an enthusiasm and in a manner in ever;

"In addition to the general question

of Better Terms which will be taken

up by my colleagues and myself, numer

ous department matters must necessari y be presented for the consideration of

Hon. Mr. Borden and his ministers while

we are in Ottawa. All these are of

very considerable moment, and it would

not be fair to Provincial interests were

Pisheries Bights.

of our fisheries rights, of Indian re-

serves, of railway lands, of wharves and

similar public works, of river and har-

"Among others there are the matters

any to be overlooked or neglected.

ven of Mr. Borden's Cabinet Elected Yesterday and Othwincluding Hon, M. Bur-

county; Hon. J. D. Heletief in Grebes county; Hon. F. D. Monk, in Jacques Cartier; Hon. W. B. Nantel, in Terre-bonne; Hon. G. E. Fester, in North To-ronto; Hon. J. D. Reid, in Grenville. Hon. Sam Hughes, in Victoria and Hali-burton; Hon. T. W. Crothers in West Elgin; Hen. J. Roche, in Marquette, and Elgin; Hon. J. Roche, in Winnipes, Hon. Robert Rogers in Winnipes, The other ministers whose el

Cochrane and White are also to be un-OTTAWA, Oct. 27 .- On instructions from Hon. S. Hughes minister of militia, Col. Fiset, deputy phaister of the department, and Lieut. Co. Maunselle, across the Pacific, provided that the director of engineer services, left yes-terday for atlantic City to witness the aviation flichts there during the next few days under the approves of the United States was descriment. The Canadian militia department has as

taken po definite steps to keep man in preparing to itilize serial craft for defence purbut the question has been under ensideration by the militia council for some time. It is possible that a beginning may be made shortly by the purchase of an airship by the militia department. The report of Col. Fiset and Col. Maunselle on their return will be nsidered by the militia council with

Hughes will leave on Sunday algia for the Pacific coast in company cal McKenzie, chief of the eneral staff, for an inspection trip covering militia properties and forces between Winnipeg and Victoria. Col. Hughes expects to be back in Ottawa in time for the opening of parliament on November 15.

COMPENSATION FOR SEALERS

(Continued from Page 1.) idemnify the owners of the schooners owned independent of the Victoria Sealing company. The vessels have depreciated since then, and when this is considered together with the interest the sum of \$500,000, which the sealers ask is not considered too high, especially in view of the fact that owing to the difficult work of these men who have spent their money and fought despite the restrictions to make the indusprofitable. Canada will receive at least \$2,000,000 by virtue of the treaty which has driven them from the sea. The fleet of schooners at anchor in the Sealing company numbers 35 vessels, and there are six independent vessels, but four of which were in Bering Sea this season. Owing to the severity of the regulations framed to force the pelagic sealer to retire from the business, the fleet has decreased in size of recent years -- and now the seal-hunter must seek a new occupation. His busi-

ness is ended. There are also two other matters in which the sealers of Victoria seek the attention of the government. The claim made many years ago for the illegal seizure of the steamer Coquitlam although adjudicated upon by the United States courts which held that the seizure was illegal and the owners entitled o the damages sought, \$107,466, has never been dealt with. The sealers ask that steps be taken to bring this claim to the attention of the Washington government. Also there is the claim for the illegal interference two years ago by the U.S. revenue cutter Bear with the schocners Jessie, Pescawha and Thomas F. Bayard on the sea-otter grounds. Capt. Bertholf of the Bear peremptorily sealed up the arms of the three schooners and ordered them from the grounds with the result that there

Of late years the sealing industry because of the restrictive regulations. has dwindled at Victoria, and whereas a fleet which totalled 64 vessels once went out to Bering Sea from Victoria. this season but four schooners are at sea, while a great fleet of vessels lies at anchor in the harbor. Owners telegraphed to Ottawa some days ago asking to be permitted to make other dnsposition of them, but nothing will be done until the treaty is in effect. As the Victoria business dwindled the Japanese fleets increased, for the reason that the nodus vivendi arranged at the Paris Tribunal between Britain and the United States did not affect the Japanese whose vessels were not interfered with until they invaded the three mile limit, whereas the Canadian schooners, under the regulations had a closed season and prohibited area at all times of 60 miles

about the rookeries of the Pribyloffs re obliged to use spears only in Sea while the Japanese fleet to to within three miles of the es without molestation and also rearms.

