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PARIS COUNTY BONI  
IN BLACKEST COLOR

HUDSON BAY NEW  
ROUTE TO EUROPE

Counsel for Countess in Divorce  
Proceedings Delivers Scathing  
Arraignment

J.C. Elliott Has Instructive Article  
In Technical World  
Magazine

Paris, Oct. 31.—The case of the Countess de Castellane for divorce from her husband, Count Boni de Castellane, was begun today. Count Boni's attorneys made no effort for further postponement, and with Henri Dittre, president of the tribunal of first instance of the Seine, presiding, and with two assistant justices on the bench, Maitre Cruppi presented the plea of the Countess for absolute divorce and the custody of the children. This plea was made upon documentary evidence and without summoning witnesses. The great lawyer spoke for four and one-half hours with an intermission of only fifteen minutes. The case was adjourned before Maitre Cruppi's argument was finished.

To annihilate a quarter of the distance from Western Canada to Liverpool, being undecanted millions of acres in the wheat belt of the provinces a thousand miles nearer to market, and cut in half the annual transportation cost on fifty million bushels of grain—this is the tremendous opportunity waiting today for some commercial titan who will cut in twain the North American continent, writes J. C. Elliott in the Technical World Magazine.

Such a severe arraignment probably seldom has been heard in this court room. The lawyer painted Count Boni in the blackest of colors, declaring him to be a rapacious, brutal and licentious, while the Countess was held up as the long suffering and innocent victim. Nothing was spared and nothing was glossed over. In chronological order, Maitre Cruppi recounted the history of this unfortunate alliance, which he said had been unhappy from the very honeymoon, owing to the incredible extravagance of the husband, who, in five years had used up the colossal fortune that the daughter of Jay Gould had brought him. Count Boni's insatiable demands for gold, according to counsel, began as soon as the couple arrived in Paris, and led immediately to ill treatment and abuse and soon to blows. The Countess was struck by her husband, according to her lawyer, the first time, four months after the marriage. Intrigues and amours carried on under the Countess' very eyes were not long delayed. Maitre Cruppi detailed reasons with four society women detailing them as Mme. A. Mene, Mme. C., Mme. D. Referring to the Count's affairs with demimondes, the lawyer related the story in a plain unvarnished fashion. He read several paragraphs of extracts from incriminating letters and gave the depositions of servants and others, proving infidelity. In the case of Mme. C., a code of windows signals had been arranged, and her maid did sentinal duty in the door of the mansion to give the alarm in case the betrayed husband should return unexpectedly. In this deposition, it was set forth a servant ushered Count Boni into Mme. C.'s boudoir. Maitre Cruppi offered evidence to prove that Count Boni had had simultaneously four apartments in Paris for the conduct of his love affairs. The most notorious of these apartments was at Nemilly. They were hired in the names of servants. Count Boni's correspondence with women of fashion was conducted through his secretaries. The reading of letters from some demimonde aroused great amusement in the room. Upon society women and demimondes alike the Count showered flowers and gifts according to the speech of the attorney for the Countess, even pawning precious articles bought by his wife to get the money or borrowing money from her when he could not obtain credit. Maitre Cruppi dwelt upon a passage in a letter from Mme. B. which he declared left no doubt that she had seduced this passage said: "I never believed you capable of making a dishonorable use of my letters." Maitre Cruppi disclosed the fact that in November, 1890, the civil tribune of the Seine was about to appoint a judicial trustee in the person of George J. Gould for the purpose of protecting the Countess against the rapacity of her husband. But being unable to appease the creditors, the case was transferred to New York for the description of the "Comedy Novel" which Maitre Cruppi Count Boni on that occasion provoked roars of laughter. He wrote a letter to the Countess in which he said: "I have this house forever, taking only 10,000 francs to keep me until I can earn my bread. I will resign my seat in parliament and go to China. I am reduced." In a postscript the Count added: "I have 600 francs in my pocket and I enclose 300 for your lunch and dinner today."

Keen business men know that a revolution in traffic routes through Canada is bound to come. The freight now goes through the Great Lakes and the Lawrence river, to Montreal, New York, and Boston, and from there to Europe—a long, devious, and expensive route, requiring considerable rehandling. That there are much cheaper and quicker ways of shipping from the Canadian Northwest to Europe, has been acknowledged before, but the time was not ripe for immediate action. Now, however, the recent industrial depression in Canada and the great influx of home-seekers to her vast agricultural lands, have brought the matter of transportation to a crisis. But what is the key to the problem, and who will grasp the situation and secure the trade, are the questions industrial kings are asking themselves today, while the commercial world is alert and watching with keen interest the coming Titanic conflict.

