

Twice-a-Week Times

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A DECISIVE VICTORY.

Latest returns, which are practically complete, show the standing of the parties in the province of Saskatchewan as a result of the late election to be 28 Liberals to 11 Conservatives. Voting in one constituency had to be deferred to a later date owing to the remoteness of some of the polling divisions. Whatever the result in that constituency may be, the relative strength of the government and the opposition forces will be just about the same as it was in the previous House. The indications at present are that the Liberal party will be somewhat stronger in the new legislature than it was in the old.

Naturally extreme political partisans viewed the contest between Hon. Walter Scott and Mr. Haultain with a good deal of interest, hoping that it would supply them with some data upon which to form an estimate of the possibilities of a still greater and more important election to be held later. The feeling of Conservatives in Victoria was probably illustrated in the assertion of a prominent worker in that party, who asserted with emphasis on Friday afternoon that Haultain would sweep Saskatchewan as Hasen had swept New Brunswick and Whitney had swept Ontario. This exuberant Tory had forgotten for the moment that Haultain had exhibited his lack of faith in the virtue of Conservatism by throwing a cloak of Provincialism over his shoulders and proclaiming himself leader of the Provincial Party. But the subterfuge was of no avail. The electorate recognized that the voice was the voice of Jacob, although the manipulating hand might appear to be that of Esau.

However, neither from a local nor a general point of view was the question of party tactics of paramount importance. The essential thing was the election of a business-like, honest and straight-forward government for the new province. Mr. Haultain, as the self-constituted leader of the so-called Provincial Party, strove by sowing dissension between the Dominion and the province to gain power. He took his stand upon ground practically analogous to the ground upon which Premier McBride carried this province a few months previously. He objected to the terms of union. He said he stood for provincial ownership of the public lands, although the lands in question had been bought and paid for in special subsidies from the federal treasury. He was a mischief-maker pure and simple. He aimed to set one section of the country in antagonism to all the rest of the country—and the price of his treachery was to be four years of political power. Thus Mr. Haultain proved himself to be a true Conservative despite the fact that he appeared on the hustings masked. He followed the example of his federal friends who have striven for years to attain power by appeals to passions which are fortunately dead in Canada—apparently without their knowledge and greatly to their chagrin. It is a fortunate thing for the country that Mr. Haultain's campaign failed, and failed so dismally. Hon. Walter Scott has for three years governed the province well. His government has been honest and progressive in its administration. It has been clean and efficient. No more convincing testimony could be given of the accuracy of this estimate than the mischievous tactics of his opponents. The decisive victory of Hon. Walter Scott demonstrates that the great majority of the people of Saskatchewan are satisfied with the terms of union. And it contains a timely admonition for all politicians, whether federal or provincial, who for the sake of a short term in office would array one section of the country against other sections. The result is probably only second in importance to the outcome of the federal elections of 1896.

BUILDING ON A BROKEN BRIDGE.

The Montreal Herald of a recent date printed the following article, which we have been asked to reproduce in order that the public may reach an intelligent understanding of the matter dealt with:

"The last attack made upon the Government in Parliament was in respect of the Quebec bridge; and it would appear, from the utterances of the foremost members of the Conservative party, that they intend, when appealing for the suffrages of the people, to hold the government in a measure responsible for the disaster which occurred a year ago.

"The main charges against the government are that it approved designs, which, as a result of recent inquiry into the causes of the disaster, have been found to have been defective; and that it failed to force the Quebec Bridge Company to abandon the ven-

ture in 1905, when they were applying for government aid, and did not take it over as a public work. The latter is founded on a sort of after-wisdom, which is the invariable stock-in-trade of an opposition. The former is, therefore, the more serious charge, and it is well to consider how far the government can be held responsible.

"The bridge building, on a large scale, is the most difficult constructive art of modern times. And the highest achievements have, unfortunately, only been attained at the cost of many lives. The former Tay bridge, across the Firth of Tay, in Scotland, is an almost historic instance. The bridge was blown down in a fierce gale, while a train was passing over it, and the whole of the passengers were pitched into the sea and drowned. A new bridge was built, without the defects of the old one, and it has stood for over twenty years, being known as one of the greatest engineering feats of the nineteenth century. The Quebec bridge, if it had been built as designed, would have had an even larger span.

