LIBERAL CASE WELL PRESENTED

WINSTON CHURCHILL TO HIS CONSTITUENTS

All Roads Lead to Veto" Says Home Secretary — Will Submit No Longer

The manifesto issued some days ago by Winston Churchill to his constituents is perhaps the best presentation of the British Liberal case that has yet been published. It is as follows:

"A grave crisis has supervened in political affairs. The failure of the conference leaves us confronted with the absolute veto of the House of Lords. All that friendly discussion, prolonged in earnestness and candor for so many months, could do has been done, and has been done in vain. The conference has dispersed; but the grievances which it was to compose remain. They remain in all their original harshness and unfairness, undisguised, unmodified and unredressed.

"The Conservative party seek to hold a definite and permanent superiority in the constitution over all other forms of political opinion. Whether in office or in opposition, to quote the words of their chief whip, they mean to govern the country. They claim that through the House of Lords they shall remain possessed, no matter how great the majority against them, of an all powerful veto which they can use at their own good pleasure to wreck all legislation they do not like, and to harass, damage and finally disintegrate every government and every House of Commons of which they are not the masters. They assert themselves to be a superior political caste. They refuse equal rights to their fellow-citizens. They demand that their opinions and their interests shall enjoy a favoritism and a privilege within the law above every message of his Majesty's subjects.

"This must end, . . must end finally and must end now. We are resolved to win every lawful means for ourselves and those who come after us in the world fair and equal constitution for our country. We seek nothing more. We will accept nothing less.

"The last parliament was violently broken up after it had sat less than five years through the Tory party using their house of Lords' veto to destroy the budget and to paralyze the executive by stopping supplies of money to the crown. Not every but one of that parliament Tory leaders employed this same oppressive veto to ruin the main work of the House of Commons in each succeeding session, and the education bill, the plural voting bill, the Scottish bill, and the Irish bill were in turn rejected.

"The present House of Commons, although it was only elected in January, in spite of its large progressive majority, held in the same intolerable grip. There is scarcely a single considerable political question upon which we should be allowed to legislate.

"The Scottish electors ask for the land . Veto!

"The British electors have returned large majorities in two successive parliaments to put an end to the abuse—treated as a criminal offence in other countries—of one man casting his vote over and over again at the same election. Veto!

"The Welsh electors seek the disestablishment of a church imposed upon them without, and to which the great majority of Welsmen do not adhere, but for which they are all made to pay. Veto!

"Ireland still, in Mr. Gladstone's phrase, stands at the bar and waits. Veto!

"There is not one of these issues on which we do not possess an effective majority in the present House of Commons. There is not one of these issues on which we did not possess an effective majority in the last House of Commons. There is not one of them which would not at once meet by veto—utter, blank, sullen veto. There is, in fact, no path to progress, however hopeful, that is not barred, no general majority, however large, that is overridden, no House of Commons, however, newly elected, that exists except on sufferance.

"All roads lead to veto. At the end of every legislative avenue loom the portals of Lansdowne house. We cannot get forward. We have nowhere to turn but to the veto, from whose recorded will all just powers of government are derived. And while, on the one hand, the veto of the House of Lords bars all progressive legislation, it offers no security against reaction. If a Conservative majority of only a score were returned to the House of Commons they would hold themselves entitled to make the whole abolition of setting up a protective tariff, including the taxation of bread and meat, and thus, as we believe, hamper and derange British industry, corrupt British politics, spoil our good relations with the colonies, and aggravate the burdens of the poor. They would do this without the slightest check or hindrance from the House of Lords.

"Was ever inequality more scandalous? Was ever injustice more glaring? All classes are to have votes, but only Tory votes are to count. All parties may form administrations, but only Tory administrations are to exercise power. All men may express their opinions, but only Tory opinions shall prevail.

"We can submit no longer to this usage. This is our land as much as theirs. We are as good a right in Britain as they. We cherish the glories of this famous island as dearly; we have guarded its honor and its interests at home and abroad, with greater success; our safety, our prosperity, not less than theirs, are founded upon the enduring welfare of the British realm. We have long claimed political rights in the constitution of our country. Now we are going to take them.

"Tell our friends in Dundee and throughout Scotland to be ready. As the question settles it, so shall it be."

FIGHT FOR TRANSFERS.

Tacoma, Wn., Nov. 29.—As the culmination of a long and bitter fight that has been waged between citizens of Tacoma and outlying towns and the Tacoma Railway & Power Company, General Manager Kerr yesterday announced that within 45 days the traction company would inaugurate a system of universal transfers, without waiting for the decision of the State Supreme court, to which tribunal the case was appealed following a decision against the company by the Pierce County Superior court. The Tacoma Railway & Power Company acquired control of its only competitor, the Pacific Traction Company more than a year ago, and the management of the traction company has until now refused to grant transfers from one line to the other.

