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ON THE FIRING LINE

Remember that the Polls Open  
at 9 a. m. and Close at 5 p. m.  
On September 21

If the people of Canada fail to endorse the reciprocity agreement next Thursday, it may be many a long year before they will have another such chance. The feeling of hatred for Americans and all things American that is being stirred up by the Tory opposition—if it triumphs in an unfavorable result at the polls—will not soon be forgotten by the people of the United States. They will seek reprisals and in doing so will give the privileges to other countries which they are now offering to Canada. There is no doubt that the reign of the plutocracy is over in every country. The trusts, combines and corporate interests are making their last desperate stand in Canada. If they carry this election they will ravage the whole country and Canada will have to go through the same grilling process that has made the Americans in desperation force these "Interests" to the wall.

How are we to progress unless we learn from the experience of other nations? Canada can well afford to ponder long and hard the failures as well as the successes of the American republic, and profit by both its failures and its successes. The notable failure of the American system was the legalized principles that permitted the development of a money oligarchy. The great captains of industry were permitted to draw closer and more closely together their vast interests until the business of the country became concentrated under a few heads. To facilitate that development, profitable to the interests, but destructive of the common rights of citizens, the interests sent their lawyers to Congress.

Congress became the great Law Society of America and every man jack of them were working for their clients. Any sort of a measure calculated to expedite the business of the trusts met with little opposition, and as a result of all their arts industrial growth was so terrifically profitable and rapid that it over-topped the other interests of the country. Young men and old left the rural districts to go to the city, the country was all but deserted, and thousands of farms, once happy and prosperous, were mortgaged and abandoned by their owners and worked by tenants in the interests of the vast landed corporation, and America was threatened with the curse of a landless peasantry.

But then it was that men began to think. The common man belted on the armor of indignation to fight the fat and feculent money oligarchy, and the victory was won only in the nick of time. To-day the dominant class of America is the middle class, the consumer class, and they are busy undoing the harm that was done in the days when the corporation sent its lawyer to represent it in Congress.

Thanks to severe chastisement, the trusts themselves have come at last to recognize, to some degree, a business ethics. To-day the trusts tolerate government regulation, their saner business judgment advising them that they cannot prosper if the farmer class—that the trust stone in the Pillar of Prosperity is up toward the top.

Unable longer to dominate in the American halls of legislation, beaten in every fight waged against the basic principle of permanent prosperity, they are fighting the last ditch fight in Canada to prevent the consummation of an international pact which Lloyd George declared to have been dictated by common sense.

BARNARD'S ALLIES

(Edmonton Bulletin.)  
Neither Mr. Borden nor any competent judge on that side of the fence had advanced a belief that Mr. Borden can win without the assistance of Mr. Bourassa; and the assistance of Mr. Bourassa can be got on only one condition—that Mr. Borden do what Mr. Bourassa dictates in so far as the main Nationalist doctrines are concerned. The basic doctrine of the Na-

BRITISH EXPERT TALKS ON HARBOR IMPROVEMENTS

Sir Wm. Howell Davies, M. P., Urges Immediate Provision of Docking Facilities—Victoria Merchants Corroborate Views Already Published.

(From Monday's Daily.)  
The harbor improvement scheme which the Laurier government is to undertake at Victoria, in order to fit it for the large Pacific trade which will follow the opening of the Panama Canal, continues to be a topic of interest among merchants, shippers and workmen, and the opinions already recorded upon the subject are simply corroborated by all who speak of it.

A BRITISH EXPERT.  
Sir William Howell Davies, M. P. for South Bristol, who is on a visit to Victoria at the present time, is an authority on dock and harbor works, and was for several years before entering parliamentary life a member of the Bristol city council, and chairman of the docks and finance committees. He had a conversation yesterday with a "Times" representative, who sought his opinion on the probable effect of the opening of the Panama canal on the trade of the Canadian ports on the Pacific.

