

diaries have examined... received, which this afternoon or to-morrow.

INTERESTED IN HERRING INDUSTRY

G. BAIN IS LOOKING INTO POSSIBILITIES

He Thinks Business in This Province Offers Inducements to Scotch Fishermen.

(From Saturday's Daily.) Geo. Bain and his sister, Miss Bain, of Nairn, Scotland, to whom allusion was made in the Times some days ago, have arrived in Victoria and are staying at the Dallas. Mr. Bain is the editor of the Nairnshire Telegraph, being also the proprietor of the paper. He has also written a number of historical and biographical works, as mentioned in the Times a few days ago.

The visit of Mr. Bain is one of pleasure, but he is looking into conditions in Canada for the purpose of ascertaining what inducements are offered to anglers from his part of Scotland. For this reason he is studying the fishing industry to a considerable extent.

The salmon fishing would not offer any inducements to the Scotch fishermen he thinks. That is a business which calls for cheap labor largely, and the class of men employed in the industry in Scotland would not be attracted by it.

The development of the herring curing trade, Mr. Bain thinks, may afford an opening for men from his part of Scotland. He has conversed with men who have studied the herring industry to some extent. Some of these are old Nairn fishermen, and they think that it will be found that British Columbia herring is of a quality to take its place on the markets of the world. Mr. Bain will wait for the report of Mr. Cowie, the Scotch expert employed by the Dominion government, who is to visit the Pacific Coast this fall to go into the subject. If it is found that the herring is of the proper quality, Mr. Bain thinks from the advantageous position which British Columbia occupies for shipping, that the trade should become a very important one.

Speaking of the industry in Scotland, Mr. Bain says that although fishing is not the principal industry of Nairn, yet 400 vessels for the trade make their headquarters there. These craft are each of a value of about \$5,000, and are owned privately. In turn these fishermen dispose of the catch to the curers. For a few months, however, the boats, halibut and other white fish trade. From July on the herring are followed from fishing grounds in the east off the coasts of Scotland and England.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

Mr. Bain is also looking into the halibut business while here. He is delighted with the province, and shows a deep interest in everything connected with it.

As indicating the clearance in the values of the different brands of herring herring, Mr. Bain says that the Loch Fyne brands bring as high as 25 to 26 per barrel, as compared with 30¢ for some other brands. The high grades command a premium, and the low grades find a very large sale among the customers in Germany and Russia, who are willing to pay high rates for it.

All those suffering with Boils, Scrofula, Eczema will find

Weaver's Syrup and Cerate

invaluable to cleanse the blood Davis & Lawrence Co., Ltd., Montreal.

her fate would be that of the others. The woman who had brought the child up, Klity Coleman, had led the mother about the logging camps.

His Lordship retired to his room for a few minutes, and there the little girl was taken to him to tell her own story. What transpired, of course, is not known. When His Lordship resumed his seat he said he would have to think the matter over.

REPORTED LUMBER FIGHT

Between Coast and Up-Country Millmen—Pool Disrupted.

The selling pool organized at Calgary two months ago by the lumber mills in the upper country, is said to be hopelessly disrupted, according to a Mainland exchange, for a merry war is going on between the "mountain" millmen and the coast mills. It was at a meeting of the up-country interests at Calgary early in the summer that the organization was completed, the purpose being to control the prices in the market sections of the Northwest. More than thirty mills were represented, and entered the agreement, but half a dozen declined to take any part in the new arrangement.

The selling pool seems to have worked badly from the start, for besides the competition naturally met with, the half-dozen who refused to join the pool had an output sufficient to render futile every effort to maintain prices. As a matter of fact, the out-of-the-market concern expected to reap a rich harvest, and they realized their anticipations for at least a part of the time. But last week the Vancouver and other coast mills notified their agents in the Northwest of their intention to make a reduction that seems to have put a crimp in the affairs of the people up-country. The announcement was that the coast mills would deliver at points in the Northwest at from \$17 to \$18 per thousand feet, a straight cut of from \$2 to \$3 per thousand. If the mountain mill on the other hand, make a further reduction to \$16 per thousand, it is claimed that they will have to do business at a loss. These coast mills have made an offset by increasing the price of dressed lumber. The price has been put up \$1 per thousand on the higher grades, the manufacture of which the coast mills practically have a monopoly.