"Large cantilever bridges, such as these, call for the highest attainments in mechanical skill. They have to be most carefully designed; and this can only be done by a process of mathematics, which are the indispensable equipment of an expert bridge-builder. These mathematics are absolutely beyond the comprehension of the lay mind, and not one member of parliament, be it noted, ventured within that bewildering maze. And this, notwithstanding the fact that some of them are supposed to have had engineering experience.

"A big bridge is a noble work. There has to be the most careful adjustment of parts to the strain which each has to bear; and the whole strain has to be as evenly distributed as possible, so that there shall be no concentration of pressure on members which are not capable of bearing it. The whole of this has to be worked out in the designer's brain before his plan materializes into the aerial network of steel which bridges the gulf over which it is intended people shall travel. The basis of any large bridge is the unit of stress per square inch, and that unit is decided in accordance with the size and design of the structure. There has also to be what is called a margin of safety in regard to the unit stresses. The unit stresses of the Quebec bridge were higher than those of any of the other great bridges of the world, but it was turned out that there was not a sufficient margin of safety, so that, even if the bridge had been completed, it would have been unsafe.

"The immediate cause of the collapse of the Quebec bridge was the failure of the lower chords in the anchor arm near the main pier, and the failure of these chords was due to their defective design.

"While mathematical calculations are the main guide of a designer, they do not provide for everything, and he has to use his own judgment in regard to many things that have to be taken into account; and here the experience of a great engineer comes in. He has to explore and walk warily, where there are no charts to guide him; and as every new bridge, which eclipses, as an engineering feat, any pre-existing bridge, is a projection into the unknown, there is always a risk of failure. The Quebec bridge, which was to have been the biggest undertaking of its kind in the world, was, therefore, largely an experiment. The Quebec Bridge Company, in making it, did their best to guard against failure, for they engaged the first bridge engineer on the continent, Mr. Theodore Cooper, of New York, whose interest in the work was far more than financial. Mr. Cooper had had a long career as a successful engineer and had risen to the top of his profession, and he wanted to make this bridge, as he said, the crowning achievement of his life.

"The feeling behind this aspiration was what might be expected in a man so eminent in his profession, and the very depth of it stood in the way of his discovering the defect in the plans. The government proposed that it should engage an engineer of its own to revise and check up the scheme, but Mr. Cooper strongly objected, arguing that such an appointment would make him merely a subordinate, and that, as changes might be made on the recommendation of the government's engineer, it would affect his responsibility for the work. Mr. Cooper told the government that he assumed full responsibility for the plans, and the government, at length, fell in with his wishes and did not appoint an engineer. If the government had persisted, Mr. Cooper might possibly have resigned, and then, in the event of disaster, the government would have been blamed for getting rid of the only engineer capable of doing the work. At least, one can easily imagine such words sliding glibly off the tongues of opposition critics.

"Mr. Cooper was considered, at that time, to be the first in his calling, and the Royal Commission of experts, who inquired into the disaster, reported that the confidence placed in him was fully deserved. The only inference to be drawn is that the engineer, instead of making the achievement of his life, made the error of his life, an error that has cost him not only the glory at which he aimed, but a great part of his previous hard-won reputation.

"The company's interests as against those of the contractors. But it is urged, in condemnation of the government, that they approved the plans, and this is said in such a tone as to leave the impression that the government ought to have known better than to have approved such defective plans. The members of the government are not expert bridge builders, any more than their political critics; they have to accept advice, and they accepted the advice of an engineer, who was regarded as the king of bridge builders. Where he erred, the government, who do not know the A. B. C. of bridge building, ought, of course, to have been able to put him right! So, at least, the opposition would argue.

"The second charge is that the government ought to have taken over the undertaking in 1903, and not to have aided the company. But this would have prevented the disaster. Mr. Cooper had been engaged several years previously, and he would undoubtedly have been retained by the government, the only difference being that he would have been the government's engineer, and not the Quebec Bridge Company's; the structure would just as assuredly have fallen down, and the loss to the country, as direct owners of the bridge, would have been as great, if not greater, than it is at present with the government as the guarantor of the Quebec Bridge Company's bonds. It would have made no real difference. But, to hear the opposition talk, one would think that the break-down was due to the enterprise being in the hands of the Quebec Bridge Company, and that government ownership would have corrected the wrong judgment of Mr. Cooper."

SASKATCHEWAN.

