TOURIST ASSOCIATION AND ITS GOOD WORK

Victoria the Best Known City on the Pacific Coast-Tourist Trade on the Increase.

The adjourned annual general meeting of the Victoria Tourist Association was held last night in the committee room, City Hall, Mayor Morely presiding. The chairman, in opening the proceedings said that he as well as every other business man appreciates the good work of the association. While some were found to doubt the benefits accruing to the city he had no doubt that the good effects were being felt and would make themselves more apparent as time progressed. It would be a great pity if the work of the association were not to be carried on, and he would be at all times willing to render any assistance in his power. In future the C. P. R. would probably take a lively interest in advertising Victoria, and good results might be looked for.

Secretary Cuthbert read the annual report reviewing the work of the year. During the year 135,000 illustrated pamphlets had been issued and judiciously circulated. It claimed that owing to the advertising Victoria had received through the association this city was the best known place on the Pacific DAWSON MERCHANT ON Coast, and the growing tourist trade proved the efficacy of the work done. The report also claimed the credit for the inauguration of the fish and game club, the establishment of the cement industry at Tod Inlet and the new C. F. R. hotel. The want of amusements for the entertainment of visitors was also commented upon and a hope expressed that in this particular there ould be an improvement.

Referring to results attained in the city, the report stated: 'All of the results so far mentioned are insignificant compared with the actual cash benefit that this city has dedefinite period for actual cash results. Lut it is not so with tourist advertispeople who have visited the city and the amount of money they have left that has been spent in this work.

and a half months only was over sixty-five thousand. This does not insaid that this includes the usual or- fore returning to the Klondike metrodinary business and commercial travel, lut taking the usual normal travel of this nature from the grand total as evident by the number of passengers in winter it leaves a total number of summer tourists for 1905 at over 50,000. Many of these may be said spend but a very short time in the city, and, while this is so, it must not be forgotten that many people remain for one or two months, many more for several days, and a large percentage of them from two days to a week. These people spend a considerable sum of money in this city in hotel expenses and in buying presents and merchandise, pleasure trips, etc., some of them as high as a hundred dollars a day. If we estimate that 50,000 people remain only two days in the city and spend only five dollars a day each-and both estimates are low-you will find that the total cash revenue derived from the

tourist travel for 1905 was \$500,000." Elliott S. Rowe moved the adoption of the report, and said it was highly complimentary to the board of directors. He also complimented the secreupon the good work done by him, and the high character of the literature distributed. He believed that Victoria as the report set forth, was one of the best known and most attractive cities in Canada. While waiting for manufactories to be established, it was surely a good thing to use the assets available-such as climate and the beauties of nature with which the city is surrounded. It was a good thing to bring people to Victoria to spend their money only for the pleasure of the trip afforded them, for some of them were sure to settle down here attracted by the congenial climate and beautiful surroundings. He claimed that the advertising Victoria is getting was bound to be productive of good and he hoped it would be continued. He had no doubt that when the new executive appealed for public support, it would be accorded a more liberal support than in the

G. Coldwell, President of the Trades the city towards the Tourist Association. The concensus of opinion was strongly in favor of it. Of his own dollars. Frowledge he knew of people being inliterature distributed by the association. He congratulated the secretary or the work he had done, and suggested that if the workingmen were aprealed to they would support the organization, as they were imbued with the idea that the association was beneficial to the city and consequently teneficial to them.

The report was adopted. A. Henderson moved that in future the annual meeting of the association be held on the fourth Tuesday in the month of January, each year. He explained that this was done so as to have the meeting after the election of mayor and aldermen.

H. B. Thompson seconded the motion which passed unanimously. The following were elected the

executive board for the ensuing year: A. J. Morely, mayor, president; W. Paterson, M. P. P., vice-president; Anton Henderson, Ald. Vincent, Ald. Davey, J. E. Wilson, Elliott S Rowe, J. L. Beckwith, B. S. Oddy and

The treasurer's report was submitted by that officiating showed a balance to credit of \$37. The receipts were \$8,-737 and the expenditure \$8,699.

The report was adopted, Mr. Smith elected, and a motion carried to have the annual report printed. This concluded the business.

NATURAL HISTORY SOCIETY.

