

ION MERC

ish a Record.

Years—

als have been: 1908, \$4,024,506; 1907, \$5,032,441; 1906, \$7,200,485.

months of the pres- arings aggregated \$62, and with \$50,407,535 for months of last year, months for the two

1909 1908

4,321,397 4,271,712

4,940,289 4,290,782

5,529,570 4,634,079

5,407,596 4,655,269

6,452,155 4,500,812

6,051,853 4,940,811

5,718,680 4,259,231

5,884,553 4,310,210

6,873,867 5,063,689

7,200,485 5,049,844

\$62,596,301 \$50,407,535

nce, and the balance

ts on the lower Island

ales of unprecedented

oded districts. Four

is said to have fallen

our hours at Jordan

ns in this district were

g to the fact that be-

rainfall there was a se-

hine

BEEN SOLD

ACQUIRED

P. R. INTERESTS

nt Will Probably Be

on Moresby

Island.

Dec. 1.—Confirmation of

ished of the sale of the

Keada mine on Moresby

at hand. The purchaser

ated Mining & Smelting

rail, in which C.P.R. in-

inate. It is understood

approximates \$200,000. A

trail, has returned after

ation which he made of

in company with Mr.

negotiations lasted a long

Granby Company, of

was also negotiating for

It is understood that a

be erected near the

is the largest mine

province by Japanese

discovered some four

ago by some fishermen

tionality and 47 claims

All these showed great

by one has been worked

This, which is known

im, has produced values

to \$12.80 in gold, up to

silver, and from 1.14 per

cent copper per ton.

ated by a syndicate

ters in Yokohama and

at \$75,000. The cost of

treatment averaged \$3

AY EXTENSION.

Dec. 1.—The Imperial

unifications has advanced

extension of the Amoy

ow railway.

MENT TO

PROROGUED

TING OF

COMMONS FRIDAY

quith Will Move Re-

Censuring the

Lords.

Dec. 1.—Premier Asquith

House of Commons

that he would move

morrow that the action

of Lords in refusing

it constitutes a breach

of an and a usurpation

of the House of Commons.

is schedule for to-day

inference with King

Edward's

deration of the speech

he proroguing parliament

is announced for Friday.

URBAN DISASTER.

Be Resumed at Vancou-

on Thursday.

Dec. 1.—The inquest

nt on the B. C. Electric

Cedar Cottage was again

Friday afternoon and

will Thursday afternoon

This third adjournment

the absence of Jurymen

was forced to be present

of the Supreme court,

be detained until Wed-

nesday.

W. E. OLIVER STATES POSITION

ASPIRANT FOR MAYOR
MAKES APPEAL

He Advocates Settlement of
Water Question and Street
Improvements.

Some time ago the announcement was made that W. E. Oliver would be a candidate for the position of mayor of this city at the coming municipal elections. At the time he announced his candidature Mr. Oliver did not outline his policy to any extent. He has now prepared to state dealing with the questions before the city which he sets forth in a letter to the electors which is as follows:

If I can be of any assistance to the city of Victoria as mayor I offer my services.

I have been asked by many people what my civic policy is, and I have invariably answered that except as regards water and mud I have no policy except to do the best I can for the city of Victoria in whatever circumstances may arise.

The quality of our water and the want of a sufficient supply are the root causes of almost all our troubles. This water question must be settled finally and immediately. We must have pure water in large quantities, and there is no reason whatever why we should not have it. There is and always has been any quantity of water of the best quality—easily accessible, and year after year, knowing this, we have let slip opportunity after opportunity of acquiring it—suffered the most unutterable discomfort and monetary loss, submitted to the derision of all our neighbors, and seen the tourist and settler shun us with disgust. The longer we let this matter drift the more discomfort we shall suffer, the more damage we will do our city, and the greater expense will we be put to in supplying a remedy.

I don't mind where the water is got so long as we get it immediately in sufficient quantity and of good quality. I am quite willing to leave it to the ratepayers to say where we shall get it, from whom, and whether by the gallon or otherwise, but before the ratepayers saddle them with the burden of an accurate and clear statement of all the essential facts on which to base a rational decision.