ONTARIO ON CANADIAN NAVY

FEELING PULSE OF EASTERN PROVINCE

Necessity for Campaign of Education in Connection With Naval Policy

E. W. Thompson, writing in a recent issue of the Boston Transcript, says:

An experience analogous to that of Saul, son of Kish, who went forth to seek his father's asses and found a kingdom, was attainable during the last fortnight by any open-eyed business person who traversed that part of Ontario which lies between lakes Huron, Erie and Ontario. The district is of rich farms, orchards, vineyards, towns and villages of stone and brick, farm houses built as if to last forever, many barns and more silos of stone, brick, or cement. Into this rich and really beautiful district the son of Kish, or of Thom, had gone forth to seek opinion; not from asses, but from Ontarioans generally. The kingdom which he found was one of mapled beauty. We wished to find what they really felt and thought about the so-called Canadian navy. There is no use in going to politicians or other public men for public opinion. If they know it in all its complexity they will not tell. The habit of lying on behalf of that of their party, or of their set of faddists, prevails over their possibly earnest endeavor to speak truth for once. Also, they exist in fear of being interviewed by chance, and reported as thinking what they really think. Moreover, they are commonly elected by virtue of having never taken any views from actual observation or thought, and by virtue of changing a la chameleon according to the present interlocutor or company. Also, a facile stupidity respecting everything save their own interests is the gift of too many public persons. Some of them take their colors from their party chief, some from the caucus, and some from their favorite editor. There is little more use going to city men for a general account of the public mind—they are too much distracted by business, sights, sounds, voices, amusements and social struggles—they have not had leisure enough to discover what they themselves really think, let alone what is in other minds. Villagers of intelligence commonly know much better than similar city folk what is thought even in the cities. But give me farmers as sources from which to derive public opinion accurately, or else experienced observers who live amongst farmers, and have had time to extract their views sympathetically. Such an one is Mr. Peter McArthur, the sage of Ekfrid, formerly a distinguished journalist in New York, in London (Eng.), and in Toronto. He now professes to hoe corn, which is a capital position for observation and reflection. To express himself he has started a pleasant little magazine, published at St. Thomas, and called Ourselves. But in its pages the half of Peter is not told as to a visitor. The searcher of truth talked also with dozens of casuals on trains. He explored the minds of relatives by blood and marriage who belong to a connection of all sorts, conditions, parties and sets, numbering probably not less than 25 per cent. of all U. E. loyalist descendants in the Niagara peninsula.

All this trouble and pleasure was undergone with definite purpose. The "Navy" is the paramount issue of Canadian politics. On what is thought about it the next general elections will turn, no matter what the politicians may do to sidetrack the issue. It is an important question from the American and the international points of view. The early political future of the Republic and the Continent may be greatly affected by the degree in which Canadians arm on behalf of their own country or of Great Britain, and by the degree of their reliance on United States friendliness and the Monroe Doctrine. In proportion as the "British Dominions overseas" establish naval armaments, the future of Germany, all Europe, certain Asiatic powers, and the whole civilized world, may be modified. . . .

It is plain that the French of Quebec province, though they love and admire Laurier as much as ever, are profoundly disturbed by his so-called "Navy" programme. They think that its implications tend to promote militarism and jingoism in Canada. They detest the notion that the armament may newly involve them in the conceivable wars of Great Britain all over the world. It has been alleged that Ontarioans are not similarly disturbed. I say, as dogmatically as my tour of inquiry can warrant, that they are as much disturbed as Quebec. It is mere nonsense to allege that a policy of newly involving Canada with Great Britain in armaments would be pleasing to Ontario in general. It would please some active and vociferous imperialists and their social rings in Toronto, Hamilton, London and the other cities and large towns.

Of course, Sir Wilfrid Laurier has made it clear to close readers, particularly by his speech in Montreal, that he does not design, as Lord Grey has meddlesomely done, an armament for Great Britain's pleasure, use, or sole advantage. He designs a coast defence armament, which may be useful incidentally at times of emergency to Great Britain, inasmuch as its establishment will relieve the admiralty of sell care for defence of Canadian coast cities, coast coal mines and coast fisheries. He designs such a defensive armament as may enable Canada to feel safe in all contingencies, and therefore to aid Great Britain, if she be dangerously pressed, with any force which the prime Canadian need for coast defence may ever enable Canada to spare and detach. But this policy has not been explained properly to the people in Ontario, any more than, till recently, to those of Quebec. . . .