F. N. Denison Will Read a Paper on "Earthquakes" To-Night.

At the regular meeting of the Natural History Society this evening F. N. Denison will read a paper on "Earth quakes." O. C. Hastings has under taken the lantern illustrations in connection with it. The following is the programme of the society for its next six successive

Monday, February 19th, Capt. Parry R. N., "History of the Naval Estabishment at Esquimalt. The events leading up to, and the reasons why Esquimalt was selected as a naval station in the first place, must be of intense interest, more especially at the present time when Victorians are anxiously trying to guess the admiralty's intentions in this part of the world. Monday, March 5th, J. R. Anderson deputy minister of agriculture, "Hard

Woods of British Columbia." Monday, March 19th, E. A. Wallace, Elementary Botany. Monday, April 2nd, annual meeting.

No paper. Monday, April 16th, Dr. Hasell, 'Comparative Anatomy.' Monday, April 30th, Rev. Canon Beanlands, "Candle Worship," a subject upon which Mr. Beanlands has devoted a great deal of time and study.

WANT FREIGHTS TO

TRADE CONDITIONS

Frank Lowe Outlines Some Necessary Reforms-Business Outlook Good in Northern Capital.

(From Friday's Daily.) Frank Lowe, president of the Dawson Board of Trade, arrived in the city Wednesday evening from Dawson, coming via Seattle, which point he rived from the tourist business during reached by steamer Cottage City. He the past year. In most forms of adis accompanied by W. C. Pedlar, of the vertising, the object of which is to firm of Whitney & Pedlar, of White build up a city, you have to wait an in- Horse. Both gentlemen are on a purchasing trip. Mr. Lowe has not been outside for three years, and he is micing, for during this year the number of ing heavy purchases from the otal wholesalers with whom he places the bulk of his orders. He is a strong bethere have more than repaid for all liever in Canada deriving the be efft. from the development of the Yukon "The number of passengers carried district, and he puts his opinions in by the steamers into this city for four this respect into practice by deading with Canadian firms. He is also combining pleasure with business and will clude passengers out again, it may be spend a few weeks in Los Angeles bepolis.

Mr. Lowe, from his position both as a business man and as president of the Board of Trade, has an excellent grasp of the trade situation in the north and lays a large portion of the blame for the handicaps under which the Dawson merchant labors on the excessive transportation charges. These charges he contends are based, not on any fair schedule of cost of cardiage, but on what the management think that the merchants can hear Protest hith has been practically of no avail, for the White Pass railway being a monopoly, and without competition, were able to impose as onerous charges as they

In the case of mining dredges alone, he gives a notable instance of the crushing impost which the enterprising promoters have to bear. On one of these machines for which the freight rate from the east to the coast was \$3,700, the company was obliged to pay \$37,000 to land it in Dawson. This excessive charge also extends to all forms of merchandise, the rate for potatoes being about \$70 a ton from the coast to Dawson, and \$90 for such commodities as eggs. It costs only about \$6 or \$38 to carry from Victoria to Skagway, and from \$9 to \$12 from White Horse to Dawson, so that the difference between these combined rates and the total exacted represented the tariff placed on the goods for carriage over the White Pass railroad, a dis-

tance of 111 miles. This is one of the matters which Mr. Lowe was pleased to see by last evening's Times is to be taken up by Governor McInnes on his forthcoming trip to Ottawa. The railway commission is already in possession of a memorandum on the subject from the Dawson merchants, and strong hope is entertained that that body will insist that the rate be cut in two.

The dredges which are now coming into use on some of the creeks, are, he states, not only proving their prac and Labor Council, seconded the adop- ticability as effective gold savers, but tion of the report. He wished to ex- are really the next best thing to a plain the feeling of the working men camp of individual miners. That or Bear creek in a month's work last year cleaned up about one hundred thousand

Tanana is proving to be a good camr duced to come to Victoria through the and has attracted a number of the best individual miners, and the optimists there are anticipating a clean-up of twelve million dollars.