My own view, which the ratepayers may take or leave as they please, is that more present sufficiency is not enough. We want a water supply that will be sufficient for all time, and we want it not only for the present but for the future. We want a water supply that will be sufficient for all time, and we want it not only for the present but for the future. We want a water supply that will be sufficient for all time, and we want it not only for the present but for the future.

We want sufficient water not merely for the present city of Victoria but for the Victoria that embraces, if not in name yet in identity of interests, Saanich, Esquimalt, Oak Bay, Malahat, and the surrounding country. For this, in my opinion, we must not merely want Elk lake or Goldstream or Sooke lake, but we want all of them. I don't mean to say that it is necessary to get to the immediate expense both of purchasing Goldstream and of leading the waters of Sooke lake to the city, but while we must first make adequate provision for the immediate future, we must not neglect to prepare for the greater future that is not more than four or five years distant.

With the latter object we ought to have all the water supply within the distance reserved to us forever. The expense ought not to be imposed upon the city of Victoria alone, but upon the greater Victoria that is to be.

The arid town it has so far been, satisfied if it has barely enough water for its own ends and regardless of the benefit to itself from supplying the surrounding districts with water.

It is, then, let it have its own isolated supply. But if it wishes to become the Victoria it ought to be, the head of an agglomeration of municipalities and finally dependent upon each other's prosperity, then let it join with its neighbors for their mutual benefit in one complete joint water system for all this end of Vancouver Island.

Other words let the ratepayers ask the provincial government to create a water board on which each municipal authority would be represented in proportion to its interest in the benefits to be derived from the system or systems which it would be the duty of the board to construct, or expropriate.

This water question is so all important that other reforms, large as they actually are, seem small by comparison. The street management must be remedied. Everyone, apparently, is now agreed that the system of management is to blame for the present very unsatisfactory state of affairs. Who is to blame for the system is another matter which it would be a waste of time to discuss.

I feel very confident that it is not the business of any individual member of a municipal council, whether mayor or councillor, to interfere personally either with any civic works or any persons engaged in such works.

It is no part of the qualification of a mayor or councillor to be either an engineer or a supervisor, and the less he interferes in such matters the more likely it is that the work will be done well. It is likely that it is the responsibility for its being done badly will be placed on his shoulders.

The council is responsible for the selection of works, as judges of public utility and financial means.

Having made their selection, the execution of the work ought to be left to skilled, competent officials, keeping in mind that the council is also responsible for the selection of its officers.

These two matters, namely: (1) the water supply, (2) street management, must be attended to and remedied forthwith.

That is the only policy I have.

Yours truly,
W. E. OLIVER.

WILL REMOVE TO BLANCHARD

CITY AND RAILWAY
REACH AGREEMENT

Extra Train Promised on the
Victoria & Sidney Line
Shortly.

at Monday night's meeting of the city council W. J. Taylor, city barrister, submitted the terms of the arrangement arrived at between the city and the Victoria Terminal Railway Company, as follows: The company will

1. Remove from the market building and take up the rails on Fisguard street, leaving the portion of the street where the rails were laid in the same condition as the balance of the street;

2. Erect a suitable station at the corner of Fisguard and Blanchard streets;

3. Dedicate a street in the rear of its station;

4. Remove its present line of track on Blanchard street to the westward and lay two tracks instead of one;

5. Give up all rights or claims to the market buildings;

6. Release the city from all obligations in respect of the subsidy amounting to about \$350,000 in the future;

7. Release the city from all possible claims for arrears in respect of the subsidy amounting to about \$22,500;

8. The company in conjunction with the V. & S. railway provide for transportation of cars of the V. & S. railway from Sidney to the V. & S. line on the Mainland;

9. The company will make traffic arrangements with the Northern Pacific so that freight may be delivered in the city via Sidney;

10. The company will run an extra train, giving three trips each day instead of two as at present, starting one train from Sidney in the morning;

11. The company pays the costs of the city in this action.

The city will—

1. Close a portion of Blanchard street as a street;

2. Release the company from obligation to maintain a railway ferry steamship service.

Mr. Taylor mentioned in his covering letter that the city had obtained practically all that it had been contending for and advised the preparation of the necessary by-law ratifying the arrangement and the desire of the council had been duly recorded.