Catches Low-Prices High

The catches of the pelagic sealers, as a result of the increasing diminution of the herds, have become smaller year by year and the prices have consequently advanced until skins which sold for \$8 or \$9 fifteen years ago now bring over \$30 and more at the annual sales held by C. M. Lampson & Sons at London, Eng., where the fur-buyers of the world gather yearly.

Pelagic sealing was "invented" by isen, an old Norwegian shipn ho now pilots the tramps Nanaimo and Comox for coal. arly traders of Vancouver Islan days when the coast cities

hamlets had been sending Ir dians in canoes to take fur seals ne the land when the herds were homing to the Pribyloffs rookenes and Capt. Christensen had charge of a trading schooner belonging to one of these trad-ers. He hit upon the method of pre-serving seal pelits in salt and schooners were then sent to sea carrying salt in their holds with the hunters on board to shoot the fur-bearers at sea, skir them on the decks and preserve the furs sait. At first the schooners did not cruise far and the method of preserv ing the skins was soon passed from

shaler to sealer and the stile, Portland and San Francisco beattle, Portland and San Francisco beattle, In 1882 the gan to send out vessels. In 1882 the er City of San Diego with the Alex McLean, who

ten ved Murney begins ear and through namely Messrs. Burrell, with the and of the the manifes of speng they are found of the California, Oregon, Washington

British Columbia coasts. The regulations which governed the Canadian vessele, but not the Japanese craft sent spring season of hunting close on April 30th and the closed season continue until the end of July, it not being lawful for the Canadian schooners to take seals in Bering sea until August 1st. The Japanese vessels usually entered in June and July. For many decades schooners have

been sent yearly in December and unless a coffer dam was built at great January from Victoria to cruise southward to Lower California and follow the herds northward. Some of the vessels have full crews of white hunters, from 21 to 25 men, while others carry from 5 to 7 white men and from 20 to 30 Indian hunters who supply their own canoes. The Indians native to the North Pacific coast had always carried on sealing, long before Bering went into the sea which bears his name and found the Pribyloff island herds. In 1800 the Boston ships sailed around the Horn to trade with the natives of then unknown Pacific shores, secured Russian hunters from Alaskan trading posts to go along the shoreline in

search of fur seals, but few made a business of sealing. With the early settlement of this coast the business was lost sight of, except in Alaska, where the Russians, then owners of the territory, had a monopoly of the ousiness. Capt. Wm. Spring and his partner, Hugh McKay, who established trading posts on Vancouver island, were the pioneers of fur-sealing on the North Pacific. Capt. Christensen, who sailed one of their schooners, had noticed that the Indians brought seal pelts to the trading stores and he in-

followed by Capt. J. D. Warren, in the same business, to engage the coast In-

duced his employers, who were later

dians to hunt seals for them. San Diego's Voyage. The voyage of the City of San Diego gic sealing and a fleet of 14 schooners went from Victoria in 1882, and since then the fleets increased until during the nineties fleets ranging from 50 to 60 schooners went out the largest fleet being 64 schooners following the driving out of the United States owners from pelagic sealing by the enactment of the law of 1893, which forced many wners at Seattle and San Francisco o send their vessels to Victoria and Yokohama and place them under the British and Japanese flags. Until then the Japanese had given little attention pelagic sealing and with the coming of the foreign vessels to Yokohama the Japanese interested themselves with the result that the foreign owners were gradually driven out and other than in one or two cases the fleets from Japan are Japanese owned. The Japanese schooners hunted off the Kuriles, in Okotsch sea and near the Copper is lands until the close of the Russo-Jap anese war when the pelagic sealers from Japan began to enter Bering sea, and in 1906 and 1906 made some daring raids on the seal islands, with the result that twelve were killed in 1906 by the guards at St. Paul island. Last year 35 Japanese sealers went to Bering sea and this year 50 schooners have gone from Japanese ports to the same