Latest authentic returns from the scene of political conflict in the province of Saskatchewan indicate that the Liberal government of Hon. Walter Scott will have a substantial majority. The relative standing of the parties in the provincial legislature will not be materially different from their standing in the first House of Assembly. The indications are that when the full returns are received and the smoke of battle rises the Scott government will be somewhat stronger in the Legislature than it was. Naturally our Conservative friends attached a good deal of importance to the result. They believed it would furnish them with an illustration of what they have been pleased to term the "flow of the tide of political antagonism to the Dominion government." If they can find any evidences of the sign for which they have been wistfully looking in the result in Saskatchewan they are welcome to it.

In considering the outcome from a strictly non-partisan point of view weight should be given to certain facts. Mr. Haultain, the leader of the opposition, did not conduct the campaign as a Conservative. He repudiated all connection with that party because he realized that as a federal party its policy was very unpopular in the West. His opposition to Hon. Walter Scott is known as the Provincial Party. It adopted as its election cry the right of the province to all public lands. Its position was in a measure analogous to the position of the McBride government in its demand for better terms. The attitude of Mr. Haultain was illogical and unfair, because the public lands of the West were purchased for a price from the Hudson's Bay Company by the Dominion government in the first instance and compensation in increased subsidies was granted the new province for the alienation of the lands when it was admitted to confederation in the second. Our readers will remember that the better terms agitation in this province attempted to make an issue of this very matter, pointing out how much more generous were the financial terms granted to Saskatchewan and Alberta than were the subsidies given to British Columbia under the Terms of Union. They were careful not to point out, however, that certain of the subsidies with which the new provinces were endowed represented payment for public lands. It would have been an easy matter for the Dominion to transfer the public lands to the provinces and withhold special subsidies. Possibly it would have been a popular policy to pursue. But the representatives of the different interests thought at the time that all purposes would be better served by giving the provinces an assured income and reserving the lands free for actual settlers. In that way immigration would be stimulated and the country at large would reap the benefit. The judgment thus delivered has been amply vindicated, as all Canada knows.

Mr. Haultain gained a considerable reputation as a public man during his term of office as Premier of the Northwest Territories. His conduct since then has not enhanced that reputation. His appeals have been chiefly to the cupidity of the populace. He has been a Conservative all his life, yet when a Conservative promised to prove a handicap to his ambition, he abandoned the faith and became a Provincialist. Like our Premier of British Columbia, he raised an issue which he knew well could never be accepted by any federal administration. In his public career of late years he has been neither frank, candid, nor honest. He would probably have been more successful—certainly he could not have been less successful—had he chosen a more honorable path. He will feel the sting of his latest defeat very keenly and probably make way for one not

afraid to acknowledge his Conservatism.

DOING THINGS TO VICTORIA.

We do not pretend to say for a moment that the waters of Sooke Lake ought to be reserved exclusively for the use of the city of Victoria. The municipality of Oak Bay is doubtless just as much entitled to go there for water for the benefit of its people as the municipality of Victoria, if it has the means and is determined to establish its corporate independence at all cost. But it will be pertinent to ask, in view of the announcement of the Reeve of Oak Bay that the government has granted rights to that municipality co-ordinate with rights previously reserved exclusively for the city of Victoria, why the authorities of the city have not been officially informed of the change in the terms of the order in council? Is it not usual, as a matter of courtesy at least, to notify an interested party and give it an opportunity to be heard before proceeding to modify the terms of an instrument in which it is vitally concerned? The council of the city of Victoria has received no intimation from the government that the municipality of Oak Bay has been granted rights co-equal with the rights of the city in the waters of Sooke Lake. Reeve Oliver informs the council that the rights have been conveyed. He of course is to be commended for the activity he has displayed in pressing the claims of his municipality upon the city and upon the government. But it would be interesting to know why Premier McBride, as the elected representative of the city in the Legislature, did not exercise the usual courtesy of inviting the Mayor and Council to participate in the conference between the executive council and the Reeve of Oak Bay which resulted in shearing the city of rights previously conferred. The proceeding savors very much of the character of a previous transaction, in which the Legislature stepped in and contracted the rights of Victoria in the waters of Goldstream. It might lead in the future to just such complications as we are confronted with at the present day. Is this another example of the manner in which Premier McBride proposes to redeem his pre-election pledges of "doing something for Victoria?"

The Vancouver News-Advertiser, also set upon a pinnacle by false election returns, speaks of the great moral victory of Mr. Haultain. He has not observed that the leader of the Provincial Party is smacking his lips over the fruits of that great triumph. We cannot understand what it is to be gained by publishing false returns of an election and striving to make the result appear other than it is. Even the most bitter partisan organ, must be compelled to acknowledge the truth sooner or later. The effect of such stupidity is simply to destroy all faith in the statements of offending journals.