To a Times representative Saturday Jos. Sayward said that as far as Victoria mill men were concerned no change had been made.

ARRANGEMENT REACHED BETWEEN DISPUTANTS

Council for City of Nelson and West Kootenay Power Company Re-Settlement.

A dispute which has been agitating the people of the city of Nelson, and which the principals are the municipal council, represented by Mayor Houston, and the West Kootenay Power Company, has within the last few days been transferred to Victoria. Mayor Houston came down a few days since for the purpose of appearing before the executive committee of the power company, and for the purpose of settling the application of the power company for certain rights on the river. The city of Nelson is building a wing dam and the power company are building one higher up the river in such a position that the champions of the city fear that it will interfere with the water record which they hold and which entitles them to something like fifty thousand ranches of water.

After appearing before those members of the executive who are in the city and presenting the views of the parties involved, Messrs. E. V. Bowler, K. C. representing the city, and A. H. McNeill, of Rossland, representing the power company, withdrew with a view of arranging a compromise satisfactory to both parties. They were employed in conference for most of the afternoon on Wednesday, and met again yesterday. The result was a mutual satisfactory understanding which dispenses with the present trouble while it does not affect the case which is before the courts, nor the appeal which is being taken from the ruling of Mr. Justice Irving.

The arrangement reached is briefly that the power company are permitted to build their dam across the river as projected. They undertake, however, to build in this day on the city of Nelson side, weirs or gates which will permit the passage of sufficient water to insure the city its supply of fifty thousand ranches of water.

In order to still further guarantee this result they will build a dam down stream connecting their work with the wing dam of the city, and thus arranging a channel for the water into the city's reservoir. They also agree to bear all the expense of this work.

COOK'S Cotton Root Compound

Is the only safe, reliable regulator on which women can depend in the hour and time of need.

Is prepared in two degrees of strength, No. 1 and No. 2. No. 1—For ordinary ailments. Is by far the best dollar medicine known.

No. 2—For special stringencies. Take no other Ladies—ask your druggist for Cook's Cotton Root Compound. Take no other medicine. No. 1 and No. 2 are sold in all Victoria drug stores.

MUTINY ON GARONNE

Further Particulars of Trouble Aboard Ship Given in Letter Just Received.

A mutiny which for a time threatened to disrupt all discipline was with difficulty suppressed aboard the Russian steamship Garonne, carrying 200 Russians from Shanghai to Odessa. A letter from one of the ship's crew, written from Theodosia, says:

"We left Shanghai with a crew of less than twenty Americans aboard, the rest being Chinese. We were loaded to the gunwale with Russian refugees who piled around the decks like sheep. When the heat was at its very worst they grew mutinous and overpowered us entirely. They were not very vicious at first, but grew wild and some of them were raving before the cooler was struck us.

"There were only fifteen guns aboard the ship. These were all small firearms, mostly revolvers. They got them out and in one dash drove us to cover and again got in control of the vessel. As a matter of fact we covered them by sheer nerve alone. Into the harbor of Colombo it was necessary to send word to the British consul, who lent us all the assistance he could. Through him we secured firearms and ammunition, with which we fortified ourselves throughout the remainder of the journey. Many evidences of unrest on the part of the passengers kept us on our guard continually.

"The Garonne arrived at Odessa about July 1st. We were there at the time the Potemkin was in the harbor with her mutinous crew. The air seemed filled with the fever of rebellion, and our bunch were aglow. They were not to be controlled, and in our distress it was necessary to appeal to the Russian authorities to aid us in suppressing what threatened to be a riot.