hunting grounds. Many ideas have been put forward for the stoppage of pelagic sealing. Some years ago at the instance of Prof. David Starr Jordan and Prof. Farmer, electrical branding apparatus was placed on the rookeries and many seals were branded with a broad band across the back. It was considered that this would spoil the fur and with the skins made profitless the pelagic sealers would no longer hunt the seals. Only a small percentage of these branded them died in agony as a result of the salt water opening great sores on their backs where the branding iron had burned the skin. Another scheme ad-Washington various times since 1892 to

Increase of \$900,000

ST. JOHN, Nfid., Oct. 27.—Exceeding last year's record by \$900,000, the trade of Newfoundland for the fiscal year ending in June, set a new high mark, according to the announcement made here today. For the fiscal year the olony's trade amounted to \$25,400,000, against \$24,500,000 for the previous year. The total imports showed an increase of \$300,000, being \$13,400,000. Exports totalled, nearly \$12,000,000, showing a slight increase. The exports to Great Britain amounted to \$2,300,000, an increase of nearly half a million dollars. This was due largely to the output of the new pulp mills.

Earl Grey's Homecoming LONDON, Oct. 27.-Earl Grey had an

enthusiastic reception on arrival yesterday at Howick, his northern seat.

Building of New Steel Steamer Will Make Esquimalt Shipvards a Hive of Industry

struction of a steel screw teamer for the C.P.R. at Esquimalt, of which was given by the Colonerday, created much interest on he waferfront. The yards of the B. C. Reliway company will soon be of industry when the new vessel down on the building slip at the eks at Esquimalt, and it will mean a ye addition to the staff at the yard.

was pointed out by many that if a

mercial concern could award a con-

tract for the building of a steel merchant vessel of such a size as that to be built it was likely that the gov ernment would be able to arrange for the construction of the warships to be built for the Canadian naval service on the Pacific, if the programme is proceeded with, at Esquimalt. The B. C. Marine Railway company has plans prepared for a modern shipbuilding yard. and also for a modern drydock, which is a necessity. The old drydock has become too small to accommodate the greater portion of the steamers which ply to this port, and if any one of the ocean liners which now come here should go ashore or meet with other accident and be brought here for repairs the work could not be done here

The B. C. Marine Railway company has adready much work in hand. The repairs to the steamer Princess Beatrice on the ways are proceeding rapidly and it is expected the steamer will be ready to be floated again in about two weeks time. The contract has been secured by the firm for the conversion of the boilers and furnaces of the G.T.P. liners Prince George and Prince Rupert to allow of oil fuel being used on these vessels. The alterations will cost in the

neighborhood of \$50,000. No time is to be lost in assembling the material for the construction of the new Princess liner, intended to replace the Tees on the West Coast of Vancouver Island, and it is expected the first shipments will soon be on the way to Esquimalt.

The contract for the new Princess to

e built here indicates the development being made by the B. C. coast service of the C.P.R. Since Capt. J. W. Troup, superintendent of this service, took charge he has shown a keen perception of the needs of the growing business on this coast and under him a progressive policy has been adopted by the company which has had its result in increased business. When Capt. Troup took hold the local ferry services were confined to the steamer Charmer which operated between Victoria and Vancouver in a daily service, and the Victoria Seattle route was being served by small United States steamers like the Rosalie into Bering sea where three hunters and the ill-fated Clallam. Following the disaster to the last named vessel in response to requests by the Board of Trade and citizens the C.P.R. decided t enter this trade, and, looking ahead. Capt, Troup saw that it was good business to provide first class steamers. The Princess Victoria was the first to be built and when she came from Newcastle nine years ago there were some in Victoria who considered that the ves sel was too good to be a paying concern Capt. Troup knew otherwise. The Princess Victoria has paid, and new steam ers have followed, the business developed necessitating constant increases. The Princess Charlotte followed the other three-funnelled steamer, which had soon become famous about the globe, and the Princess Adelaide and Princess Alice have now been provided for this interport service. The result s that beginning next spring the Vic toria-Vancouver service will provide for hree sailings either way each day. The northern service will be improved by the addition of the new Princess Sophia low under construction at Paisley, and here will be a fast service between Vancouver and Nanaimo with the new urbine steamer Queen Alexandra. When the new steamer is completed at Esquimalt and those coming from the United Kingdom arrive the C.P.R. B.C. coasting service will include 24 vessels.