A lady in Vancouver writes to the Times complaining of the treatment accorded the aged and unfortunate of her sex by the "hoodlums" of that progressive city. She says if these undesirable were not restrained by the police it will be a wonder if other women do not follow the example of an unfortunate who last week cast herself into the harbor. Our neighbor should be careful to preserve its good name.

The Colonist on Sunday, in deference to the day of publication probably, reduced its estimate of the Conservative strength in the Legislature of Saskatchewan by two. If this rate of retrogression be maintained, our extremely conscientious contemporary may succeed in getting the actual figures in time for its edition of Sunday next.

The cricketers who are with us this week will win or lose, have a good time. It is a tradition of the game that victory is only desirable when fairly and honorably won. That is the reason the players thoroughly enjoy the game whether they win or lose.

Notwithstanding warning, and doubtless precautions, the destruction of timber by fire seems to be yearly increasing in proportions.

SOCIAL DOINGS IN DUNCAN

Duncan, Aug. 12.—Miss Lulu Hermann, of Quamichan, and Mr. Boyd Wallace, of Soanens were married in Seattle on Wednesday last. Miss Hermann is an American who has lived at Quamichan for the past three years. After spending a short time at Maple Bay Mr. and Mrs. Wallace will take a trip to England, and on their return will come to Soanens, where Mr. Wallace has a ranch.

The engagement is announced of Miss Katie Wood, daughter of S. A. Wood, of Quamichan, to Mr. Hale, of Glenora, and also of Miss Beuchter, of Chemalugus, to Mr. A. Mutter, of Soanens.

Mrs. Carter, of Crofton, is leaving shortly on a trip to England. She is accompanied by Miss Violet Hayward and Miss Madeline Kingston are expected home from a six months' trip to the Old Country about the end of the week.

Mr. and Mrs. Avelin Green are leaving shortly on a trip to England. George Beakespear will spend the winter in England, he leaves about the end of the month.

The steamship Minnehaha, of the Atlantic transport line, arrived at New York to-day from London.

Some of the Furniture Values!

- \$36.50 Suite of Dining Chairs \$29
SUITE OF DINING-ROOM CHAIRS, with morticed frame seats, genuine horsehide leather covered frames, golden oak. Reg. value \$36.50. Special at \$29
\$56.50 Suite of Dining Room Chairs \$45
SUITE OF DINING-ROOM CHAIRS, Early English style, with morticed frame seats, covered in genuine cowhide leather. Regular price \$56.50. Special at \$45
\$2 Plain Dining Chairs \$1.60
PLAIN DINING CHAIRS, with impervious seat and hat rest, golden oak. Regular price \$2. Special at \$1.60
\$1.75 Kitchen Rooker for \$1.45
PLAIN KITCHEN ROCKERS, golden finish. Regular price \$1.75. Special at \$1.45
\$5 Bedroom Rockers for \$4
BEDROOM ROCKERS, in birch mahogany with caned seats, polish finish. Regular price \$5. Special at \$4
\$5 Bedroom Chairs for \$4
BEDROOM CHAIRS, in birch mahogany, with box frame seat, caned. Regular price \$5. Special at \$4
\$27 Office Chairs for \$21.50
OFFICE CHAIRS, strongly built arm-chairs with circular shaped seats, spring backs, backs and seats upholstered in genuine horsehide leather, solid quartered oak frame, hand polished. Regular price \$27. Special at \$21.50
\$32 Reclining Couch \$25.50
RECLINING COUCH, quartered oak frame, fine English Tapestry, deep spring seat and scroll, all best material throughout. Regular price \$32. Special at \$25.50
\$28 Extension Table for \$22
EXTENSION TABLE, Early English style, quarter-cut oak, size 8 feet by 44 inches, extra heavy build. Regular \$28. Special at \$22
\$13 Extension Table for \$10
EXTENSION TABLE, in elm, 8 feet by 42 inches, with square ends. Regular price \$13. Special at \$10
\$22 Sideboards for \$17
SIDEBOARDS, made of golden elm with cupboard, one long and two short drawers, size of top 48 inches by 20 inches, British plate mirror 24 inches by 16 inches. Regular price \$22. Special at \$17
\$28 Dinner Wagon for \$22.25
DINNER WAGON, solid quartered oak, Early English style, size of top 50 inches by 20 inches. Has two small drawers and one large one. Regular price \$28. Special at \$22.25
\$11 Sewing Table for \$8.50
SEWING TABLE, Early English style. Regular price \$11. Special at \$8.50
\$50-China Cabinet for \$40
CHINA CABINET, with bent crystal door ends and mirrors at back, solid quartered oak throughout, golden finish, size 6 feet high by 3 feet 4 inches wide. Regular price \$50. Special at \$40
\$37.50 China Cabinet for \$30
CHINA CABINET, in golden quartered oak, 6 feet high by 3 feet wide. Regular price \$37.50. Special at \$30
\$36 China Cabinet for \$28.75
CHINA CABINET, in Early English style, 5 feet high by 3 feet wide. Regular price \$36. Special at \$28.75
\$25 China Cabinet for \$20
CHINA CABINET, in the golden finish, 6 feet high by 3 feet 4 inches wide. Regular price \$25. Special at \$20
\$12.50 Reception Chair for \$9.50
MAHOGANY RECEPTION CHAIR, with seat covered in moquette. Regular price \$12.50. Special at \$9.50
\$17.50 Easy Chair for \$14
LONG ARM EASY CHAIR, in German tapestry, golden oak frame, spring seat and back. Regular price \$17.50. Special at \$14
\$16 Students' Arm Chair for \$12.50
STUDENTS' ARM CHAIR, spring seat, in German tapestry, double lined coverings. Regular price \$16. Special at \$12.50
\$31 Morris Chairs for \$24
MORRIS CHAIR, wing-back mahogany, upholstered in olive Spanish leather. Regular price \$31. Special at \$24
\$10.50 Morris Chairs for \$8.25
MORRIS CHAIRS, in golden oak, tapestry upholstered. Regular price \$10.50. Special at \$8.25
\$27 Rockers for \$21.50
GOLDEN OAK ROCKER, finished in red leather. Regular price \$27. Special at \$21.50