"Odessa was our destination, but the authorities would not let us land. The town was almost insurgent, and as nearly as we could find out, revolution had begun. We could not stay in the harbor at this time, and were not long in getting away. We steamed up to Theodosia, about 25 miles from Odessa, and here we landed the bunch, and are now at anchor awaiting orders from the charter owners of the boat."

BOUNDARY ORE SHIPMENTS

Fourteen Thousand and Eighty Tons Sent to Smelters During the Week.

Phoenix, Aug. 12.—Boundary ore shipments for the past week were Granby mines, to Granby smelter; 10,165 tons; Mother Lode, to B. C. Copper smelter, 3,455 tons; Emma, to Nelson smelter, 333 tons; Denison, to B. C. Copper smelter, 66 tons; Providence, to Trail smelter, 20 tons; Bay to Trail smelter, 20 tons. Total for week, 14,089 tons, total for year, 854,102 tons.

Boundary smelters this week treated as follows: Granby smelter, 9,582 tons; B. C. Copper smelter, 4,170 tons; for week, 13,752 tons; total for year, 563,624 tons.

FIGHT AT STEVESTON

White Fisherman and Four Japanese Wounded—One of Latter in Hospital.

Saturday there was a racial row among the fishermen of Steveston, which culminated in an encounter of ferociousness, and as a result one Japanese was so badly wounded that for a time it was thought he would not survive. Two others were slightly wounded, and a white man named Dan Bowser now lies in the city police station with a broken rib and hands and thigh badly bruised, says the Vancouver Times.

The beginning of the trouble, as told by Bowser, was that he had been waiting all afternoon to deliver a boatload of fish to the Gulf Hotel, and a white man named Dan Bowser now lies in the city police station with a broken rib and hands and thigh badly bruised, says the Vancouver Times.

The beginning of the trouble, as told by Bowser, was that he had been waiting all afternoon to deliver a boatload of fish to the Gulf Hotel, and a white man named Dan Bowser now lies in the city police station with a broken rib and hands and thigh badly bruised, says the Vancouver Times.

CANADA CUP RACES

The Defender Won the First Contest Saturday—Second of Series To-Day.

Rochester, N. Y., Aug. 12.—In a breeze varying from ten miles an hour at the start to almost a dead calm before the finish, the Ironquos, of Rochester, defender of the Canada cup, defeated the Temeraire, of Toronto, challenger, on Sunnyside to-day by 12 minutes and 50 seconds. The race was for a distance of one and one-half miles, the start being made from a buoy in the water, and the finish at the end of the race. The Ironquos were on the heels of the defender until the final leg. The American yacht crossed the line nearly half a mile ahead of the challenger. The official time of the day's race, elapsed time, was: Ironquos, 5:02:26; Temeraire, 5:15:46.

Dominion in 1887, only eight years ago. Then there was no city, town, or hamlet east of Nelson, save Fort Steele, which a few years before had been created by a contingent of the Mounted Police, who came into the province over a "trail" through the Crow's Nest Pass from Port McLeod to discipline the turbulent Indians of the Kootenay valley. We have that railway \$11,000 per mile, the largest grant ever made by the present government to any railway, but with conditions. With what result? You should get and see and tell every pessimist if there are any left—to do likewise. Cranbrook, for instance, is a thriving town of 5,000 people, compactly put together, and growing rapidly. Fernie, the headquarters of the coal company, whose pay roll is over a million and a half per year; Moyie, where one of the biggest lead mines in the world is being worked with a population of nearly 1,000; Michel, Morley and Blairmore, where coal mines are being operated on a steadily increasing scale; Marysville, with a population of 1,000; Frank, where a quarter of a million is being expended on the first zinc smelter in Canada, and a coal company is successfully operating with as many more coal mines either in active operation or in process of development in the Pass, and either in British Columbia or in the United States. Everywhere else, wherever any of these things are in evidence to show what can be done by railway building in British Columbia. It may be that we will witness in the future of the V. V. & E. to Princeton, a repetition of the marvelous development of the Crow's Nest Pass region. When the V. V. & E. is extended to Vancouver, as Messrs. Hill, jr., has recently said that it will be, we will

ACTIVITY IN THE BOUNDARY COUNTRY

AS RESULT OF PASSING OF THE V. V. & E. BILL

Senator Templeman Tells of Trip Through the Southern Portion of the Province.