RECORD OF THE AMERICAN BENCH (Continued from Page 1.)

judge, and if I had acted differently from the way I did, I would have been vorthy of neither title. I couldn't have done anything else but what I did. "I wrote my veto out of my heart and am proud and glad I wrote it."

The president told the lawyers that he did not think criticism of the counanimals were taken at sea; most of try's judges and the judicial system was justified.

"While the judges here don't measure up to the high standard of elsewhere still the record of the American bench vocated was a general massacre of the as a whole is high. What defects there herds, bills having been introduced at are, are due not to the weakness of the judges, but to the weakness of the people. I sometimes think the socialists and anarchists and the discontented ought to hire a lawyer to pick out

flaws in the system to attack." WILL PRESENT CASE FOR B. C.

(Continued from Page 1.) plood but a recognized and exception

ally capable leader in the nation's thought, especially qualified to unostentatiously promote a larger sympathy and fuller understanding in the imperial family.

"The people of British Columbia in all its parts are already eagerly looking forward to the visit which in the usual course of events His Royal Highness will pay us during the next few months. The Duke of Connaught when he comes to the capital of British Columbia may expect to be received with

bor improvements, and last, but not least, the questions of Asiatic immigration and the necessary regulation of immigration generally for the protection of our own workers and the building up of a white Canada as a strong and essentially British nation within the Empire. We also purpose taking up with the minister of the interior the desirability of the inauguration by the federal authorities of more effective measures for promoting advantageous went down with the wreck. publicity for British Columbia.'

Premier McBride, Mr. Ross and Mr. Bowser all are looking forward with pleasure to their forthcoming meeting with the prime minister at Ottawa, knowing Mr. Borden as they do well, and with the further knowledge of his many years of hard, useful and effective work while in opposition, during which he has got very closely in touch with British Columbia and its needs. They feel that they are taking the case of this Province to an understanding

and friendly court. "In addition," added Hon. Mr. Mc-Bride, "all the members of Mr. Borden's cabinet are men of broad views and statesmanlike grasp, and we have every reason to expect their close attention to and careful consideration of the various points to be advanced. We expect to leave Ottawa, returning, on the 8th or 9th, of November, coming directly home in order to prepare for the session of our Provincial legislature, which will meet very early in January."

PANIC REIGNS AT PEKING

(Continued from Page 1.) The Manchus are said also to fear a massacre on the part of the Chinese. Both continue to desert the capital. All trains are crowded and the foreign banks are receiving deposits of silver Foreign business houses and gold. within the legation quarter are receiving treasure chests for safe keeping a high rates of storage. Many foreigners iving outside the legation quarter are becoming alarmed and are formulating in conjunction with the legations, measures against emergencies

A fortnight ago when the government began to take drastic measures, the Chinese spirit was quelled. Now, since the defeat of th perialists on Oct. es of Manchu 20, and other weakness revor talked openly semi-public hos-Meetings are held telries and the police do not interfere Certain revolutionists, proclaiming themselves emissaries of the great organization, have entered the legation quarter and informed foreigners that Peking is organized and ready for revolt, only awaiting orders from the re-Chinese element of the garrison is in

The reported re-capture of Hankow the war minister, may, however, damp the ardor of those who seem ready to go over to the revolution. One of the legation has a report from Hankow tonight that the rebels retired before the imperialists without serious resistance. This causes the helief that Yin Tchang's victory may have been rearranged. Upon receipt from the war minister, Yuan Shi Kai immediately ssued orders that railway traffic beween Peking and Hankow be resumed on Monday morning. It is thought that Yuan's negotiation with the rebels may have provided for their retirement to Han Yeng.