Hall Seats Attractively Priced!

- No. 6612—GOLDEN OAK HALL SEAT, with box compartment. Regular value \$24. August Sale \$19
No. 729—GOLDEN OAK HALL SEAT, with box compartment. Regular value \$22. August Sale \$17.50
No. 348—HEAVILY BUILT HALL SEAT, with box. Regular value \$19. August Sale \$15
No. 757—HALL SEAT, in golden oak. Regular value \$16. August Sale \$12.50
No. 629—GOLDEN OAK HALL SEAT. Regular value \$15. August Sale \$12
No. 821—WEATHERED OAK HALL SEAT. Regular value \$12.50. August Sale \$10
No. 769—GOLDEN OAK HALL SEAT. Regular value \$10.50. August Sale \$8
No. 183—GOLDEN OAK HALL SEAT. Regular value \$10.50. August Sale \$8
No. 611—GOLDEN OAK HALL SEAT. Regular value \$11. August Sale \$8.50

Our Fall Catalogue Is Now Ready

This will be good news to our out-of-town patrons. The catalogue this season is more complete than ever. It is well illustrated and contains much useful information. With this catalogue and the splendid service given by our mail order department, customers are assured of just as good service as they would get shopping here personally. We are now distributing these catalogues. If you don't receive one we would be glad to mail one to anybody living at a distance from the city. A request will bring you one by return mail.

DAVID SPENCER, LIMITED

JUDGES APPOINTED FOR THE FALL FAIR

Well-known English Expert Will Officiate in Horse Class.

The management of the Victoria exhibition have secured the services of Mr. Stanley Sparks, of Burkhamestead, England, one of the best judges of light horses in the British empire, to officiate in the judging ring at the coming provincial fair. Mr. Sparks has written J. R. Smart, saying that he expects to reach Victoria about September 18th. Dr. A. W. Bell, of Winthrop, who has an almost world-wide reputation as an expert on poultry, has been also secured for the management of the provincial exhibition.

The judging in the fruit department will probably be taken over by J. R. Shepard, of Salem, Oregon, a well established authority in this class of exhibit. The other judges have not yet been selected.

There has been considerable discussion among local horsemen as to the conditions of the gentlemen's driving race.

"First one man has wanted one thing changed, then another wanted something else altered," said Mr. Smart, "and so the conditions have been left as they were. It took us a great deal of trouble to frame them, which we did after consultation with some of the best horsemen in the country."