Mayor Hall said the objection he had to the arrangement as proposed was in respect to the closing of a portion of Blanchard street. He did not altogether like this feature of the proposition.

Ald. Ross wanted to know what would be the position of the city should some of the owners on Blanchard street set out an injunction preventing the railway company from closing the streets as proposed.

Ald. Bishop said he had heard that a number of owners on Blanchard street had said they would certainly apply for an injunction.

Ald. Stewart said the matter had been hanging fire long enough, and council ought to dispose of it once and for all. It looked to him like a good arrangement. It was highly important that the market building should be available to the city. The earliest possible date for the completion of the work was in the hands of the railway company, to the detriment of the city.

Necessary instructions were then issued for the city solicitor to prepare the by-law.

SHEEP CREEK HAS

BRIGHT OUTLOOK

Advent of Electric Power Will

Result in Increased

Output.

Vancouver, Nov. 23.—In an interview, J. S. B. O'Brien of the Vancouver Finance Corporation, Limited, who has just returned from a two weeks' trip to the Sheep Creek gold camp near Nelson, stated that he, in company with a well-known mining engineer, inspected the camp, during which they made an exhaustive examination of the mine, and found it to be one of the best in the province. All eight properties on which 2,000 feet of work has been done with excellent results. This is a shipping property and the original owners in this district have proceeded in their development so long unaided by capital.

Mines in this vicinity are exceptional to any other mines in the world in having from their inception been mined and operated entirely from the proceeds of ore shipped, including payment, machinery, stamp-mills, etc. There are but 38 stamps in the camp at present, which are inadequate for the needs of the three mines to which they belong, leaving at least twenty mines capable of supplying gold-sized mills with a regular output of ore, unprovided for. These must rely on their first class shipping ore alone for production.

The advent of electric power to operate the mines and mills properly is near at hand, and the result will be, as estimated by competent engineers, an annual gold output from this camp of several million dollars.

The amount of attention this camp is receiving at present is remarkable, three large properties being acquired by eastern American capitalists while Mr. O'Brien was there.

TRAINS KILL CATTLE.

Creston, Nov. 23.—There has been a serious slaughtering of livestock of late by the C. P. R. trains near Creston. A valuable horse, owned by G. A. Laurie, was killed near town, and the following day no less than three cows were killed by the east-bound passenger train and killed just near the town limits.



ANOTHER STORM CLOUD APPROACHING.

C.P.R. TRAINS ARE STILL BLOCKED

DELAYED BY SLIDES
WEST OF NORTH BEND

Pitt Meadows Are Flooded—
Workmen Keeping Dykes
in Order.

Vancouver, Nov. 30.—This city was isolated last night but for the special news wire into the World office.

The storm had caused more slides on the C. P. R. and carried away all wires to the east. The south wires on the same system were lost early yesterday and the cable to Victoria was only working at times. The Western Union wire to Seattle was washed out early yesterday. Last night the C. P. R. borrowed the news wire and worked it with commercial messages. This morning after some news of the storm had come through this wire was carried away. The C. P. R. has repaired one line to Winnipeg and that is so flooded with delayed messages that it is impossible to get news from the east.

Beyond the damage locally reported yesterday there is little to add. The waterworks dams at Capilano are safe and less water is now flowing over the intake, though the stream is still swollen.

On Broadway, where a washout occurred on Sunday, there has been an onrush of subsidence, but houses are safe and the rush of water has stopped.

The C. P. R. transcontinental trains are still held up by landslides this side of North Bend.

At New Westminster the floods did great damage. Part of Collier's store, in front of which a sewer was being dug, collapsed and had to be propped up to save the whole structure from toppling into the street. All eight properties on which 2,000 feet of work has been done with excellent results. This is a shipping property and the original owners in this district have proceeded in their development so long unaided by capital.

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NUGGET FOUND IN

PUMP OF DREDGE

Recovered From Rubber of

Tubing When Repairs Are

Being Made.