There has been too much ministerialist exultation on the possible uses of the armament to England, and almost no talk on the absolute need of Canada for coast defence. The incidental possible use of the contemplated and purchased ships has been little impressed. Hence the people of Ontario, no less than in Quebec, all remain deep in their minds the British idea of a navy being a sea-roaming force, a force for invasion far away, a force for conserving England's safety and England's commerce in war time. Hence they are disturbed by continuing to wonder why the deuce Canada should be setting up that kind of a navy. Never were Ontario and Quebec more of one mind on any matter. They are alike willing and even eager to stand for and pay for the advantage and safety of Canada. They are the more willing to stand for and pay for such an armament, if they grasp the idea that it may conceivably enable Canada to spare force for England's aid in emergencies. They know thoroughly that their own advantageous place and privileges in the world depend greatly on the Old Country's continuance in supremacy at sea. But they are thoroughly unwilling to spend their money on an armament, which is primarily intended to guard Great Britain rather than Canada.

Self-defence first. Secure that. Then all the better if it enable us to help the Old Country at a pinch. That is Ontario. That is Quebec. I have large reason to believe it is the view of every other Canadian province. There is substantial unity in the Dominion on this matter. But the view has been clouded, obscured, by reason of the amazing supineness of some ministerialists and by the blundering of others. They talk too much, as if their design were to please or convert jingoes, a sort of honorable, vociferous folk who really "cut no ice" in Canada. Ministerialists have talked as if to tickle Orange Toronto, which represents Ontario about as much as Belfast represents Ireland. There has been, also, among Laurier's parliamentary following, a great lack of exertion. The members should have industriously stumped Ontario on this most important business. They have seemed to be in or under the bed. They have seemed to take it for granted that the people understood the uses of the armament for necessary coast defence, and that they needed only to understand the possible benefit of that firmly for "Canada first, last, and all the time," as Laurier expressed himself to be in the 1904 elections. Once you make any disturbed group or individual of them to see that Laurier's coast defence stands for that, then they are delighted with his programme. There is to be an energetic campaign on this line throughout Quebec. Another is as urgently needed in Ontario. It is a shame for Liberal members to leave Sir Wilfrid, at sixty-nine years, to do all that public education on which not only their seats, but the national future of Canada, probably depends. The one man of genius in Canadian politics should not be required to do a whole party's stump speaking. If they make a draught horse of that most willing chief, and so wear out the racer, there will be miching mallecho for his followers. They should bear in mind that there is only one of him, and that their public and partizan duty is to make him last as long as possible.

Now for a line of talk that was found to get straight into the Ontario rural and urban mind. It was good with casuals, with farmers, villagers, townsmen, good in the considerable city of London, good with newspaper men of both parties. It did not mention the armament as a navy, but ever as a coast defence. It did not specify the ships as battleships or cruisers, but always as moveable forts. It did not dwell on their value to England, but on Canada's need for them. It did not dwell on what might happen if Great Britain plunged into war, and drew Canada automatically in with her. It dwelt mostly on Canada's very conceivable need for coast defence in cases when England was not at war. Nomenclature and instances are extremely important to successful political talk.

The inquirer found the people puzzled, disturbed rather than annoyed, very desirous to see some good in the darn thing, not much concerned about expense, wishful that the decent course should be followed, bewildered by inability to perceive what could be gained by the expense, and absolutely disgusted by every item of explanation that was not in the spirit of "Canada first." The relation of the line of talk is here made solely in order that New Englanders and Canadians in New England may be enabled to understand the Ontario mind.

Until very lately England's navy rode all wave, roamed every ocean. She was "Mistress of the Sea." There was no other great navy. Scattered ships was her strategic policy. It has recently been changed, because other great navies exist, or are in course of creation. England's navy is mostly concentrated at strategic points. She has ceased very much from protecting Asiatic, African, or Canadian coasts by a general patrol of the great waters. Under the former plan she performed, for all civilized humanity, the immense service of policing the general sea. Thus she largely prevented the rise and operations of pirates, buccaneers, roving adventurers. Not that piracy has ceased. We will speak of that later. The point now is that the change in British naval peace strategy imposes new duties on Canada. We depended long on England for coast defence. Now we have to depend on Ottawa, or go without, which would be dangerous. Our jingoes want us to go without, or to leave it to England, who simply can't and won't do the business. They say with Mr. R. L. Borden, that Canada ought to hang up twenty-five million dollars, to be at the London admiralty's call whenever its lords choose. Is it not reasonable to presume that those lords would take the money whenever they felt a bit hard up, as the Westminster parliament always makes them feel? And that would be enough coast defence for Canada. As soon as the admiralty had called for the twenty-five millions logic and consistency would require Canada to hang up as much more, which would be similarly called in as freely as it was offered. And so on to no obvious end. Meantime, not a ship, not a gun, not one item of Canadian-controlled coast defence for all the tribute! Nothing of armament under our own order, or at our own beck, call, or disposal! Our noble part would be just to "pay, pay, pay." The proposal is ridiculous. Canada must get, for her money, that defence which England, by changing her strategic plan, can no longer supply gratis. We must have a coast defence, or sea militia. It is necessary as an item of national insurance. That is what Canada's land militia essentially amounts to. It takes the place formerly occupied by Old Country regiments and batteries. Nobody objects to its maintenance, though that costs a good deal. So does any other kind of insurance against fire, death, disorder. Just as the land militia is the Ottawa government's insurance against certain risks of disturbance, riot, or invasion, so that government's coastdefence programme is a national insurance for the safety of coast cities, coast coal mines, coast fisheries, coast, frequenting commerce. . . .