Sir Howell Davies was glad to hear that a three dollar scheme was contemplated for the improvement of Victoria harbor, for he was sure that he had not seen yet in British Columbia any quay facilities similar to those demanded by the class of vessel which would be seen in the trade after the opening of the canal.

He had learnt in his trip through the Dominion that the natural resources of the west were great as had been the progress made, had hardly yet been tapped, and particularly was this the case in this province. He was told the mineral resources of Vancouver island had scarcely yet been touched, and with the western movement of grain now contemplated there must be a great advance in the amount of trade to be handled, compared with the existing conditions, he said.

The whole question resolved itself into this, that the sea freight business must be cheaper than the rail and sea rates combined. For all practical purposes the passenger trade, he dismissed as a factor with the opening of the canal, for time was of the essence of the contract with travelling men, and one could not hope to reduce the present journey by rail and Atlantic liner. Then came the freight business.

The class of vessel which he thought would be seen in this trade with the opening of the canal would be from 8,000 to 15,000 tons, and at least 500 feet long, vessels which would pick up freight in a number of ports, and carry sufficient cargo to pay the dues for passing through the waterway. It would not unlikely cost \$5,000 for a big vessel to pass through the Panama Canal, judging by the only similar example in the world, the Suez Canal.

In the Suez the dues ran to something between £1000 and £1500 and were a heavy charge upon the business done; in fact, the vessels must be able

to carry a big cargo in order to make it profitable. Such steamers were being built in India and the Far East, picking up trade in various ports, and gradually accumulating enough to pay the Suez canal dues.

Taking the question of accommodation for the steamers, Sir Howell said the experience at Avonmouth—and this was the general opinion of all the large British ports—was that the quays must be long enough comfortably to berth these boats, that the warehouses should be double tier, with a verandah roof projecting over the remainder of the pier floors to protect cargo, and suitable cranes made available to handle the cargo quickly. These facilities would have to be provided before freight could be dealt with expeditiously.

The Morning Paper's Challenge

The disclosures regarding the cheapening of foodstuffs have wrought a revolution in Victoria. As a result of the mere prospect of reciprocity food prices have already taken a tumble from the high prices at which they have been sold for years. If the mere prospect of reciprocity strikes terror into the hearts of the opponents of reciprocity and sets them to cutting prices, what will the real thing do for the consuming masses?

(From Monday's Daily.)  
Notwithstanding the challenge the Colonist proved nothing amiable a great deal of misrepresentation. According to the prices given in Seattle public market in the Colonist, the difference in cost of the chief necessities of life is from 35 to 40 per cent., and still the Colonist admits it is 15 per cent.

Vegetables, which the Colonist quotes as very inferior, cannot be matched in this city for double the price, with the exception of potatoes, and they are all invariably fresh and clean. In meats, especially mutton and lamb, Seattle prices are just half Victoria prices: Legs mutton, 11c lb.; shoulders do., 7c lb.; breasts, 5c lb.; legs lamb, 12c to 15c lb.; shoulders do., 7c lb.; breasts, 5c lb.; tripe, 5c lb.; ham, 15c to 18c lb.; bacon, 18c to 25c lb.; salmon, 10c lb.; halibut, 8c lb.; kippered salmon, 2 lb. for 5c; beef roasts, 15c lb.; corned beef, 8c to 10c lb.; pot roasts, 10c to 12c lb.; flour, best, \$1.25 to \$1.35 sack; bread, 5 loaves for 25c; peaches (80 lb. box), 5c to 7c; plums, 8c to \$1 for 20 lbs.; butter, fresh creamery, 40c lb.; second quality, 3 lbs. for \$1. What does the Colonist mean by "the Puget Market," as on that score are no differences to those we buy here. The Times challenges contradiction of these facts.

There is a word to be said in the matter of weights of certain dried fruits and groceries. These goods are in sealed or closed packages, and are the same goods and the same weight as sold in Victoria, and on that score are no different to those we buy here. The Times challenges contradiction of these facts.

