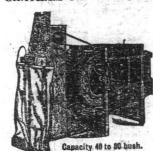
## MAKE MORE MONEY

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Increases the Yield 20%.

CHATHAM FANNING MILL



eds. Large Hopper, Screw Feed easily regulated. Agitator prevents clogging and distributes

rain evenly on screen.

Lower Shoe keeps screens clean—no other ill has this.

End shake and adjustable side shake (three dths). Sixteen screens and riddles, grading any-ing from fine treed to coarsest grain. Screens

thing from fine-tweet to coarsest grain. Screens japanned—can't rust.

Saves screenings for feed.

Works casily and smoothly, combines simplicity with ingenuity.

The Chatham Fanning Mill will pay for itself over and over in one year. It is the greatest economizer and profit-builder on the farm. It ensures bigger drops of better grain.

If it were not the best it would not now be in use en hundreds of thousands of farms in canada and United States. Furnished with or witfout Bagging Attachment, us desired.

PRIZE AWARDS—Highest awards at World's

PRIZE AWARDS Highest awards at World's Fair, St. Louis; l'an-American, Buffalo: World's Fair, Paris, Frince; Toronto, Winbipeg, Halifax, Charieston, Savannah and Jacksonville.

GUARANTEE—Every mill guaranteed for five years. Last's a lifetime.
We send the Chatham Fanning Mill to any
farmer on receipt of his order, at once, without
any cash down, and the most liberal terms of
payment.

Three Styles Capacity 2,000 lbs.

Capacity 2,000 los.

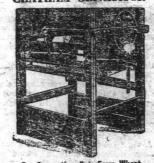
You need a Scale on your farm, for every transaction you make is by weight and you should know the exact weight of everything you buy and sell.

The Chatham Farm Scale is made in three styles. The accuracy of every Chatham Farm Scale is guaranteed by the Canadian Government. Every Chatham Farm Scale is good with Canadian Government Inspector's Certificate of Accuracy.

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Just drep the lever and no weight or wear can

CHATHAM SEPARATOR



For Separating Oats From Wheat.

Bigger Crops of Better You should know the exact Chicken raising a very easy Grain. Clean, Large Seed weight of everything you and simple way of adding and simple way of adding to the farm's cash profits.

CHATHAM INCUBATOR



ors, and they might as obtage patch. The business of a hen is—to lay eggs. As a hatcher and brooder she is outclassed. That's the business of the Chatham incubator and Brooder, and they do it perfectly and successfully.

The poultry business, properly conducted, pays far better than any other business for the amount of time and money invested.

Thousands of poultry-raisers—men and wo canada and the United States—have proved to their satisfaction that it is profitable to raise chicks with the Chatham Incubator and Brooder.

Dator and Brooder.

The Chatham Incubator and Brooder is hon-stly constructed. There is no humbug about it. Every inch of material is thoroughly tested, he machine is built on right principles, the in-milation is perfect, thermometer reliable, and he workmanship the best.

You Pay No Cash Until After (

Send for our handsomely illustrated booklet entitled, "How to Make Money Out of Chicks."

The MANSON CAMPBELL CO., Limited, Dept. No. 258, CHATHAM, CANADA

upon the Colonist, the organ of the government, for having this morning published a very full synopsis of the majority report on the Kaien island land grant investigation which at that time had not been received by the house. If there was anything wrong in the Times publishing the minority findings it was equally wrong on the part of the Colonist to publish the majority report. As a matter of fact the Times secured the minority findings in the regular order of business. He had placed a notice of motion embodying the minority report on the desk of the clerk of the house, and it was customary for press repreon the desk of the clerk of the house, and it was customary for press representatives to examine all such notices, and make copies of their contents. But, said Macdonald, what the premier wants is the sympathy of this house in his ef-forts to keep from the members and from

is the sympathy of this house in his eleforts to keep from the members and from
the public, what the liberal members on
the Kaien island land grant investigation committee, had to say regarding
that matter. If the premier wanted to
be fair, if he had nothing to hide, if
his skirts were clean, if the skirts of his
colleagues were clean, instead of attempting to prevent the publication of
this report he would welcome it.

At the opening of the investigation
the premier had said that he invited a
full and free enquiry; that he would
welcome the publication of every fact
connected with the transaction. But
the experience has been that every effort was made to burke the inquiry, and
now that the minority seek to place before the house their findings, the government is exerting every effort to prevent their publication.

Immediately upon Macdonald resuming his seat the premier was on his
feet and excitedly launched into another
speech.

Mr. Speaker promptly called Mr. Mc-

speech.