Two distinct parties have developed mong the Chinese. One embraces the national assembly, most of the government officials in both provincial and central governments, and also the con servative business men. This party favors the continuance of the Manchus on the throne, although with a completely constitutional government. The other party, led by Wu Chang and other rebels, aims at the expulsion of the Manchus from Peking. The hot heads mention measures such as those em ployed in the French revolution. The calmer and more considerate revolu tionaries speak of exile to the ancient refuge of Jehol, where the members of he imperial family may be surrounded

by picked and pensioned guards. It is rumored among the Chinese that he imperial family intended to fiee from the capital. The legations ad vised them to remain, pointing out that such a show of defeat would only make conditions worse and cause more serious uprisings. It is said the Japanese government will not permit the imperial family to find asylum in Manchuria because of the uncertainty of their not carrying their troubles thither.

The national assembly continues its discussion of the constitutional programme for immediate adoption. At a secret session today the members discussed what attitude the assembly would take toward the rebels. It was decided that if revenge upon the Manchus was the motive of the revolution, the assembly would not support it, but if reformation of China was the object, the assembly would devote all its energies to attaining that result.

WILL OPPOSE MR. MORLEY IN FIGHT (Continued from Page 1.)

early completion of the High School and more adequate accommodation for the junior grades are favored by him To work in complete harmony with his fellow members on the board will be his first desire should he be elected. Mr. Beckwith had extensive experience in mustale 1 affairs, having served four years of the council, three consecutive wars at one time and one term on another. The is conversant with council affairs and procedure.

BY ROQUOIS

off Seattle in Fog Collision Yesterday Morning Results in Sinking of Stern-

The steamer Iroquois, which reached port yesterday morning, collided with and sank the sternwheel steamer Multnomah in Seattle harbor in a dense fog, soon after midnight yesterday. The Multnomah, the second steamer sunk by the Iroquois by collision within a week, was inbound from Tacoma. Her crew and passengers were saved, but 15 cattle

Iroquqois was starting from the harbor at Seattle for Victoria and the lookout could see only a few feet ahead. Those on the Multnomah did not see the Iroquois until she loomed out of the fog. They scrambled over the bow of the steamer.

outhound from Seattle with passengers for Victoria, struck the freight steamer Multnomah from Tacoma for down with the Multnomah. The Iroquois jured.

steel steamship Indianapolis cut down the little wooden steamer Kitsap in the fog and the collision took place at almost the same spot. The Iroquois, a steel ship of 1,149 tons, left the Canadian Pacific pier at 11:30 o'clock under charter to the Canadian Pacific and carrying passengers for Victoria. The Multnomah, a 26-yearold wooden stern-wheel steamer built for Columbia river passenger business was coming up to her pier from Olympia and Tacoma with freight. The fog was so thick that a light could be seen only a few feet, and there was bewildering tumult of fog whistles Both boats were proceeding with caution because of the thick weather, when suddenly the knife edge of the \$roquois sliced the fragile Multnomah almost clear through. The Iroquois' engines were stopped at once and the crew of the wooden vessel were taken on the Iroquois, which put back to the pier and landed the men. The Multnomah's wreckage went to the bottom as soon as the Iroquqois disentangled herself. No one was injured on either boat.

The Multnomah, which was owned by the Olympia Navigation company, was built at Portland, Oregon, and was a favorite passenger vessel on the late, however, she had become a mere volutionary chief. They say the entire hulk engaged in carrying freight between Olympia, Tacoma and Seattle. stimates of her value range between \$15,000 and \$25,000. She is a total hundred feet of water. The Iroquois belongs to the Inland Navigation company and makes three trips a week between Seattle and Victoria under charter to the Canadian Pacific Railway company.