This insurance needs to be on hand, continuous and adequate. It cannot be supplied by our land militia. It needs a militia that can go afloat. The force cannot go afloat along our two stormy ocean shores in motor boats, bark canoes, dugouts, skiffs, inflated rubber coracles, or flatboats suitable for harbor fishing. Even scows and tugs won't do. Nor merchant steamers. The floating militia must have ships, and armored ones at that. These must be gib, else they won't be able to coast on our Atlantic or Pacific waters. They must be armed, since unarmed ships can be of no avail against possible buccaneers, invaders of our neutrality, or raiders in war. The ships must be armed with long-range cannon. Vessels and guns alike must be manned by crews trained to use them. Well, Laurier proposes nothing worse than to buy some adequate ships and guns, build others, and hire experienced Britons to man them until Canadians learn how to take over the job.

When a sufficient number of our own people shall have been trained, then Sir Wilfrid's present programme will have been completed. Canada will then be able to supply herself independently with that insurance which only a floating force can give to her coast cities, coal mines, fisheries, bays, harbors and other salt water properties. Call it a navy if you like. It is truly a coast defence. Call it anything you please. The name will not change the character of the implement. It is one that England long supplied gratis, and at no increased cost to her people, since her naval policy was one of roaming the oceans. We could not be said exactly to sponge on her for it. But now it is not convenient for her to give it on any possible terms. It was a necessary insurance before, when we got it for nothing. It is even more necessary now, when we must pay for it. It is not only decent, manly, and national to provide ourselves with coast defence, but it is easy to show why we cannot safely do without the armament.

Some objectors say that they favor coast defence, but not Laurier's plan for the thing. They don't want any armed ships! It is hard to guess what they imagine a coast defence to be. They may think it should consist of forts and cannon placed along shore every few miles, so near together that two or three of the forts might fire upon any hostile ship that came within range, say along the Labrador or Hudson Bay coast. But such a coast defence would cost many millions of dollars. It would require millions of men. Canada has more than three thousand miles of Atlantic and a thousand of Pacific coast line. To provide continuous defence for them on land would require a thousand forts on the one and three hundred on the other shore. Each fort, fully equipped, would cost not less than two hundred and fifty thousand dollars, say $325,000,000 in all. Reckoning but one regiment for each fort, more than a million men would be needed. Each man would cost some two dollars per day, for his uniform, food and the amusement they would need in, say, Labrador. The plan is absurd. It would be no use after all. What we want are movable forts. That means ships with guns.

Such movable forts can go where they may be needed. Forts on land are required at but a few strategic points, such as Halifax and Esquimalt, where we have some already. It is true that cruisers, however efficient, are not enough defence for a coast. Hostile ships can be often best stopped by floating mines, torpedoes, submarines and the small craft necessary to handle the explosives. To provide these adjuncts now would be premature. We have no trained men ready to work them, and there is no fear of early war. The two squadrons of floating forts, on Atlantic and Pacific coasts, will train Canadians in ability to handle torpedoes, mines and other implements necessary to perfect our coast defence against all contingencies.

What are these contingencies? Those ships are not to be for Canada's insurance only in case Great Britain gets to be a third dangerous naval power. It is great error to conceive that we can need coast defence in no other case except that worst one. Other powers go to war on the seas. Every such war threatens our coasts. Look at what happened in the late struggle between Japan and Russia. Some Russian warships took refuge in neutral ports of China, and of French-China. The refugees could have held and fortified those harbors, had there been no force of the neutral present to compel them to anchor harmlessly, to give themselves up to the neutral until the close of the war, and to be disposed of according to the treaty of peace. Had the shelter-seeking belligerents found themselves master of the neutral ports, they might have seized coal, refitted, gone to sea again, damaged the enemy, and thus made the neutral liable for enormous damages to the other belligerent, or even brought the neutral into the war. The shelter-taking belligerents might have plundered the neutral port. The refugee sailors might have looted the banks, and outraged the women. These are far from being exaggerated considerations. They are real, and they require an adequate Canadian coast defence. . . .