Mr. Speaker promptly called Mr. McBride to order, but on the plea that he
merely intended to make an explanation
the premier continued to denounce the
leader of the opposition, amid cries of
"Order," "Order," from the opposition

benches.

In the midst of this uproar, the speaker's voice was finally heard insisting that the premier take his seat, or that he (the speaker) would vacate the chair.

Premier McBride subsided, and Macdonald then rose to make an explanation

For a few moments he could not be For a few moments he could not be heard, the hooting and howling from the government benches being simply deafening. Macdonald held his ground, and finally said that if the premier was at all annoyed by any of his remarks, he (the premier) had only himself to blame for having referred to the members of the liberal party as being contemptible

temptible.

Premier McBride, having in the mean-time cooled down, withdrew the ex-

pression.

The debate on Oliver's amendment to the Columbia and Western bill was then proceeded with. Macdonald simply remarked that he had nothing further to

## EXPRESSED EARNESTLY

BOARD OF TRADE RESOLUTION UPON FREIGHT RATES

ALL CANADIAN NEWS SERVICE IS

There was a busy and important meeting

There was a busy and important meeting of the board of trade held last evening in which a variety of matters of moment to the community in its numerous interests were dealt with. Chief among these were the establishment of a dominion press service, a reform in freight rates, the establishment of an experimental fruit farm near Nelson, advertising the city and the visit of prince Arthur of Connaught.

Among those present were F. Starkey, president, S. M. Brydges, secretary, J. M. Lay, I. G. Nelson, R. M. Hood, F. Phillips, T. Morley, H. G. Goodeve, A. W. Hyndman, le B. de Vebre and W. H. Jones.

After the reading of the minutes of the previous monthly and special meetings the following resolution was proposed by T. Morley, and seconded by J. M. Lay: "That this board heartily endorses the movement on the part of the Canadian newspaper publishers to secure an all Canadian Associated Press sgrvace by which means Canadian papers will be enabled to interchange news without having their despatches evolved by the Associated Press of the United States and that a copy of this resolution be forwarded to Mr. Fielding, secretary of the editorial association at Toronto."

The following letter from G. C. Porter of the Calgary Herald, to the board of trade was read: "I wish to call your attention to the resolution adopted by the Canadian Editorial association at Toronto, Feb. 1, urging upon the government the imperative necessity for promoting a better exchange of news between eastern and western Canada. The utter inadequacy of the present arrangements was pointed out by resolution, and plans perfected for the organization of an all dominion Associated Press service. At present all A.P. news originates in the United States, and is colored accordingly. This is published in Canadian newspapers because there is no other service that can be secured. It is not necessary to call your attention to the business principle involved in this. It strikes at the very foundation of the business interest of the country.

"If your honorable bo

rules of the house in cases of this kind, and showed that he had simply ased in the manner frequently adopted to move, the property of the state of the property of the state of the property of the comment of the comment of the comment of the property of the speaker for the motion to receive the committee's fepora. The speaker then read a long rather of the speaker for the motion to receive the committee's fepora. The speaker then moved that the property of the speaker from the motion of the length of the collection of the speaker from the motion of the speaker from the speaker spe

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Sunlight Soap is better than other soaps, but is best when used in the Sunlight way.



Equally good with hard or soft water.

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of Quality hurt AMMOUR GLAD Lumberman's and Boots-they're made to stand rough usage.

Weatherproof, waterproof, snag proof, comfortable. All styles. Get a pair this winter. "The mark of quality" on every pair.



was the worst in the world, that it was getting daily more frequented and it was a scandal that nothing had heretofore been done.

This was seconded by I. G. Netson and passed unanimously.

Nurseries Nurseries and Seed Houses Vancouver, B.C.

M. J. HENRY

ROYAL CROWN SOAP Drop us a post card asking for a

NOTICE is hereby given that 60 days after date the undersigned intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to purchase the following described lands: Commencing at a post planted at the southwest corner of Thomas Greenwood's application to purchase, and being on the eastern boundary line of Lot 222, G.I. Kootenay District, thence south 20 chains, thence east 40 chains, more or less to the western boundary line of Lot 306, G.I., Kootenay district, thence north 20 chains, thence west 40 chains more or less to the place of commencement.

place of commencement.
FRED J. SAMMONS.
GEORGE ADAMSON.
Dated at Procter, B.C., 'this 2nd day of March.

Old Believers has had the temerity to address a request to the premier for permission to crush the nation's foes. The premier immediately notified the governor general of Minsk to take measures to prevent any outbreak.