James J. Hill thinks that he can control the situation from the States end by building a road through Winnipeg and then north and west. Two Canadians, Mackenzie and Mann, of Toronto, believe that the road they are financing, the Canadian Northern, a half line running between the Canadian Pacific and the proposed route of the Grand Trunk Pacific will give them the upper hand in the fight for freight. But the strategic point in this empire battlefield is Hudson Bay; and this is realized to some extent, for the Dominion government has now issued charters for as many as eight different railroad companies which propose to extend lines to this vast inland sea from various points in the interior of Canada.

A large share of the grain traffic of all Western Canada and the Northwest States will eventually, it is probable, pass through Hudson Bay to Liverpool and Europe, instead of down the Great Lakes and thence by rail to New York or Boston or Montreal, to be shipped across the ocean, for the reason that over the new route there will be a total saving in transportation cost of nearly fifty per cent. This saving will be brought about because the Hudson Bay route is from 700 to 1,300 miles shorter than the former route, and because the greater part of this distance is on the water, thus eliminating much of the haul necessary over the old line, with the consequent rehandling of freight. How great a saving may be made from the difference in rail haul alone, will be seen from the fact that the average rate per ton-mile on the Great Lakes is about one-tenth of the corresponding rate on the railroads of the United States. This tremendous reduction in the cost of transportation, if it comes, means not only a complete overthrow of present shipping conditions, but cheaper grain for all Europe. The new route also traverses a latitude of much less than the former route, and therefore the loss of the shipment of perishable goods.

But, strange as it may be, Hudson Bay has been neglected and ignored even by the shrewdest among Hudson Bay men, who have discovered it (1611) and who drifted in an open boat by his mutinous crew, being never afterwards heard from. This great sea, six times as large as all the Great Lakes put together and stretching into the very heart of the North American continent, has been shunned for three centuries, as though the weird story and unknown fate of the buried ghost grows upon their intrusion. A fort was built at Churchill, and in time a small hamlet, called York Factory, sprung up at the mouth of the Nelson river; but for the most part the country was given over to Eskimos, Indians and fur-traders. While an enormous grain trade and freight traffic developed along that commercial midway of America, the Great Lakes and St. Lawrence, the shorter outlet to the Atlantic was left desolate and forsaken. Even now, it is said that not five thousand out of the five and a half million Canadians have ever seen the waters of their great possession, Hudson Bay.

But there must be some reason why this route through Hudson Bay is not used. Yes, there is an apparent reason, at least. The possibilities of the route have been officially recognized since 1884, when the Dominion government sent out an expedition to investigate its merits. This trip in the ship Neptune lasted for three seasons, and the party returned an adverse opinion of the new route, because they said that the mouth of the bay was blocked with ice so as to be un navigable except during about three or four months in summer. In 1897, another ship was despatched by Sir Wilfrid Laurier, in compliance with many requests upon the part of his constituents, as they felt that political reasons had colored the report of the first

expedition. But vested railroad interests again secured the decision, and the route through Hudson Bay was declared impracticable. But the length of the season was determined, the period of open water being placed between the first of July and the first of October. The people, however, were not satisfied with the results which had been obtained, and another expedition was despatched in 1902, with the two-fold purpose of establishing Canadian supremacy on the waters of the bay and finding out how long the passage through Hudson Strait was open. They returned last fall, and declared that the way was available for transportation during four or five months of the year; and the sending of another expedition to the same waters this summer has given additional impetus to the movement for the establishment of a traffic route through Hudson Bay to Liverpool.

Many people today think of North-western Canada as a bleak, barren country, as cold as Alaska or Greenland. But in areas which are in the same latitude as Greenland, the period of open water have been raised. At Fort Providence, nearly 1,200 miles north of Montreal, they raised and harvested a large crop of wheat in ninety days. And the cost of transportation by the direct water route by way of Hudson Bay, would be only about one-half the cost by the present route through Montreal. And the same proportion of saving in shipping would hold true for the entire winter. From Vancouver to Liverpool, there is a saving of 1,300 miles by the Hudson Bay route. As the route has been found to be open until the first of October, ample time for the shipping of the season's wheat crop.