Consider again that a certain school of thought in the United States and in Japan alleges that war will soon occur between Washington and Tokio. Suppose such war. It would be largely on the Pacific ocean, perhaps much on this side, and near Canada's coasts, for the Japs are mighty enterprising. Suppose now that an American warship, pursued by a stronger foe, made for shelter in Victoria, Prince Rupert, or any Canadian bay. If we had no floating or other force right there, the refugee might be sunk in our unprotected waters. It would be mighty hard to be unable to save the blockbreaker, as Tattnall saved Englishmen at the Peiho forts. It would be infernally displeasing to have to pay Uncle Sam large damages for the destruction of his ship in our waters. Or, suppose the refugee was a Jap, and we with no coast defence there. Competent sailors are mighty unscrupulous. They would wish to get free to fight again for their country. The Jap might hold an undefended Canadian city or bay, fortify it, fight in it, get away to sea with looted coal, do a lot of damage to Uncle Sam, and stick us for immense damages. Such a refugee could defy land police, or even a land militia. But of Canadian coast defence ships were in that region, they would learn by wireless of the coming of the belligerent, meet him, require him to interm himself, save him from pursuit, and hold him till the war ended. If a belligerent ship refitted in a Canadian port, took coal, went to sea, and afterward made havoc with property of the other belligerent, Canada might have to pay damages ten times greater than the sum that would have provided her with a coast defence, a force for enforcing respect for Canadian waters on friends as well as foes. It is commonsense to provide now against such contingencies, seeing that England is not in the way of guarding us any more.

Again, Canada needs defence along shore against possible, or even probable pirates. It is an error to suppose that piracy has ceased. Not only are some Asiatic coasts infested by piratical junks, often with cannon, but one of this month's magazines contains an apparently bonafide account by a survivor of a recent piratical attack on Brazil. Buccaneering, or "blackbirding" is considerably practised in Oceanica and the South Seas. The buccaneers impress barbarous islanders, and sell them as slaves, or coolies, for work on sugar or other tropical plantations. These pirates are often Europeans, bold and desperate adventurers, capable of anything, often owning well armed vessels and considerable capital. Suppose a war between any two great European powers. Immediately, the fleets which still somewhat police the world's oceans would be more closely concentrated at strategic points of observation, because there is no telling who might not be drawn into any such war. If Canada, at such time, were lacking adequate coast defence, what could prevent the existing pirates or buccaneers from taking a shy at Prince Rupert, or any undefended Canadian coast city? They could train their guns on the place, threaten it with fire, force the banks to hand over all their cash and securities, and get away unharmed, all this in about the twinkling of an eye. Against such a contingency Canada was formerly insured, not only by the roaming British navy, but by her reputation for poverty. Now both sorts of insurance are gone. Canada is regarded world-wide as a prosperous, rich country. She would be justly regarded as one of cowards or old women, if her government did not provide means to insure the safety of her coasts.

Some say, "Oh, let us depend on Uncle Sam and the Monroe Doctrine for coast defence." Think of that! Ontario folk mean enough to depend on the pockets of Maine, Vermont, New Hampshire, Massachusetts, New York, California, whose people are not a bit richer per family than ourselves. Think of Canadians taking the attitude—"Well, if we can't sponge on John Bull any more we will try to sponge on Uncle Sam." The neighbors would justly despise such poor-spirited cattle. They would say to the invader, "You can't hold any of the darn skunk's territory. We won't allow that. It would conflict with our Monroe Doctrine. But we have long said that a European power is free to take a temporary footing, and squeeze an indemnity out of any offending American country, except our own. Stick it to Johnny Kanuck good and hard. The mean cuss would not try to defend his own coasts. He depended on us. In due time we will take possession of all such a critter pretends to own. Now he deserves to pay through the nose, and, by gum, you can make him poney up, for all we care."

It does not pay to be despised, as Canadians could not but be if they refused to get ready to put up a fight for their own coasts. That would make them disgusting in the eyes of Australians, New Zealanders, South Africans, as well as English and Yanks. Australia is providing an adequate coast defence. General Botha, South Africa's premier, recently declared that South Africans would promptly provide themselves with the men and defence in the empire." His promise was applauded by Lord Methuen and all the South African British. Methuen said, "What South Africa needs is guns that can say to hostile ships, 'Stay there.'" The retiring English governor of Orangia argued that, since the time has come when England is threatened at home, and may be beaten, South Africa should get ready to save her independence against all the force of any victor. With Canada in that frame of mind, her people, if whipped on their own coasts, could safely depend on the friendly intervention of a sympathetic Uncle Sam.