G. T. P. RAILWAY

Town Will Be Established Adiacent to Hazelton at Confluence of the Skeena and Bulkley Rivers

A tract of 350 acres, situated on the

skeena River, just to the south of its junction with the Bulkley, has been purchased by the Grand Trunk Pacific Railway Company for townsite purposes. As it is only about a mile and a half from the old townsite of Hazelton, it will be called South Hazelton and with the consent of the citizens of the present town of Hazelton, may by an enabling bill become known in a few months by the name of Hazelton simply. The citizens of the present Hazelton have intimated their intention of moving to the new townsite, which will be situated on the railway, and will be connected with the old town by a bridge across the Bulkley River. The townsite was a portion of 900 acres owned at that spot by Mr. W. J. Sanders, sergeant-at-arms in the pro vincial legislature, and the sale of 350 acres from Mr. Sanders to the Grand Trunk Pacific Railway Company was egotiated by the Natural Resources Company of this city, who are agents for the Grand Trunk Pacific townsite. The G. T. P. depot at Ellison, two miles further west, will be moved to the new townsite forthwith, and with the renoval of the town of Hazelton also the nucleus of a city at the confluence of the Skeena and the Bulkley will already established.

For the citizens of Hazelton the new ownsite has this distinct advantage -it will enable them to transfer their business to the side of the railway without altogether losing their interest in the old townsite, the distance between the two not being too great for easy connection. For topographical reasons it was not possible for the railway company to utilize the present Hazelton townsite but the new site on a plateau 350 feet above the level of the river is admirably adapted for building a city with ease.

Aldermere is asking for a Small Debts

ALBUQUERQUE, N. M., Oct. 28 .-With the noose of a lasso about her neck and her body covered with bruises indicating according to the authorities that she had been dragged around the room until dead, the body of Mrs Gertrude Griego was found on Tuesday morning in her home at San Rafael

Bride Victim of Murde

Pail to Win Purse.

Louis, aged 7 and 11 years respect-

ively, arrived in Sacramento on horse-

back this morning after a ride that

has taken them almost across the con-

tinent. The boys set forth from

Coney Island on August 1, and were

to make the trip to San Francisco in

sixty days to win a purse of \$10,000

said to have been offered by several

millionaires of New York. They

were delayed in Ctah and Wyoming

have ridden unaccompanied. Their

Snohomish Found Abandoned

Yesterday

Fishing Boat off the Vancou-

ver Island Coast at Noon

The U.S.S. Snohomish picked up the

erelict sighted by the outbound R.M.S.

Empress of Japan at 12.30 p.m. yester-

the abandoned vessel. There was no

name on the craft, a small sloop-rigged

found on board. The only means that

might lead to identification were the

letters and number "S.M.1403" painted

The Snohomish is proceeding to Port

Members of the crew of the fishing

steamer San Juan, which arrived in Se-

attle reported that on last Tuesday night

while their vessel was about ten miles

off Cape Cook, they sighted a flare

light, evidently a distress signal, but

were unable to locate the vessel. News

est and there was considerable specula

tion as to the name of the vessel among

the fishermen at Seattle. It was sug-

gested that the schooner might be the

Comet, A the San Juan Fish Company

which does not carry ballast, and might

have been caught in the recent heavy

weather off the Vancouver Island coast.

The mysterious derelict is probably

one of the fleet of small fishing vessels

halling from Puget Sound which have

been working for some time off the

Townsend with the wreck.

100 miles west of here. She was 16 years old and a bride of only a few weeks. Toribio Griego, her husband, and his mother, who asserted that they spent Monday night in rooms adjoining the one in which the body was wheeler

found and that they heard no unusual noise during the night, were arrested and brought here today and will be held pending an investigation. The arrests took place after a posse, which includ ed Griego, had scoured the country adjacent to San Rafael and had found no traces of the murderer. The authorities state that Griego was insanely jealous of his wife. SACRAMENTO, Cal., Oct. 28.-Temple Abernathy and his brother