The tremendous amount of territory that will be affected by this new grain route makes Hudson Bay one of the greatest inland trade arteries of the world. Vast agricultural lands stretching as far west as the Canadian Rockies and a thousand miles north of Montreal, are included within the coasting reach of this New-World Mediterranean. In the valley of the Saskatchewan is grown the finest hard wheat in the world, and this great river is navigable for 1,500 miles, a direct water communication into the very heart of Canada from points of junction with the Peace River, the valley extending far into the United States, is already carrying 50,000,000 bushels of cereals. The part of the Red River lying south of the international boundary, has been made navigable for hundreds of miles. A little work on the part of the Canadian government will allow boats to navigate clear to Lake Winnipeg. From there to Hudson Bay is 700 miles, alone, which the Nelson river affords a possible waterway which, with dredging, will be made safe for large river steamers. Thus, again, there is the possibility of direct water communication with Europe through the very centre of the American continent, and at a saving of a thousand miles over the route through the Great Lakes.

Here, then, is the opportunity, perhaps the greatest opportunity of all time, to bring North-western Canada a thousand miles nearer to Europe, and place the farmers who cultivate 60 million acres of land in control of the grain markets of the world by making possible a fifty per cent reduction in cost of transportation. To attract and control the future traffic of the Hudson Bay route, would be to seem to control the destiny of Western Canada and the commercial supremacy of the new world.

ROSE FRITZ IS SWIFT.  
New York, Oct. 31.—Rose L. Fritz of this city, who won the typewriting championship in Chicago last June, came out ahead in the contest at the National Business Show in Madison Square garden last night. She wrote 2467 words from dictation in half an hour, making five errors.

WELL KNOWN JURIST DEAD.  
Chicago, Oct. 31.—Judge Joseph F. Gary, one of the most widely known jurists in this section of the country, and who presided during the famous trial of the anarchists in 1888, died suddenly today of heart disease. He was 84 years old.

MAY HOLD CLAIMS.  
Washington, D. C., Oct. 31.—Further reports from agents of the interior department who superintended the opening on Monday of the Walker Lake Indian reservation in Nevada, have convinced Secretary Hitchcock that the intricate regulations were not serious enough to warrant a recommendation in favor of invalidating it.

IS Disease a Crime?  
Not very long ago, a popular magazine published an editorial article in which the writer asserted, in substance, that all disease should be regarded as criminal. Certain it is that the disease of suffering and of mankind is due to the violation of certain of Nature's laws. But to say that all sickness should be regarded as criminal, is to appear to every reasonable individual as radically wrong.

PLAN TO DEVELOP ISLAND'S RESOURCES  
Ample Capital Available to Work Brick, Clay and Marble Deposits  
Forty thousand dollars will be spent by the Silica Brick & Lime company for the purchase of a plant to be installed on a property about nine miles from Victoria, and in close proximity to the E. & N. railway. It is expected that the entire amount will be available within a month. So confident of the success of the venture are the directors that a member of the company has left for the East already with a commission to open negotiations with some of the large machine manufacturing establishments for the purpose of ascertaining from which concern the best terms can be procured. They believe that their factory will be ready for operation before the end of the year. Of the amount above mentioned, no less than \$30,000 will be expended upon the brick plant. It will be thoroughly modern in all respects and capable of turning out approximately 20,000 bricks per day. The remainder, \$10,000, is the outlay necessary for machinery for the refinement of the raw lime. Its daily capacity will reach a total of 200 barrels. It is intended to operate at its full capacity from the start, the directors claiming that there is a market for all the material that can be produced. In this regard the principal supporters of the venture affirm that the extensive building at all points on the North Pacific for the past few months is, in itself, an assurance that a ready market for the bricks and lime that can be turned out and sold so cheaply must find a ready demand.

JOURNALISTS COMBINE TO EXCITE THE PUBLIC  
Editors of Japanese Newspapers Resolve to Arouse Anti-American Feeling  
Tokio, Oct. 31.—A number of journalists had a meeting yesterday for the purpose of considering the anti-Japanese action of the San Francisco board of education. The following resolution was adopted: "Resolved, that the action of the San Francisco authorities in segregating Japanese children is a great violation of the existing treaty, and an insult to Japan."

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While Visiting Victoria, B. C.  
Stay at the HOTEL VICTORIA  
Which is the most centrally located and best appointed Family Hotel in the city. Rates, \$1.50 per day up, American plan.