Governor McInnes, he states, is winning golden opinions for himself in the northern country, showing a disposition to give every man a fair deal. which is all that the majority ask. Mr. Lowe looks for an exceedingly

good year in Dawson this summer. SECOND-HAND PIANO FOR SALE-\$135. This instrument has been used by a teacher and is thoroughly well Will be delivered free to any wharf or railway station in B. C. Hicks & Lovick Piano Co., 88 Government street, Victoria; 123 Hastings street, Vancouver. We have others. Write us

FOR SALE-If you want an incubator or brooder send your name and address to Box 194, Victoria. Your own time to pay for them. We pay freight.

THOROUGHBRED EGGS FOR HATCH rHOROUGHBRED EGGS FOR HATCH-ING-S. C. Buff Leghorn, \$1.25 for 13; S. C. Black Minorca, \$1.50 for 13; R. C. Silver-Laced Wyandottes, \$1.50 for 13; Buff Orpingtons, \$2.00 for 13. Cash with orders. Box 194, Victoria. it all. He ordered the boats lowered to the rail and properly fitted for

TESTIMONY GIVEN AT THE SEATTLE INOUIRY

Victoria Navigators' Evidence - First Assistant Engineer of the Valencia Tells of Bravery.

Several Victorians have been giving testimony before the Seattle commission inquiring into the wreck of hte against the side of the steamer and steamer Valencia. Capt. Cousins, of our boat crumpled like an eggshell. I

dence on Friday. He said: o'clock in the afternoon I called up the dragged aboard. The others went Pacific Coast Company at Seattle and down. sion inquiring into the wreck of the yes. He ordered me to proceed to the launched and moored alongside that night. It was too dark to do any- dren into them, but they would not thing, and we lay over under the cape go. We carried or dragged them until the next morning. At Carmanah | the rail, but that was as far as we

niles to the westward. "We went in as close as possible the next morning. We met the tug Czar, which went in about three-fourths of a mile, while we stood off about one

"I did not dare to go nearer, as the weather was thick and often I could not see the shore line. Moreover, I spoke the steamship Topeka, Captain Patterson, who informed me that was to proceed to San Francisco with passengers, the Topeka remaining to pick up what survivors there were.

"I obeyed orders and returned to Sar Francisco. I could go no nearer the wreck than I did because of the sea, which broke 22 feet high, and because f the weather, which was very thick." Capt. Campbell, mate on the Czar, stated that he did not think anything could be done for those on the wreck, and that he believed every man there was willing to do all possible, except to throw away their lives, to render assistance. Campbell stated that the masts and part of the deck-house were still standing when he was on the Czar. The seas were breaking over the went clean over her while coming in, and then again swept over her on re-

coiling from the cliff. Capt. J. W. Troup, Pacific coast suprintendent of the Canadian Pacific, when called on the stand, said that he had given up going to sea four years ago, but had many years' experience on the Vancouver Island coast. He said he had operated vessels on that route for several years. He thinks it would have been impossible to send in small boat the Wednesday morning following the wreck. Tuesday morning the sea was calm, the weather the opinion that the case was hopeless regarding any attempts to send in life-

Capt. S. W. Bucknam, British Colum bia pliot for the past eleven years, offered testimony corroborating that of spectators to mix up in the altercation Capt. Cousins and the other steamship masters who had been on the stand. Capt. Bucknam said:

"I think Capt. Cousins used good boats. Criticism regarding his actions
I consider uncalled for. He was in

from the outset, and before the mix-up heavily loaded. I have boarded all play, twenty-six penalties had been kinds of vessels in lal kinds of weather and I feel confident that I am qualified to pass an opinion concerning the ability of boats to live in the surf near the wreck. I would not have tried to send a boat to the wreck from Capt. Cous-

ins' ship.' Capt. John Irving, who was on the Queen, said: "The wind was blowing between 20 and 25 miles an hour Wednesday morning. I am confident a small boat could not have lived in the sea near the wreck. I think Capt. Cousins used good judgment. There is no better seafaring talent on the Pacific coast than was represented in the boats attempting to approach the wreck that day, and I have not heard one of them criticize Capt. Cousins o any other navigator for what he did or did not do."

H. F. Bullen, secretary of the British Columbia Salvage Company, owners of the Salvor, said: "Those who have criticized Capt. Cousins did not know what they were talking about."