E. O. Windsor, expert plano tuner, is in town for a few days only. Leave orders with Canada Drug & Book Co.

INCINERATED Terrible Loss of Life in a Colorado Railway Accident

Head-on Collision Between Two Passenger Trains in Middle of the Night-Occurs in a Blinding Suowstorm

Pueblo Colo., March 16.-Some two score lives were crushed out early to-day in a head-on cillision of two pas-senger trains near Adobe, Colo., on the Denver and Rio Grande railroad, and more than a score of the victims were incinerated beyond identification by a fire that destroyed the wrecked coaches. grades, a blinding snowstorm, a sharp urve and the slippery condition of the rails. Only the locomotives, baggage and day coaches were wrecked, the sleeping cars escaping almost unscath-

Many of the dead were homeseekers bound for the northwest. The three crushed locomotives set fire to the splintered coaches and it was hours before all the bodies were recovered, the flames being so hot that rescuers could not approach the debris, until the fuel burned out. It was a stormy night in the mountain canyons when the two heavy trains met. A blinding storm darkened the gorges and the speed was not high. Suddenly, the headlights flashed out and it was realized by the engineers that something was wrong. According to fireman J. H. Smith of the west bound train, engineer Walter Coslette applied fireman J. H. Smith of the west bound train, engineer Walter Coslette applied the emergency brake, but the slippery rails allowed the momentum of the heavy train to carry it on to the fatal crash. The impact was scarcely noticeable but the trains crushed and ground into each other. Fireman Smith was the only one of the engine crews to escape. The baggage car of the west bound train broke in two and the three coaches were squeezed together. The baggage were squeezed together. The baggage car, the mail car, and a coach of the east bound train buckled. Hardly had the noise of the wreck

east bound train buckled.

Hardly had the noise of the wrech ceased when a sheet of fire ran through the shattered cars. In the forward coach of the west bound train every seat was occupied by passengers most of whom were homeseekers. Many foreigners were among them and in their terror they succumbed without attempting to reach safety, being roasted alive. The cooler ones, seeing their danger rushed for the windows and doors, and with the aid of the passengers in the rear of the train, and those members of the train crews who were unhurt, reached the open air. Many were injured by the rough handling they received or by flying glass. It is impossible to determine the exact number of dead on account of the incineration of many bodies. The monetary damage is \$600,000. Much baggage and mall were destroyed.

Relief work trains were at once despatched to the scene from Pueblo and Florence, but the work was necessarily slow because of the smoke from the burning wreckage and because of the cold weather. The first train bearing the injured reached Pueblo shortly after 6 o'clock.

Among the dead are: William H. Ellis, engineer, No. 16; E. M. McPharland, Globe express messenger, No. 16; Walter Coslette, engineer, first engine, No. 3, who leaves a widow and three children.

J. H. Smith, fireman, stated that engineer Coslette had said that just before the collision he had seen the headlight of train No. 16, as it rounded the curve about 200 yards distant. Smith went to the engineer's side and saw Coslette at the emergency brake. He stooped down the emergency brake. He stooped down and feeling Coslette's feet on his back

Denver, March 16.—It is reported here Denver, March 16.—It is reported here that an operator's failure to deliver a train order was the cause of the collision. The first order given the two trains were that they should meet at Adobe. Later, it is understood, the despatcher wired operator S. F. Lively, at Swallows, ten miles east of the scene of the wreck, to hold the west bound train there until the eastbound train, No. 16, should pass. When No. 16 reached Florence its crew was notified to run on to Swallows. Meantime No. 3 Tailed to receive its new orders at Swallows, pushed on westward. Operator Lively was asleep, it is said, when No. 3 passed Swallows. When asked by the despatcher at Pueblo if it had passed he answered "No."

A warrant is out for his arrest.

BLIZZARD IN CALIFORNIA. Nelson's Late Unwelocme Guest is Doing

Damage in the South. Fresno, Calif., March 16.—A storm of unprecedentel severity has been raging for sixty hours and the region between the San Joaquin and King's river is threatened with the worst flood in years. The fall of snow in the mountains exceeds all records.

Telephone advices from Pine Ridge, which is at an alitingle of 5000 feet say.

which is at an altitude of 5000 feet, say 12 feet of snow have fallen, and at the

## Carnefac Stock Food BEST BEST

## **DUELS IN** THE HOUSE

**Exciting Debates Between** Opposition and the Government

Mr. Speaker Gets Into Trouble and There Was a Warm Time Generally--John Houston Off for Nevada

(Special to The Daily News) Victoria, March 8 .- The failure of the king's printer to include J. A. Macdonald's notice of motion embodying the minority report on the Kaien dsland Proceedings" of yesterday, gave rise to