The fog was very thick when the

SEATTLE, Oct. 28 .- During a dense fog at midnight the steamer Iroquois, Seattle, and cut her in two. The Multnomah was sunk in very deep water. All persons on board were saved. Fifteen head of cattle went proceeded apparently unin-

The accident was a duplication of that of December 10, last, when the

Columbia river for many years. Of of the sighting of the disabled schooner was received with a great deal of interloss. Her remnants lie in several

West Coast of Vancouver Island. TEES BROUGHT BIG CROWD OF PASSENGERS

Will Start Winter Schedule When She Leaves Again for West Coast

The steamer Tees, Capt. Gillam. or the C.P.R. reached port yesterday with 147 passengers and a good cargo of general freight, including 160 cases of salt salmon for shipment to the Orient. The passengers of the Tees included many from the whaling stations which recently closed down for the season. and Orientals from the canneries at Uchuchlessett and Clayoquot and from Clo-oose eighteen men who have been working on the West Coast trail were passengers. Dr. Newcombe, the well known ethnological authority who has been securing totems and other Indian relics at Nootka, was a passenger from Friendly Cove.

The Tees will begin her winter sche dule on Wednesday, when she leaves again for the West Coast, making three trips instead of four, sailing on the 1st, 10th and 20th of the month. She will go to Quatsino on the 1st and 20th.

Olympic To Resume

E, E. Blackwood is advised that the White Star liner Olympic will leave Southampton westbound on her first trip following the collision with H. M. S. Hawke on November 9th and will leave New York homeward on December 9. The steamer Canada is due at Montreal today from Liverpool and the Scotian on Monday.

MASS MEETING

Montreal Scene of Movement to Erect Monument to Sir George E. Cartier

MONTREAL, Oct. 27 .- Announcement was made today that a big mass meeting will be held in the Monument National early in November, probably on the evening of November 9, when the installation of the officers of the eleven Conservative clubs which have been formed throughout the division of Maisonneuve will take place and arrange ments will also be made for the carry ing to a successful completion of the movement for the erection of a monument to Sir George Cartier, the Can adian statesman and patriot.

Cranbrook is to have a manual train ing school.

Hon, Robert Rogers Responsible for Bringing to a Clos-Prolonged Dispute at Western Mines

OTTAWA, Oct. 27 .- An interchange telegrams has taken place bet Hon. R. Rogers at Lethbridge minister of labor at Ottawa. October 26th to the Hon. Mr. Mr. Rogers said: "Have suc getting a full and complete of the strike signed by both ; The following reply was October 27th: "I am directed minister of labor to convey to most cordial congratulations splendid success resulting from efforts in the cause of industrial thus bringing to a close the prol dispute in the western coal min am also to request you will kind! vey the minister's best wishes to parties, and an expression of his that the settlement effected may a season of extended prosperity and feeling.

when their horses got away and again lost five days in Wyoming because of high water. For 4.500 miles the boys F. A. ACLANI (Signed) Deputy Minister of La father, J. R. Abernathy, accompanied MEDICINE HAT, Oct. 17. them from the Rocky Mountains to was general rejoicing in the cit the news became known, and Mr. Rogers left for Winniper o'clock he brought together t sentatives of the men, headed by Powell, president of District the United Mine Workers of and representatives of the headed by Lewis Stockett, pre-

> the Western Coal Operators' The magnitude of the strike imagined when it is stated time the first of April twenty-five have been shut down and 7,50 have been out of employment. mines represent an invested cap \$40,000,000, while the monthly of the men totals in the neigh of \$1,000,000. Business in all mining centres was considerably

ed by the closing down of the coll no class escaping. The settlement will be of inn advantage to the entire western day after searching for a few hours for try, which owing to the long str was confronted with a fuel she during the approaching winter. fishing vessel, and no sign of life was resumption of operations at the will mean the removal of this da The agreement, which was signed terday, is to continue in force for and a half years, expiring on March

on the bow. This had been painted over. 1915. The effect of the strike on the city Lethbridge alone has been serious. the mines hereabouts, the output which is shipped from this place, cars a day or more were produced several hundred men were emple Since the mines were closed bus has fallen off and it was stated that until the mines were again i eration the loan companies have utely declined to loan money where it would otherwise have be