SEASONABLE FRUITS  
AT SEASONABLE PRICES  
TO SEE THEM IS TO BUY  
New Prunes, 3 lbs.....25c  
New Figs, 3 lbs.....25c  
New Raisins, 3 packages.....25c  
Cleaned Currants, 3 lbs.....25c  
LOCAL CHESTNUTS, per lb.....35c  
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FURS--We are keeping our stock well sorted from our own factory. A special showing of Mink Ties at \$21.  
SEAL COATS--Made to order, \$250.

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SPENCER'S FOOTWEAR KEEP THE FEET WARM AND DRY.

See our new viscolized wet weather shoes for men and women; prices moderate.  
Women's Viscolized Calf Lace Boot, Blucher cut, waterproof sole (anti wet sole) military heel; per pair....\$4.50  
Women's Viscolized Calf Lace Boot, Blucher cut, low military heel, full fox (waterproof sole); per pair....\$5.00  
Women's Viscolized Calf Lace Boot, Blucher cut, double sole, waterproof, military heel, Edwin C. Burt maker, New York, U. S. A.; per pair....\$6.00  
Women's Vied Kid Lace Boot, Blucher cut, kid lined, waterproof viscolized sole, double welted, patent tip. Per pair.....\$4.50  
Men's Box Viscolized Lace Boots, Double sole (viscolized) welted. Per pair.....\$4.00  
Men's Box Calf Viscolized Lace Boots, 30 in. top, double sole, welted. Per pair.....\$5.50

Women's Box Calf Lace Boots, heavy sole, per pair.....\$2.50  
Women's Box Calf Lace Boots, light sole, per pair.....\$2.25  
Misses' Box Lace Boots  
Misses' Box Calf Lace Boot, spring heel, size 11 to 2; per pair.....\$1.75  
Misses' Box Calf Lace Boots, low heel, size 11 to 2; per pair.....\$1.50  
Misses' Oiled Pebble Lace Boots, low heel, size 11 to 2; per pair.....\$1.25  
Misses' Oiled Pebble Lace Boots, low heel, size 11 to 2; per pair.....\$1.00



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Temporary Showrooms, Douglas Street.  
See Broad Street Windows Today for Friday's Sales

Made with Extra Heavy Bodies and Linings Special at \$6, \$7, \$8 according to size.

quality as can be obtained anywhere in the world. At the present time marble is shipped from certain parts of the Southern States, from Italy, and other remote points. When this is considered in conjunction with the statements made regarding the cheap handling of the local stone, and the market there is for it here, it is felt that the venture will prove the success prophesied.

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VOL. XLVIII.

### TIDE OF IS

President Mara of B. Dominion

THE growing importance of Columbia in the mind of well-to-do farmers in the prairie provinces, the prospect of immigration, now from the United States and out into the Northwest, extending as far as Vancouver, the unexampled prosperity of the whole Dominion, are so things that impressed J. President of the Victoria Trade, on a tour of Canada which he has just returned from. He is enthusiastic when he speaks of the future prospects of the Dominion in the light of the knowledge in the course of his travels. Mr. Mara spent some time in Quebec, Toronto and other eastern Canadian centres. His way home he spent some time in Winnipeg, Calgary and other scattered throughout the prairie provinces which have recently gained prominence.

All Eyes on B. C.  
"British Columbia," he said, "is a Colonist yesterday." "It is an importance in the eyes of the of the Northwest every day."

Large numbers of new farmers, having made their agricultural pursuits, are flocking to the coast. It is expected many will come to Vancouver with the idea of making the whole of Canada their home. The course of the next twelve months some who were already in their affairs preparatory to their own family. He told me that he had been in the residential city of western Canada. Farmers seek homes.

NEW YORK, Nov. 2.—To the close of the campaign for of New York in the political state, although both candidates continue speech-making until night.

For vigor and vituperation it without precedent among the campaigns and for persistence of for votes by the two candidates alone. National issues are by ignored and state issue have received passing mention.

The official close of the campaign was a climax of political activity. It was the last day of W. R. Hearst, the candidate of the pro-party and the Independent. He has been broken as soldier mapped out for them by their political managers notwithstanding the remarkable speech-making lines worn their voices down, them wearied.

The close of the campaign in political circles is a time of watching the trend of affairs, the usual sources of political fiction are all but worthless. Lines have been broken as soldiers. Mr. Hearst and the Republican agents are ready to admit their defection from the Republic among the laboring classes by