LAWRENCE GOODACRE & SONS  
BUTCHERS AND PACKERS  
Victoria, B.C.  
1911  
FORFEIT CLAIMED

Goodacre's prices quoted in the Sunday Colonist were: Island Spring Lamb, fore-quarter, 18c; hind, 25c; Mutton Chops, 18c to 20c. Perhaps the Colonist can explain. Otherwise the Times wants that \$1,500 to go to the charities named and in the order named in Sunday's Colonist.

HOW COLONIST FAKED PRICES

slightly damaged stock at those prices, and said so. But we cannot offer you retail the prices of goods you or any of our customers demanded at anything like the prices the Colonist gives."

Mr. Cooper offered some of his invoices as corroboration of his statement and satisfied the reporter that he could not afford to sell the goods at the cut prices quoted. As showing the wide range in value of goods he showed where to-day he had paid a farmer 35c for a dozen of a certain article and \$1 for another dozen. The latter was the class of article the majority of customers demand.

D. K. Chungcranes, on the other hand, stated that the prices he quoted were for large quantities of the lowest grade, and that for this quality he could make no money even on the largest quantities at such prices as the Colonist quoted.

ENGINEER ELECTROCUTED

San Francisco, Cal., Sept. 15.—News was received here to-day of the death by electrocution at Nome, Alaska, on April 21, of Captain August Carson, a well known engineer of this city. He was repairing a telephone line when he grasped a highly-charged wire, 2,000 volts passing through his body. He was a member of the South End Rowing Club and formerly was a prominent member of the Yacht Club of San Francisco.

KILLED IN AUTO ACCIDENT

Sacramento, Cal., Sept. 15.—Henry Schoenberger, a former saloon keeper of this city, was killed, Mrs. R. M. Johnson seriously injured and two others slightly hurt in an automobile accident near here. Schoenberger, who was driving, was pinned beneath the car when it somersaulted on striking a culvert, and was dead when extricated.

THE COLONIST'S ROLL OF HONOR

Thomas Donovan.  
The Chicago Democrat.  
J. Herrick McGregor.  
Battle Lake Review.  
Andrew Gray.  
Cooked Price Lists—Seattle and Victoria.  
Next!

MR. PUGSLEY PUBLICLY APPROVES HARBOR SCHEME

Minister Declares Expenditure of Several Millions At Victoria Will Be Justified Owing To Growth Of Commerce of Port

Addressing a large meeting at Bathurst on Saturday evening, Hon. William Pugsley, Minister of Public Works, gave a very interesting review of the great national work which the federal government through his department was doing in improving harbors on the Atlantic and Pacific Coasts and in the dredging of navigable rivers in various sections of the Dominion. Among other ports the minister referred to Victoria, British Columbia, where improvements have been made in deepening the channel. The business of the port was, he said, growing very rapidly and the time had now arrived when a large scheme of improvement, involving the deepening of the harbor to twenty-five feet, and the building of a great breakwater, to protect the outer harbor, must be undertaken. While the work would cost several millions, the expenditure would, he said, be amply justified by reason of the growing commerce of the port.

M. STOLYPIN PASSES AWAY

RUSSIAN PREMIER SUCCUMBS TO WOUNDS

Assassin Makes Statement to Police Which Results in Numerous Arrests

St. Petersburg, Sept. 18.—M. Stolypin died at Kiev about 10 o'clock to-day.

Many Arrests.  
Kiev, Sept. 18.—The early examinations made this morning of the wounds inflicted on the premier by Dmitry Bogroff led to hope for an early recovery, but development of unfavorable symptoms followed a few hours after the patient had made a most hopeful rally. The rally followed immediately on removal of the bullet by the surgeons in efforts to relieve the premier of the intense pain of which he complained throughout Saturday night and which had thrown him into a state of great depression.

One hundred and fifty arrests of lawyers and other acquaintances of Dmitry Bogroff, who shot Stolypin, have been made in Kiev. Bogroff talked freely to-day and furnished the authorities valuable clues. The original confident behavior of the prisoner has given way to despondency, and he is now receiving medical attention.