New Westminster, Nov. 29.—Curious articles are from time to time found in the debris which remains in the pumps of the King Edward dredge, after a long spell of work. The King Edward is now preparing to proceed to Nanaimo to assist in deepening the harbor there, and the pumps and rubber couplings for the pipes have been overhauled.

On looking over the material removed a small nugget of gold was found embedded in the rubber of the tubing. It was valued at several dollars. The nugget had the appearance of having been part of the cleanup of some alluvial miner, having evidently been burned to drive off the amalgam. It was tested by a local jeweler and found to be the real article.

JAPANESE LINER WRECKED IN GALE

ALL THE PASSENGERS
AND CREW PERISH

Number of Small Vessels Go
Down in Storm Off the
Coast of Japan.

Tokio, Nov. 30.—The Japanese liner Kishe Maru was wrecked in a terrific gale to-day which rages off the Japanese coast, and all the passengers and crew were lost.

Twenty-five bodies have already been cast ashore.

Many smaller vessels went down in the storm and the loss of life will be heavy.

TWO ALDERMEN

TENDER RESIGNATIONS

Members of Kelowna Council

Regard Adverse Vote as

Lack of Confidence.

Kelowna, Nov. 29.—At the last regular meeting of the city council the resignations of two of the aldermen, Messrs. Bailey and Rowcliffe, were read by the clerk, the action being taken because of the adverse vote polled on the by-law providing for the reconstruction of the power house, which they considered to be a vote of censure upon them as members of the light committee and also one of want of confidence in the entire council.

Immediately following the reading of the minutes, the subject of the defeated by-law came up and several of the aldermen expressed their views, the majority apparently being in favor of the entire council resigning in a body.

Ald. Bailey handed in his resignation, which was read by the clerk. He said that he considered the adverse vote was a vote of want of confidence in the council and one of censure upon the light committee, and he as a member of that committee had no other course to follow but resign.

The mayor counseled waiting for a few days, as there was no good to come of taking hasty action. He did not think the people fully understood the circumstances and the wording of the by-law was also misleading.

Ald. Bailey disagreed. He said that the defeat was the outcome of organized effort to that end, and there was nothing to do but to resign.

Ald. Rowcliffe, the other member of the light committee, also handed his resignation to the clerk, which was read, and with that of Ald. Bailey, was held over until next meeting.

LOGGING CAMP.

Creston, Nov. 29.—C. P. R. Riel, contractor of Creston, has gone to Corn creek, where he will establish a logging camp for the winter. C. J. Stephens, who was recently awarded a contract for 1,000,000 feet of saw logs by the C. O. Rogers Sawmill Company, is also making his camps on Goat mountain. These two camps will employ about fifty men.

MAY GET TRAIN SERVICE FRIDAY

HOPE OF MANAGEMENT
OF E. & N. RAILWAY

Many Men at Work Effecting
Repairs—Charmers on East
Coast Run.

(From Tuesday's Daily.)
H. E. Beasley, superintendent of the Esquimalt & Nanaimo railway, said to the Times this morning that the company hoped to be able to arrange for a resumption of traffic over the line by Friday, though no definite promise could be held out that this would be done. Large gangs of men are at work at various points along the line where damage has been done by the floods, and all this work is receiving the personal attention of the traffic superintendent, J. Goodfellow. The latter has not yet submitted a report of the situation, so it is not known definitely at what point a transfer service can be established. The biggest break is in the vicinity of Ladysmith where a trestle three hundred feet long and 60 feet deep has gone.

The steamer Charming will leave tomorrow morning for points along the east coast and she will carry the mail arrangements having been made to this end by the post office department. Her continuance on this run will depend entirely upon the duration of the blockade on the railway.

The flood situation throughout the city is being relieved now that the heavy rains have ceased, but complaints regarding damage to cellars and houses continue to pour into the city engineer's department. An amusing feature of the situation is that most of the complainants think they have the best of grounds for an action for damages against the city, and in many instances the city has been threatened with lawsuits. Civic officials, while sympathizing with the sufferers, laugh at these threats, as the conditions which caused the damage were entirely unanticipated and quite unprecedented.