This is how the conditions of this race read: "Gentlemen's driving race, silver trophy cup, value \$50, and purse, \$200. To be divided \$100, \$50 and \$40; trotting and pacing best two in three, driven by owner, who must be an amateur driver. Horses must be owned three months by competitor prior to race, must not have competed in any but gentlemen's driving races this season or entered in any other event this meet, and have no record. Hobbies barred."

The box plan of seats is now open for subscription. The following are the names of some of the people who have already taken boxes: J. W. Ambrey, Victoria; H. G. Ross, Victoria; J. R. Farrell, vice-president of the Oregon and Washington railway, Seattle; E. W. Ricketts, manager of the Victoria and Vancouver Opera Co.; the Vancouver Hunt Club; D. R. Kerr, Victoria; D. Spencer, Victoria; Mrs. N. Gouge, Victoria.

Mr. Smart has received an application from the Shawngas Farmers' Institute who are desirous of entering an exhibit.

A special meeting of the Canadian Order of Foresters, Court Columbia, No. 84, will be held in St. Paul, Minnesota, to-morrow evening at 8 o'clock, when District Organizer Bro. John Muir will initiate a number of candidates.

U. S. CUTTER CAPTURES JAPANESE SEALERS

Two Alleged Poachers Taken as Prizes in Behring Sea.

Washington, Aug. 17.—Dispatches received on Saturday by the department of justice and the revenue cutter officials of the treasury department report that two Japanese poaching vessels with total crews of fifty-nine men have been captured by the revenue cutter Bear, near St. Paul island, the chief island of the seal group in Behring sea.

The dispatch received by the department of justice came from Assistant United States Attorney Rath, at Valdez, who informed the department that the steamer Dora had just put in there, the captain bringing word of the capture, with the statement that the cutter Bear, the largest of the two vessels, was painted white in imitation of the revenue cutter Manning, which is at San Francisco, and that in further imitation of the United States vessel the Hinzer Maru carried forward yards of paper mache.

The Hinzer Maru had a crew of thirty-two men and the Salika Maru a crew of twenty-seven. The captain of the cutter Bear, in his dispatch to the revenue cutter service, says that the captured men will be taken to Unga, Alaska, and turned over to a United States commissioner. He says he has sufficient evidence to convict the men and it is therefore assumed here that the vessel captured contained seals.

TEES IN FR THE WES

BRINGS NEWS OF STRIKE A

Disastrous Bush in North—Win Cannery Op

News of a good start the Rupert Arm. Qu Alex. McCauley and C brought by the stea Townsend, returning coast 155 sacks of co the claim, amounting in all, for the Tye e is an experimental sh pected to prove prof ers of the vein, who steamship.

From the Klackh Laven Point the Tye of gold ore which is high. Much interest have recently passed Winter harbor on the kino and a number gone there from the At Winter harbor work putting up hum cohee run not havin cording to further steamship, and the salted for the Japa year the Winter Har pany is making an eration as it is not enough salmon can working the plant. drawbacks is that have to pay the nee ment tax of \$100 said to be \$2000. It is probable that th this year will not c ture in the way of t Bush fires, startin the end of Rupert ar gersoll river a week to devastate a large timber lands entabl sanders, and the In included in the T shipment of 630 case the Claycoquet canne the Tye was fog-bou hours.

PRINCE RUPERT SHIPPING

Importance of Supply Point ern Tr

Prince Rupert, Aug ing shipment was cess Beatrice on T Tuesday the Steer made their first Xukon from their warehouse here.

The order for the forwarded to a Dav ceived and the shi north before the brought it had res thus saving at lea which is so valuab this season of the water in the Yu onstrating Prince Tuges as a supply p ern trade.

The insurance wa Geo. R. Naden, M also the first mar out in Prince Rup

FIRE AT BEAV CREEK UN

Realty Change berni—Disap Land

Alberni, Aug. 15. hot dry weather steady rain which moisture did not pe couple of inches in helped, however, to which were cau "trouble" were ca reports having got er Creek district now. This was or settler clearing ho what appeared to control, but a sud which increased in endangered his ba assume large pr Fire Warden Miles in the neighbor where a fire, sup started by some caused a good dea

Realt G. A. Smith, C. E. division of lot 167 valley. One hund acre block, whi ready been sold. l Ivan and T. Row the property.

The sale is anno two acres, the pro to W. T. Hodson. to be in the nei There is a desira property which n number of lots in also changed hand

Removing J. T. Rollins across the street other deals have a H. C. Rayson pieces of improv chinery, the first