Without a coast defence Canada commerce would be threatened in war time. Some say there is no use taking this into account, since commerce to and from Canada would, were Great Britain in a serious war, seek entrance and exit by United States ports, because of the high war insurance rates via Canadian routes. In fact there is no telling what might be rates of war insurance, or what their effects. The figures would depend on the degree of danger which underwriters estimated to attach to sailing to and from Canadian ports. A war insurance rate is made for each individual ship, according to her tonnage, speed, color, cargo, port, route and information of the degree in which her proposed route is infested by hostiles. It is obvious that the war rate would be lower, in proportion to the strength of Canadian coast defence. And, even if it were so high as to force Canada's commerce through United States ports, still the coast defence would be absolutely necessary to insurance of Canadian coast cities, coal mines, fishing stations, etc., against raiding crews. . . .

These salient reasons for Laurier's coast defence programme quickly satisfied Ontario objectors that the policy is right, sensible and necessary. They become pleased with the idea that the thing might be useful to Britain at a pinch—but only after you have satisfied them that it is first for Canada. Said one good old grit farmer: "Well, I don't see as it's a good argument against buying yourself a rifle to say that you may want sometime to use it in defending the best friend a feller has got in all this world, or his own mother. Be gum, I consider that's a reason for buying a darn good gun." But he was not a bit in favor of naval coast defence until he had got it through his head that the thing was necessary to Canada first. That is Ontario. It is no less Quebec. If Liberal speakers have gumption enough to take the tip and go energetically at convincing the people on this line, they will soon find that the Laurier scheme, which has been foolishly ridiculed into a notable unpopularity, can be made the most popular feature of the government's whole energetic bill of fare.

CANADIAN PACIFIC STEAMSHIP LINES

Regular Service to Be Inaugurated to South American Ports Next Year

Montreal, Nov. 30.—Definite arrangements are being made by the Canadian Pacific railway for increasing their foreign connections by two new lines of boats. The plans include service to South America ports and a freight and passenger service to the West Indies, with weekly sailings in the latter case, and monthly for the South American ports.

It is stated that in all probability the new lines will be not C. P. R. pure and simple, although the C. P. R. will be much interested in them financially and otherwise. But the service will be conducted by a separate company, which will operate in close sympathy with the Canadian Pacific, both for passenger and freight business.

It is expected that both lines will open up a large and profitable trade for Canada.

It was stated to-day by Mr. G. M. Bosworth, vice-president of the C. P. R., in charge of their steamship service, that the South American line would probably be started from Montreal, with the opening of navigation next spring. The boats on this service will be of the ordinary type used for ocean freight and passenger business, and at first there will be monthly sailings, three or four vessels being used as the service demands, but for the West Indies service there will be special boats built, owing to the necessities of the ports to be touched at. It is necessary that none of these vessels shall have a draught of more than 20 feet, while trade conditions demand that they shall be swift, roomy and comfortable for passengers. The boats will be specially built for the trade, and will be of 15 knots, and about 4,000 tons capacity, with good passenger arrangements. The West Indies line will be started when these boats are built. Either three or four of these special ships will be constructed for the service and weekly sailings will be made. In both cases St. John will be used as the winter port and Montreal in summer.

FRANCHISE FOR WOMEN

Olympia, Wash., Nov. 29.—When Governor Hays appended his signature to the proclamation presented to him late yesterday afternoon he enfranchised every woman within the state who has passed the age of 21 years.

Though the result of the suffragette amendment was known on the morning of Nov. 9, the governor was prevented from issuing the proclamation, on account of the delay on the part of several precincts to send in returns.

The suffragette amendment carried by a majority of 22,623. There were 56,899 votes for and 29,676 votes against the measure.

LIBERAL WARD ORGANIZATION

One to Be Formed in Each Polling Sub-Division—Organizer to Be Named

A reorganization of the Victoria Liberal Association and the establishment of local organizations in each polling sub-division is provided for by amendments to the constitution which was unanimously adopted at a largely-attended meeting of the association in the A. O. F. hall, Broad street, last evening. F. A. Pauline was in the chair.

The legislature at last session decided that hereafter city constituencies, instead of the inconvenient method of having but one polling place for the whole, should be subdivided into polling divisions, the municipal wards being the basis. Victoria will thus have five divisions, and in line with this the voters' lists were divided up at the May revision so as to place the names in the wards in which voters are shown as residing.

The proposition to appoint an organizer for the city was approved by the meeting and one will shortly be chosen by the joint executive of the senior and junior Liberal organizations. His first duty will be to see to the ward organizations, calling together the Liberal electors in the several wards. Each association will have a president, secretary and executive of five members, these, in turn, being all members of the central executive, and the members being members also of the Victoria Liberal Association. The five presidents, as well as the president of the Young Liberal Club, will be the vice-presidents of the central body, the annual meeting of which will be held in March each year.

A committee has the matter of permanent quarters in hand and have some excellent locations in sight.