Thos. F. Carrick, first assistant engineer of the steamer Valencia, on his arrival at San Francisco, from wreck, gave an interesting story of his experience. He said:

'The last soundings I heard was about 11 o'clock that night, 50 fathoms, 300 feet of water. The water shoals off that coast and I as well as everybody else in the crew though we were well out at sea. The next I knew we had struck-but you have been told all that-how the Valencia bumped across the reef, swung and went stern on the rocks. We fired a rocket and saw where we were-about 250 or 300 yards from shore. The well was sounded; we were making water rapidly and it was soon up to the engine-room. want to say right here, that after that everything went as smoothly as a fire. drill, as far as the crew was concerned. They were brave men, those lads on the Valencia. The passengers had seen the shore a short distance away and were not greatly alarmed They though if necessary they could be taken off readily when the sea went down, but the crew knew differently. The men had seen the broken water that piled white between us and the shore, and they knew that under every white swirl was a huge, jagged rock that must have fallen from the cliff that towered straight up for nearly 200 feet, with not a foothold at its base. A boat could not live there, and the boys knew it—knew that they were acing death-but they faced it bravely. Every man took his station at rders and obeyed them-there was no flinching. Most of them are dead now, but I am here to say it for them.

water, life lines and all. As for the ed with,

olugs, I know they were all right, for I screwed them on myself. The water was coming over the break forward, and the captain ordered all hands and the steerage and second class passengers aft. He sent the steward into the steerage and the second cabin to mus-ter all passengers, and send them to the social hall on the saloon deck. After all had gone to the social hall he ordered the steward and several of VICTORIAN PAINTS the crew to inspect every passenger and see that all were provided with life belts. Where they had tule belts

the crew took the tule belts for themselves. "They say that boats might have been sent away the next day. I was placed in command of one boat, manned by nine men. I am the only one alive of that crew. We had hardly dropped into our places in the boat when a wave picked us up, hurled us the steamship Queen, also gave evi- was tossed about like a cork for ten or fifteen minutes before I caught a "When I arrived at Victoria at 4 line from the steamer, and was

they were to be taken off and new

cork belts substituted. This was done

"One after another the boats were Valencia. J. D. Pharo asked me if I smashed by the sea, then recourse was sure it was the Valencia. I said was had to the life rafts. They were scene, which we reached at 9 o'clock we tried to get the women and chillight we learned the wreck was 18 could get them. They would look over the side at the little rafts bobbing about, partly under water, and it frightened them worse than their condition on the hurricane deck of the steamer. The women would scream and go into hysterics when we tried to force them over the side. Others would plead piteously against being placed on the rafts. They thought there was a chance, and it seemed to as long as there was life."

The Marine Cooks' Association, Seattle, has undertaken to raise money for the relief of the family of Patterson. He left a wife and six children without any means of subsistence and in debt. The eldest boy is not yet 14. His head was hurt by a fall when he was five years old. The oldest girl, Annie, is nearly 12. The youngest child is not quite 4.

A dispatch from Milton, Ont., says: "News has been received here that John D. Clements, an old Milton boy, who was a member of the crew of the Valencia, was drowned in the disaster off Cape Beale. Clements was 29 years old and had run away from home about eight years ago. Most of the time he had been sailing on the steam vessel. One of the seas, Campbell says, ers of the Pacific Coast Steamship Company. His parents still reside at the old home."

DOMINION DISPATCHES.

Ald. Ekers Elected Mayor of Montreal -Quebec Provincial Treasurer Delivers Budget Speech.

Montreal, Feb. 1.-Alderman Ekers was elected mayor of Montreal to-day by a majority of 3,505 over W. A. Doran, the Irish Catholic candidate, who also had the support of the temperance | Rockies. clear and the sun shining. He was of party, which opposed Mr. Ekers because he is a brewer.

Fierce Fight.

Montreal, Feb. 1.-A fierce fight among the players and an attempt of characterized the Eastern Canadian League hockey game at the Arena park last night when the Wanderers defeated Montreal by goals to 2. independent in not attempting to lower Both are local teams. That there was high at the very least. As according unsurveyed ground, and his ship was occurred in the final ten minutes of meted out, a record for this season.

Quebec Finances.