Among the versions of the circumstances leading up to the crime and which must be investigated, is the assertion that Bogroff belonged to a new autonomous revolutionary group, the aim of which is to assassinate individual statesmen. In the course of the questioning Bogroff denied that he held M. Stolypin as one of the most pernicious of the statesmen.

Another version is that the revolu-

SIR WILFRID'S CHALLENGE TO HIS OPPONENTS

Will Resign Seat in Quebec East if Leduc's Story That Resignation Was Extorted From Him is Substantiated.

Ottawa, Sept. 18.—Sir Wilfrid Laurier, in a statement issued to-day undertakes to resign his seat in Quebec East, if the story of Rene Leduc that his resignation was extorted from him is substantiated. The prime minister's statement follows:

"Last evening I received the following telegram: "Quebec, Que., Sept. 17. "Sir Wilfrid Laurier, Ottawa. "One of your most important chiefs in Quebec East, extorted from me, whilst I was under the influence of liquor, my resignation as candidate against you. I have asked the returning officer, to whom the document had been delivered, to give it back to me. He has referred me to the clerk of the crown in chancery. I have telegraphed the latter and I hereby ask you to give instructions that my extorted resignation be given back to me and that the election to be not stolen. The people of Quebec East desire to vote and they trust that you will not take advantage of the mistake made. (Sgd.) "Rene Leduc." "It is difficult for me to believe that any friend of mine would have been guilty of such conduct as is alleged in the above telegram. I am all the more loath to believe it as the candidature of Mr. Leduc never was considered serious. I have no power over the clerk of the crown in chancery, who is an officer of the House of Commons and who, moreover, I think under the law cannot take action. "I have only to add that should the facts turn out to be true, I should not keep the seat under such circumstances and would deem it my duty to resign and seek a new election." (Signed.) "Wilfrid Laurier."

tionaries put Bogroff, who according to the police had been filling the dual role of revolutionary agent and police spy, in a dilemma where he had to kill Stolypin or be killed himself. Bogroff chose the first alternative.

The Jews are departing from the city precipitously in fear of anti-Jewish riots. Cossacks, with loaded rifles, patrol the streets.

The Independent Liquor Company, of 65 Hastings street east, were the depositors of the bills, which were included in about forty, all of the Bank of Montreal.

The accountant distinctly remembered getting the bills in the ordinary course of business from a steamer captain on the Fraser river, and this man is now being sought. He is well known and must have had the bills passed to him in an ordinary transaction.

It is stated that the teller of the Bank of Montreal branch at New Westminster now remembers that he used one of the \$10 packages on the day preceding the robbery, and it is possible that these bills were the ones.

BANK ROBBERY

Vancouver, Sept. 18.—More of the bills stolen from the Bank of Montreal in New Westminster have been traced in a letter from the teller of a series contained in the list sent out to the bank tellers on Saturday, but in a revised list this morning they do not appear. They were paid into the Carrall street branch of the Merchants' Bank on Saturday. The teller there immediately notified the Bank of Montreal and the clue is being followed up by Pinkertons.

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THE LABOR MARKET

E. A. Morrisay, whose firm has nineteen construction camps on the Canadian Northern, between Pearson's Bridge and Sooke Lake, says seven hundred and fifty men are wanted to keep camps going; otherwise they will have to close down. The wages are from \$2.50 a day up. If there are any idle men who will take railway work here is their opportunity. The temporary relaxation of regulations, with the view of obtaining railway laborers, apparently has had its effect in supplying the demand.

WILL NOT OPEN ASSEMBLY

The Hague, Sept. 15.—Queen Wilhelmina has abandoned her intention to open the state's general assembly on September 19 in person, in consequence of the determination of the Socialists to make a demonstration of universal suffrage in the streets simultaneously with the passage of the royal procession.

THREE LIBERALS ELECTED BY ACCLAMATION

SIR WILFRID LAURIER—Quebec East.  
W. GERMAN-WELLAND—Anti-Reciprocity, but supports Government on every other question.  
J. A. C. ETHIER—Two Mountains.