Duncan Ross, a stalwart worker in years past in Victoria Liberalism, was present and was invited to speak. He got a very hearty welcome. Mr. Ross went into the present condition of the party in the province, stated what he thought to be some of the causes for this and gave some sound advice as to remedy. He strongly advocated the duty of preaching Liberalism, of interesting the people in Liberal principles, of enrolling all lovers of good government under the standard of the party which had always stood for these principles. If this province was going to have good government and avoid the combinations which retarded development every man must line up with the Liberal party, as had always been the case since Canada was a country.

STRIKE PROBABLE

Winnipeg Street Railway Employees Not Satisfied With Present Conciliation Proceedings

Winnipeg, Nov. 29.—"Indications are that there will be a strike of street railway employees," said a well known labor official today. "The men are not at all satisfied with the present conciliation proceedings, and even should the arbitration board reach an agreement it is very doubtful whether the men would accept it. They are incensed at what they consider the discrimination shown by the company against the union leaders."

This opinion, is confirmed by the talk of the men, who appear to be working up to the strike point. Bitter feeling is shown on both sides in the open proceedings now in progress before the conciliation board, and which apparently are aggravating the bad blood between company and men. These open proceedings were only resorted to after the members of the board had failed to reach an agreement in private.

SELL TOBACCO TO BOYS

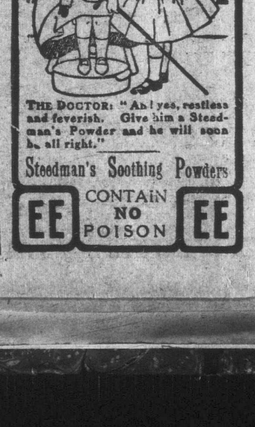
Action Will Be Taken Against Dealers in San Francisco.

San Francisco, Cal., Nov. 30.—A crusade against tobacco dealers who sell goods to small boys culminated to-day in the application for warrants for the arrest of 35 men accused by Probation Officer Hatch with violating the law against selling tobacco to a minor.

According to Hatch, boys as young as six frequently buy tobacco and boys over 10 are hardly questioned in the cases that have come before the juvenile court since it was established in this city, statistics show that nearly every boy brought to trial was a cigarette smoker.

WILL MAINTAIN DUTIES.

Paris, Nov. 29.—The cabinet yesterday decided against the temporary abolition of the import duties on foreign wheat and other cereals which had been proposed on account of the shortage of the French crops.



BLANKETS

White, Grey and Colored Blankets. All qualities, prices and weights.

PAULINE & COMPANY
Wholesale Dry Goods.
VICTORIA, B. C.

Your Clothes on a Wet Washday
With a New Perfection Oil Heater

When clothes can't be hung outside, and must be dried in a room or cellar, the New Perfection Oil Heater quickly does the work of sun and air. You can hang up the wet clothes, light your Perfection Oil Heater, open the damper top, and the heat rises and quickly dries the clothes.

Do not put off washing to await a sunny day in order to avoid mildew. Dry your washing any day with hot air from a

PERFECTION SMOKELESS OIL HEATER

Absolutely smokeless and odorless

It gives just as much heat as you desire. It is safe, odorless and smokeless.

It has an **automatic-locking flame spreader,** which prevents the wick from being turned high enough to smoke, and is easy to remove and drop back, so the wick can be quickly cleaned. Burner body or gallery cannot become wedged, because of a new device in construction, and can always be easily unscrewed for rewicking.

An indicator shows the amount of oil in the font. Filler-cap does not need to be screwed down, but is put in like a cork in a bottle, and is attached to the font by a chain. Finished in japan or nickel, strong and durable, well-made, built for service and yet light and ornamental. It has a cool handle and a damper top.

Dealers Everywhere. If not at yours, write for descriptive circular to the nearest agency of the

The Imperial Oil Company,
Limited.

CURFEW BY-LAW.

Prince Rupert, Nov. 31.—The youngsters of this city will be brought under a curfew by-law as a means of getting better results out of them in school, trustee Ald. Naden informed the city solicitors to prepare such a by-law on the recommendation of the school board. A letter was read from the secretary of the school board intimating the board desired such a by-law in view of the fact that children were allowed to run about the streets all hours at night so that they were not fit for study in school.

Ald. Naden felt that this curfew by-law was necessary. He moved that it be referred to the proper committee to bring in a by-law.

The solicitors will be asked to prepare the by-law.

STRIKE RIOTS.

Chicago, Dec. 1.—While representatives of the striking garment workers and their former employers were in conference with the office of Mayor Busse, rioting began yesterday and many of the rioters were clubbed by the police.

Among the hundreds of fighting men and women were two girls who fought like Amazons and had to be clubbed into insensibility before they could be placed under arrest. The police took twenty rioters to the stations and a few were sent to hospitals to have minor wounds dressed.

LYNCH WILL BE HEAD.