Quebec, Feb. 1 .- J. C. McCorkill provincial treasurer, delivered the budget speech in the legislative assembly last night. He showed that the total ordinary revenue had been \$5,-039,011, and the total ordinary expenditures \$4,937,882, leaving a surplus of \$101,118. Out of this surplus, however, an expenditure of over \$52,000 had to be made for an addition to the cour house at Montreal and the building of a new bridge at Metapedia. which left the total surplus over ordinary and extraordinary expenditure a little over \$49,000.

Burning Fatality.

Port Hope, Feb. 1.-Mrs. Massie, an old resident of Port Hope, was fatally burned early this morning by a lamp igniting her clothing. Constitution Amended.

Toronto, Feb. 1.-At the 48th annual meeting of the Canadian Press Association this morning amendments were adopted to the constitution providing for the admission into membership of members of provincial press associa tions outside of Ontario, who may wish to become affiliated.

Discovery of Copper.

Soo, Ont., Feb. 1.-A rich discovery of copper has been made two miles from Dean Lake station on the Soo branch of the C. P. R. It has created a sensation.

Stole Confectionery.

London, Feb. 1.-Fifteen South London boys, ages ranging from 10 to 15 implicated in stealing confectionery in a daring and wholesale manner from a Edward street, who does a wholesale titution will be made.

Strike For Increase.

Welland, Feb. 1.-Forty carpentes engaged on the construction of the Plymouth Cordage Company's plant here, are on strike for an increase of five cents per hour, making their pay thirty cents an hour. The company have about five hundred men working on the building, and the striking carpenters' places are being filled as rapidly as new men can be secured.

-Veterinary Inspector Tolmie is in out that dread disease, glanders, so prevalent in that district. A number of horse dealers of New Westminster 'Captain Johnson was cool through have memorialized the inspector not to launching, and there were provisions, authorities at Ottawa be communicat-

A GLOWING PICTURE

that I know—and the members of F. M. Rattenbury Tells of Prosperity of Edmonton and Surrounding Districts - The Outlook.

F. M. Rattenbury, the well-known

Victoria architect, has returned from a brief visit to Edmonton and other points in the northwest. He gives a glowing account of the outlook in "Sunny Alberta," as he terms it. He predicts that within a short time no ways will be operating through that country. When this fact is considered, n conjunction with the natural advantages of the section from a comnercial standpoint, he thinks there can be no doubt of the future importance of the newly-formed province. Of Edmonton, Mr. Rattenbury cannot say too much. In conversation with a Times reporter he took some town at the present time. Although now possessing a comparatively small population, it was rapidly becoming settled. In the first place the town was built upon a coal field, ensuring an immense industry after it had been thoroughly developed. Secondly, the surrounding country for 300 miles in every direction was beautifully fertile, the prairies might be termed "a sterile

waste," compared to it. Building was progressing continuously, and everyone was imbued with a spirit of enthusiasm that was most promising. He believed, also, that there was a very great probability of the town ultimatebeing made the capital. But more significant than everything else, in his opinion, was the effort of three of the most influential railway ompanies to obtain direct communication with that point at the earliest

possible moment. Already the Canadian Northern had reached there on its way to the coast. The Grand Trunk Pacific was coming in that diection as fast as the rails could be laid. Up to the present the Canadian Pacific railway was not on the scene with a direct line, their connection being by a branch line via Calgary. The Canadian company did not intend beevidenced by the announcement that they contemplated constructing another main line from Winnipeg to Edmonton. There was no doubt in his mind that once there it would be carried through to the coast. This was only reasonable, as the Canadian Pacific could not hope to compete with the rival corporations over its present very expensive route through the

Before leaving the northwest he had heard it definitely and authoritatively stated that the three companies entioned had combined for the purpose of constructing an immense bridge across the Saskatchewan, connecting the towns of Edmonton and Strathcona. At the point where it was planned to place the structure the rive was no less than a mile wide, while cifications, it was intended that the bridge would be not only sufficiently commodious to accommodate the three railways, but provide a special roadway for general traffic, it may be realized that the undertaking will entail a considerable expenditure. Mr. Rattenbury estimated that \$1,500,000 would be the smallest sum appropriated for the purpose. In addition the railways, Mr. Rattenbury says, are figuring upon an extensive union depot, something that also will necessi-

tate no mean expenditure. With all these improvements going orward, settlers arriving in large numbers, not to mention the peculiar advantages possessed by the town both from a commercial and residential point of view, Mr. Rattenbury predicts for it a splendid future.