vanced without any delay. Merci suffered also. The agrement will be submit the various unions, and there question but that a vote of the will sustain the action of their sentatives. The men have sto siege well, said one of their after the settlement was signed have stuck together as well body of men ever did and the looked after them all the time

can now return to work knowing they fought a good fight. HORSEWHIPS JUDGE

Enraged Seattle Woman's Revenge cause She Lost Case Involving

Property SEATTLE, Oct. 27.-Super Judge John F. Main was was horsewhipped at the court by Mrs. Christian M. O. lost a case involving property in Judge Main's col Olsen wielded a short whip of bra rawhide and succeeded amazed judge on the a bailiff overpowere became quiet she was taken county jail where she was held without

a charge. Mrs. Olsen will be br Judge Main tomorrow to ans charge of contempt of court. over the loss of which Mi became enraged involved sor points. The Olsens were sued rent, the rent having been pa months in advance to an failed to account for it, the law being whether or not could hold the landlord. It was before Judge R. B. Albertson. finding in favor of the Olse court granted, a new trial and subsequently was sent to Ju Here also the jury found in the Olsens. Judge Main set verdict and gave a judgmen the Olsens for \$90 and granted of restitution .having the effec eviction from the premises. Judge held that the law of the case clearly against both verdicts and sa he had no other course than to set

thus putting it squarely up to preme court for final adjudication PORT TOWNSEND, Wash., 7.—James T. Wayson, 74 ye chief engineer United States cutter service, retired, died his home here. Mr. Wayso the revenue cutter service in 1866 came around the Hor cutter Lincoln, the first stea ent to the Pacific coast. Un refirement in 1895 he was in vice on the various cutters. stationed at Baltimore during civil war he was one of

CHICAGO, Oct. 27.d States supreme c tention that in u

U. S. Secretary of

gests Policy

Probably be

Ataska

enstruction the gover simply resuming one ctions," and not mate domain of Secretary of the Fisher, in an address an mining congress government ownership mines and transp Alaska, on a limite He declared, howev rnment operation, in nd sending of coal, nd far reaching char and of administration likelihood at the pr adoption to the exc operation, and that said in favor of the ing experimentally did not believe in t the government alone

Alaskan coal. The secretary expre the policy of selling saying he believed th tem avoids controve tremes of public and Therefore, he sugg ownership and the op number of properties private ownership a latter by competition other fields under regulation.

CARELESS Residents in Vicinity Complain of Reckl Life Enda

Complaints are rec boro Bay of an epic shooting in that the lives and safety visitors are seri Despite the strict p practices contained ommon thing for luck hunters to par in boats from 20 to firing upon such duck themselves without ger incident to ins Wednesday last thre (and to speak strict also a dog) amus bombarding the few swimming close dentally endanger lady and two chi pellets of shot flying If it is possible fenders examples

> MAY MOVE PO PLANT

Giant Powder Com Have Obtained Transfe

As a result of th residential area end of its present work an inlet adjoining Giant Powder Co to have made a transfer of its p to Nanoose Bay. the island, a shor Comox. The latte that the necessar lish the works the

from the Provincia Nanoose Bay is the East Coast for on the island, and work in progress cempany will be w its rapidly increas as having the bes

ICE SKATING B DEC

New Monster Rink That Date Says Feature of

Victorians will genuine sample of rick Brothers hav their immense rink boro Bay road a The building,

will cost \$100,000, of size convenienc erior to the majorit in Canada or even have a floor area of and an ice surface area will afford ro thousand skaters a rise from its sides. gallery and the e Will accommodate On the ground fl of the building, are ing rooms for men the same space or being laid out as a p ments have been ma near the front of t

> chinery necessary ture of ice. Among the feature construction are the support the roof. in such a manner ate posts and pillars the view of the mair the gallery, which

the rear are the ami

four sides, and has and cloak rooms, not