New York, Nov. 30.—When the National league holds its annual meeting here on December 13 for the election of officers, the fight that stirs up baseball politics every year all over the country, it is expected, will not occur. President T. J. Lynch will be the unanimous choice of the club representatives, according to the latest gossip in fandom, and that he will be re-elected seems almost a foregone conclusion.

Those who profess to be on the inside say that Lynch will go into the meeting backed up by John T. Brush, of New York; Garry Herrmann, of Cincinnati; Barney Dreyfuss, of Pittsburg, and Harris, of Boston, and that in the face of such a formidable array, any aspiring opposition will soon evaporate.

TO JRING DIOCESE.

Lytton, Nov. 30.—Right Rev. Bishop De Pencier is the guest of the Venerable Archdeacon and Mrs. Pugh at the Mission house. He has been travelling through his circuit to learn the lay of the land, with the archdeacon, and especially to study suggested improvements in mission work.

The Overseas club, instituted by the London Daily Mail, and open to all British citizens, male or female, over 18 years of age, is gaining many adherents in this upper country.

BASEBALL CHANGES.

San Francisco, Nov. 30.—Nick Williams was given an unconditional release by the San Francisco baseball management today, and Howard Mundorff, former utility in-fielder of the Seals, was sold to Portland by Danny Long, manager of the club.

Williams' release enables him to accept an offer from the Portland management to take charge of the Portland team in the Northwestern league.

It is probable that the McCredies intend using Mundorff on the second team.

OVERCOME BY GAS.

Hazelton, Nov. 29.—At a coroner's inquest here over the death of a Montenegrin named Mike Mowvitch, a verdict of accidental asphyxiation was brought in. Mowvitch entered a coyote hole in Ro[illegible] camp after a large shot had been fire[illegible]

PLEADS NOT GUILTY.

Tacoma, Wash., Dec. 1.—C. D. [illegible] the Seattle millionaire real e[illegible] charged with using the United [illegible] to defraud, appeared in the [illegible] here this afternoon and [illegible] guilty to all the indictm[illegible] The case was transfe[illegible] trial. No date for [illegible] set.

A "Thermal" Bath for Christmas

Why not but one of these splendid health promoters as a Christmas gift for the whole family? Dr. Stockham, the great health author, says: "The Thermal Bath is the quickest, easiest and most effective means of purifying the blood known to man." It's a Turkish Bath right in your own home. See them here. Prices, $7.50, $9.00 and $13.00.

Cyrus H. Bowes
Chemist
1228 Governmen[illegible]

LAND ACT.

DISTRICT OF COAST, RANGE III.

Take notice that Samuel G. Parker, of Bella Coola, occupation bookkeeper, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the S. E. corner of B. C. D. Co.'s Lot 237, on the west side of South Bentinck Arm, thence west 80 chains, thence south 20 chains to timber lease 17506 and B. C. D. Co.'s Lot 149, thence east 80 chains more or less to the shore line of South Bentinck Arm, thence north 20 chains along the shore line to point of commencement, containing 160 acres more or less.

SAMUEL G. PARKER.
B. FILLIP JACOBSEN, Agent.
September 10th, 1910.

LAND ACT.

VICTORIA LAND DISTRICT.
DISTRICT OF RENFREW.

Take notice that Susanna J. King, of Victoria, B. C., married woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the S. W. corner of the Cloose Indian Reserve, thence following the shore westerly about 80 chains to the S. W. corner of the Indian reserve at the entrance of the Nitinat Lake, thence following the boundaries of the said Indian reserve E. and N. and W. to the shore of Nitinat lake, thence following the shore of the lake north and easterly to the west boundary of Coal License 2643, thence south 60 chains more or less to the S. W. corner of said coal license, thence E. 40 chains more or less to the W. boundary of Cloose Indian reserve, thence south about 80 chains to point of commencement, being 480 acres more or less.

SUSANNA J. KING.
STANLEY WOOD, Agent.
Sept. 4th, 1910.

LAND ACT.

VICTORIA LAND DISTRICT.
DISTRICT OF RENFREW.

Take notice that Stanley Wood, of Victoria, B. C., cruiser, intends to apply for permission to purchase the following described [illegible] Commencing at a post planted [illegible] outlet of the Cheewhat lake [illegible] east boundary of Lot 60, the [illegible] to the S. E. corner of L[illegible] chains to the N. E. [illegible] S. 40 chains, [illegible] ence N. 50 chains to [illegible] along the shore of [illegible] direction to point of [illegible] taining an area of 230 [illegible]

STANLEY WOOD.

WANTED for Otter Point [illegible] one that is musical preferred. [illegible] Emerson, Secy. School Board, Point, B. C.

BORN.

McDONALD—At Miss Jones' maternity home, Nov. 26th, the wife of Dr. D. J. McDonald, of a son.