"Do you know that you can get coal n Edmonton at the present time for a dollar and a half a ton?" he asked the reporter. "Think of that, and what we are paying for it on the coast here, and, remembering that the fields are scarcely opend up, you may perhaps obtain some idea of its possibil ties." The climate, too, was excellent, and the surrounding country very pretty. While there Mr. Rattenbury experienced but little cold weather, and for a week enjoyed the finest kind of motoring, the country roads being in excellent condition.

Another matter mentioned by Mr. Rattenbury was the extensive interests of the Brackman-Ker Milling Company and other Victoria capitalists throughout the northwest, and especially in the vicinity of Edmonton. With regard to the company first mentioned, he stated that he had been astonished to find the extent of their holdings there. They had wheat elevators scattered all over the country, ones. As the railways branched out the storage of grain. Only just before cost approximately \$18,000 each, so that whose headquarters are in Victoria, may be gathered.

A recent issue of the Edmonton the entire ship. Daily Bulletin, published in that town, the following appears:

"Another high water mark in the price of realty on Jasper avenue was reached Saturday in a deal put through Parry made his own selection, and these pills occasionally. by the Alberta agencies, by which F. M. Rattenbury, of Victoria, the celebrated architect, and D. R. Ker, of Brackman-Ker, become the owners of the northwest corner of Jasper and ready to start for the Lorne was ex- way to get rich, strength produc Vancouver busily engaged in stamping Second. The price paid for the property was \$30,000, which figures out to \$600 a front foot.

"The deal is one of the quickest that has been consummated in Edmonton for destroy certain animals taken from some time. On Thursday of last week Connor's camp, Burnaby, until the Mr. Rattenbury reached the city in authorities at Ottawa be communicatfrom Victoria, having spent a couple

of days in Calgary on the way. Mr. A BRITISH COLUMBIA Rattenbury had not been in town an hour before he decided that realty in the city was a good investment, and he and Mr. Ker commenced to look around for a good buy. Inside of 24 hours they fixed on the corner of Jasper and Second, and negotiations were opened for the property. The price was satisfactory and the deal was made without delay. The money was paid this morning and the property is now the absolute property of Mr. Rat-

enbury and Mr. Ker. "The lot in question lies 50 feet along Jasper and 150 feet along Second street. At present it is occupied by a mall building in which Capt. Harbottle recently opened a real estate of-

"Mr. Rattenbury and Mr. Ker are buying the lot purely as an investment, and it is their intention to commence at once, as soon as weather permits, the construction of a onestory brick block covering the entire lot and facing on both streets. This building is not intended as a permanent structure, but merely to guarantee interest on the investment until throughout the northwest, particularly such time as the town grows large enough to justify them in putting up a sky-scraper. Mr. Rattenbury figures less than three transcontinental rail- that it will not be more than three or four years at the outside before they will be ready to erect a modern office building on his

-In addition to the tions to the W. C. T. published in yesterday's ... were received the following: Mrs. Gould; tea and eggs, Mrs. Stillwell; bread, A Friend; 50 cents, Mrs. pains to explain the position of that Hanna; 50 cents, Mrs. Thomas Shaw.

DELIGHTED WITH THIS CITY AND NEIGHBORHOOD

Some People From Prairie Province Who Have Already Purchased Land and Houses.

The Times has already noted the presence in Victoria of the veteran Manitoba pioneer, Kenneth Mackenzie, of Burnside, and his eldest son Adam, of the "Big Plain," but there has been within the last month a coning behind the others, however, as was stant influx of visitors from east of the Rockies, several of whom are making arrangements to come west in the course of time. Some of them have already invested. Earlier in the winter well up to a dozen of those well-fixed easterners bought building sites or ready built cottages.

