Per pair, 75c.

Girls' Box Calf Lace Boots, spring heel, 11 to 12. Per pair..... $1.75

A Clothing Store for Critical Men

We encourage men who are natural-born kickers to come to this store, for we are sure of our ability to satisfy them that we feel perfectly safe in so doing.

We can meet them on every ground which may be held to govern a stock of Suits. Prices $5.00 to $30.00.

VARIETY—At each price we have the variety required to suit the tastes of all.

QUALITY—We take as great care in suiting the man who wants a $5.00 to $12.00 Suit as we do the one wanting a $20.00 Suit, or more, and you may bring any suit back that does not give you satisfactory wear. We are especially proud of our $10.00 and $12.00 suits. Better suits than these were never turned out at the price.

Come and look over the Fall Stock.

Suiting the Young Men

Young fellows of 15 to 20 years are notoriously hard to please in matters of dress.

That is why we take particular pains in catering to these young people of decided opinions, in our collection of Young Men's Suits.

They are built on special group of patterns, differentiated in cut from the suits designed for older men, and made from materials of the most excellent character, and in handsome patterns.

Older men, too, who take a 35-inch coat or less, may derive pecuniary advantage from this collection, as well as a good fit.

Fancy Cheviot Sack Suits, $10.00, $12.50 and $15.00.

Millinery

Displays of Millinery change every two or three days.

Our large staff of workers, under the direction of expert designers, are keeping the Millinery show rooms well stocked with the dainty hats that have a character that others fail to equal, try as they may to copy our designs.

Pattern Hats from Paris are received weekly and any desirable style is copied and produced at popular prices.

Book and Stationery Department

Late Popular Fiction at Reduced Prices

Stolen Souls—By William Le Quex.. 40c
A Lord of the Soil—By Hamilton Drummond 40c
Pharos, the Egyptian—By Guy Boothby 40c
The Main Chance—By Meredith Nicholson 40c
Lady Barbarity—By J. C. Snaith 40c
The Sanctuary Club—By T. Meade .. 40c
Hugh Brotherton Curate—By Francis Home 40c
Two Men from Kimberley—By Barton Baker 40c
Queen Regent—By Maxwell 40c
The Wayfarers—By Snaith 40c
The Rival Millionaire—By Pitzhammon 40c
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The Man Between—By Amelia A. Batr 85c
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The Day Dreamer—By Williams 85c
Karl Grier—By Tracy 85c
Cowardice Court—By McCutcheon. $1.15
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A Rock in the Baltic—By Robert Barr 1.15
The Man from Glengarry—By Ralph Connor 1.15
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The Divine Fire—By Mary Sinclair.. 1.15
The Wit of Woman—By Marchmont 1.15
The House of Mirth—By Edith Wharton 1.15
The Golden Greyhound—By Tilton.. 1.15

VOL. XLVIII..

HAYTER BLAMES HIS COUNTRY

in of U. S. Revenue Reports on Great Lake Fishing

WLEDGES CANADIAN LEN

Americans Have A Been Given Benefit o Doubt

ASHINGTON, D. C., Oc The controversy whi been waged between the and Canadian lake fisherm placed in a different light b made to the state departm ot. E. C. C. Chayter, command ited States revenue cutter Mo Great Lakes.

The report shows that the A fishermen have been transgress that they have been treated w reatest consideration by the C shing patrol.

Some time ago the America department considered favorably of settling temporarily the vexe tion of fishing rights on Lake placing a series of buoys in the of the lake to define the inter boundary. The Canadian gov conditionally accepted that pro and Captain Chayter has been ed to place the buoys. As it prehended that honest differe opinion as to the location of th dary line might arise from dif of opinion between the logs of the lican and Canadian patrol vess the use of different charts, Capt ter was instructed to compare these points with Captain Dunn patrol boat Vigilant. Under date tober 12th, he reports from E he started from that port on 8th, accompanied by Capt. Dunn Vigilant to place the buoys. He that there could be no question of ence in the charts because the Ca vessel was using the American graphic charts while the lake exp responded and, in the course of days, buoys were placed at inter five miles.

Captain Chayter adds that the lican fishermen crossed the bounds the reason that there are compar few fish south of the line and t bound to follow the fish. He sa Capt. Dunn, contrary to repor been lenient towards these fishers ways, giving them the benefit doubt as to location and for the p years he has observed the intern boundary as indicated by the char

No Canadian fisherman can po the American side of the line same reasons that the fish are in dian waters.

Capt. Chayter says these tem buoys will be swept away by next winter and should be repla permanent buoys lighted at night not to endanger navigation.

TWENTIETH CENTURY BELONGS TO CA

So Says Winnipeg Clerg in Missionary Conventi at Buffalo

BUFFALO, N. Y., Oct. 17.— conclusion of the devotio ercises of the American B ary society, Rev. Alexander Mac of Winnipeg, Man., delivered an on the "Change of the Canadian west" and following his stirring a report for the committee on tions bearing on the district spo was passed. Under this resolu missionary will be sent to the dis work among the Scandinavian peo the money appropriations will creased for missionary work in C

In his address, Rev. Mr. Ma said: "There is still a great w lies north of the 49th parallel, n the cyclone storm belt, north of t drought.

The three provinces of Manito katchewan and Alberta, which may have to deal with, contain 2 000 acres of arable land, of whi 6,034,000 acres have as yet touched by the plow. The re 224,000,000 acres are still calling settler.

"In all the great territory fro Superior to the Pacific coast w only 16 churches with 675 memb Wilfrid Laurier was right when the 19th century was for the States but the 20th belongs to C No one can estimate her chances chances are also ours. I ask $10,000 for Western Canada. I that amount only because I d ask for more."

RUSH WHEAT TO MARKE

Winnipeg, Man., Oct. 17.—Th nadian Pacific railroad wheat keting report for yesterday that 442,000 bushels of whea 52,000 bushels of other grains marketed at Canadian Pacific points. Last year on the corre ing dates the figures were 626,0 and 36,000 bushels respectively date the quantity of grain ma is 21,123,000 bushels of whea 1,327,000 bushels of other grain year the figures were 15,525,00 81,000.