Perhaps the most noteworthy of these s J. A. Mitchell, formerly in the grain trade, who last summer sold his land alongside the northern boundary of Winnipeg and has built on the Rockland road a good-sized house, all of concrete, now in the course of being going into fruit raising on an exter finished. This is a most attractive site and Mr. Mitchell is just the man to bring out its possibilities. He has already laid out drives, bordered with evergreens and piles of rock work festooned with trailing shrubs, whose ef- ir cial grown apples were equal fect will be a great pleasure to the others, and for the greater part be public as well as to their owners. Mr. The visit has proved the feasibil fitchell is a skilled horse-fancier. He landing in the markets of the brought a few of his favorites with try, after the long journey, fra him and his drag will be a familiar sight on Victoria's streets. Andrew Wright, a successful real es-

tate man from Winnipeg, has built on St. Charles street a commodious bungalow at a cost of \$5,000. Several others from Winnipeg or neighborhood have selected the Oak Bay district for re- English importers will personall sidences. Mr. Wright's mother-in-law, Mrs. Watson, is one of these. Her bro- large wholesale dealers in fruits ther-in-law, Walter Scott, has a nice only too anxious to get further cottage overlooking the bay. Mr. Stewart, from Kildonan, is building in the showed at the different exhibitions same district, and John Sutherland, would work to establish a perm 'Scotsman Sutherland," has lived on market. Burns' street for two years. Mr. Perkins, a seed man of Winnipeg, has bought a cottage nearer the heart of the city. Mr. Fletcher, also of Winni-Can Obtain New Health and Street peg, has bought near Oak Bay. He is a skilled gardener.

Mr. McCurdy, from Carberry, has ought in the same district and Mr. Stafford, also from Carberry, has purchased a 7-acre lot and house near Mount Tolmie. "Laird" Hope, a very successful farmer and notable curler, from Carberry, is a visitor and may nvest later on.

These names by no means exhaust the list of recent purchases made here by eastern men and to-day with a temperature of 35 degrees to 50 degrees and well. This happy change above at Victoria and 15 degrees to 30 degrees below at Winnipeg, they must I am a workingman, and it is feel that a cosy winter house is quite desirable investment.

THE EGERIA TESTIMONIAL.

Will Likely Take the Form of a Shield -Promptitude of the Crew.

In connection with the proposal on the part of the citizens of Victoria to work, and shortly after that had years, sons of respectable parents, are and were continually constructing new provide some testimonial for the brave main in bed most of the time. One men from the Egeria who did their best a fellow workman called to see a daring and wholesale manner from a wagon belonging to James Deer, of them and put up their structures for them and put up their structures for wreck, A. J. Galletly has had an interview with Capt. Parry, of that ves- anished I had a better appetite confectionery business. Other boys he left they were calling for tenders sel, and as a result the testimonial is relished my meals, and with this may be implicated. It is expected res- for one to be located at Calgary. These likely to take the form of a shield of new strength. In a few weeks I some kind which will be attached to able to go out again, and in about some idea of the enterprise of the firm, the mast, and which will form a per- weeks from the time I began petual memorial to the bravery of the the pills I was able to return to w men, not only of the boat's crew, but of my health completely restored and

In this connection it is interesting to note that when Capt. Parry called for covery entirely to Dr. Williams' volunteers for the dangerous task, Pills, and I think every hard work every man on board volunteered. Capt. most of those taken were petty officers. It is also worthy of being recorded by every workingman. The only that from the time the boat's crew was to have health and strength is to ke selected until they were in their boat the blood rich and pure, and the actly fifteen minutes. In that time the blood is through the use of Dr. Lorne had been intercepted, the men liams' Pink Pills, because they ac had got out their boats and had pack- ly make new blood. Dr. Willia

The Egeria unfortunately was out of by all medicine dealers, or sent by n was impossible to dispatch her to the

FRUIT EXHIBITION

and Establishes a Reputation For Excellence.

The success attending the exhibit of Fritish Columbia fruit in Lo. don, Eng land, has made this particular produ of the province famous in the old con try, and opened a profitable market all that can be spared for export. M. Palmer, chief of the Provincial reau of information, who personal superintended the exhibit of the fra has returned to Victoria with his br and speaks in glowing terms of success of his mission. Interviewed

his office yesterday, Mr. Palmer said "Shortly after my arrival in Lond an auction sale was held at Coy Gardens by Messrs. Garcia, Jacobs Cc., one of the largest fruit impo and brokers in the old country, that sale 150 boxes were offered to the market. The prices varied from to 15s. per box under the hamme wholesale dealers. In comparison apples offered from the United and Eastern Canada, they were much higher, weight for weight; the prices realized were equal to highest obtained for choice Ore fruit.

"The first exposition at which fiuit was shown was the Royal Horcultural Society's colonial fruit ex tit, held in the society's own hall Vincent Square. The show lasted the cays-December 5th to 7th. On pening day the afternoon was praccally given over to the press. Ev etropolitan paper and many of provincial newspapers within a ne radius of London sent representative and, as has already been told in pre dispatches, the display made by Britis Columbia received very marked atte tion. In addition to the display show at the Horticultural Society's col fruit exhibition, exhibits were place at the army and navy stores and Ponting Bros., one of the largest partmental stores in the old won metropolis, at Kensington. The fi was also shown at Glasgow, Edinbur Manchester and Chester-all centres of large population. Besides sample of fruit were sent out to over 100 ferent points in England, Ireland at Scotland, so altogether the distribution of the fruit was large and caused muc favorable comment and attention." "The province, through this fruit exhibit, received an enormous amount advertising of the best class, the pa pers pointing out the great possibilities the province possessed for the cultiv tion of fruits, its soils and climat This undoubtedly attracted many peo ple who had made up their minds settle in one of the colonies of the Em pire, and as a result I was simply flooded with letters for further infe mation, and was called upon person ly by hundreds of others, all anxious t learn further of our resources in b horticulture and agriculture. I had as surances from scores who intende coming out to British Columbia they are all people of means, and majority practical men who purpose

sive scale.' Discussing the market proposition England, Mr. Palmer stated that it ested by actual sales, in open of tition with the world, and that Pr first-class condition, and that the to be obtained by the growers splendid margin of profit after heavy expenses are deducted. The rieties to be offered, however, ited, and when these are raised in ficient quantities representatives the packers and bur on the spot signments similar to the sample

WORK-WORN MEN.

Through Dr. Williams' Pink Pill

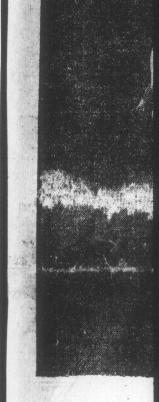
Mr. Edgard Martel, 98 St. P street, Quebec, is one of the sands of workingmen throughout ada who cheerfully admit that FOUR MEN KNOWN are kept in health and st through the use of Dr. Williams TO HA Pills. To a reporter who interv him, Mr. Martel said: "The pi condition of my health contrasts ingly with what it was nine m ago. Then I felt that I was alm death's door, while now I am

tirely due to Dr. Williams' Pink wonder that after years of diligen my system was gradually run My blood got as thin as water. grew so poorly that the least exe would leave me weak and trembl consulted a doctor, who said t was run down through hard work his medicine did not help me an few weeks later I was forced to strength as vigorous as ever it been. I attribute my complete man would be better for using a box

Mr. Martel's advice should be tal ed their kits, provisions and medical Pink Pills make tired, worn out ssion and dismantled, hence it at 50 cents a box or six boxes \$2.50, by writing the Dr. Williams Medicine Co., Brockville, Ont.

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Takes Portf enue--Hon Lat



(From Tuesda Ottawa, Feb. 6.-Th took place this fore ministers afterwards on the tariff commiss Hon. L. P. Brodeu land Revenue, was sw Marine and Fisherie

late Hon. Raymond

Hon. William Temple

Rescuers Were Unable t press Messenger Who to Death in D

Helena, Mont., Feb. railroad wreck occur shortly before midnight miles west of Helen Northern Pacific freigh into a passenger train line, wrecked it comple it and up to 3 o'clock t persons whose identity known to be dead, wi that two more, whose possible to learn, may h ed in the wreck. The known dead are:

Missoula; Charles Brie of passenger train; Y express messenger, an gal, a merchant of Ell Brakeman Edward F ously injured, but not None of the passenge with their lives was s The passenger train Austin, about eight Helena, on time. Foll long freight train made flat cars loaded with shingles. At Austin uncoupled from the water, and the train w on the track. There i east of Austin, and by

freight train got started