Senator Templeman returned to Victoria from Ottawa on Saturday evening, having been in the East continuously since December last. He made the trip home via the Great Lakes and the Crow's Nest Pass branch of the C. P. R., never having previously travelled by either of these routes, and with the stopovers at various points for the purpose of sight-seeing two weeks were taken up in the trip from Ottawa to Victoria. When asked on Monday if he had anything to say that would be of interest to the Times readers, he said that he did not think he had.

"It is not everything he published in the Times and other British Columbia papers about the proceedings of the late session that ought to be published, particularly about the autonomy bill. I really have not one new statement to make about the school question, excepting this—and it is not new—that the bill started by Thomas Dunnington, vigorously worked up by Conservative politicians everywhere against the Liberal Government, although such a bill of the new provinces, is now as dead as an Egyptian mummy, and just about as interesting as a relic. An effort may be made to start a bill in the future just before an election, to reanimate the corpse, but I do not believe it will meet with any success whatever. The people of Canada have become broad minded, and they will follow in the wake of the solicitation of any political party to adopt the discarded political practices of the past. What a man's religion is, or whether his children imbibes any of it in the public schools, of the two new provinces—when it is known that similar religious instruction is given in the schools of every other province in the Dominion, save perhaps our own—is not the question on which elections will be fought and won in Canada. London and Ontario decided in that regard. Projects for the growth and expansion of Canada and of Canadian trade, the building of railways, the settlement and development of our vast undeveloped territory—these will provide the questions on which elections will be decided in the immediate future, and not the false issues raised by zealots and bigoted demagogues for the low and acrimonious debate on the autonomy bills."

"The V. V. & E. bill was carried after a strenuous opposition from the C. P. R., and every British Columbia representative assisted in passing the measure, which was carefully piloted by the member for Yale-Cariboo. The result is great activity in the Boundary country. From a purely provincial point of view, the passing of the bill was the most important act of the session. The only surprising thing about it was that it should have been met with any opposition whatever. For my part, when a railway company is not asking for any public assistance, I would permit it to cross the boundary line as many times as it cared to do so. We cannot have too many railways built without subsidies in British Columbia. The V. V. & E. is a splendid precedent for other roads to follow, and if its ultimate success should result in compelling other railways to build without provincial assistance, the men who fought for it in Ontario will have good reason to congratulate themselves in having accomplished a big thing for this province. The business of the subsidy-hunter will certainly have a death stab when the V. V. & E. is built and operated without a subsidy, for which all British Columbia should be thankful."

"Yes, the tariff commission will visit British Columbia and hold sessions at important centres, although, as the lumber question is the chief one to be presented, I do not expect it will be necessary to have very many meetings. Still, the commission will, I am sure, visit very important part of the province to learn for themselves some of our conditions in the world's largest lead mines. It came through the Crow's Nest Pass, and I am glad that I did. Let me see you that railway subsidy, which was a contingent of the Mounted Police, who came into the province over a "trail" through the Crow's Nest Pass from Port McLeod to discipline the turbulent Indians of the Kootenay valley. We have that railway \$11,000 per mile, the largest grant ever made by the present government to any railway, but with conditions. With what result? You should get and see and tell every pessimist if there are any left—to do likewise. Cranbrook, for instance, is a thriving town of 5,000 people, compactly put together, and growing rapidly. Fernie, the headquarters of the coal company, whose pay roll is over a million and a half per year; Moyie, where one of the biggest lead mines in the world is being worked with a population of nearly 1,000; Michel, Morley and Blairmore, where coal mines are being operated on a steadily increasing scale; Marysville, with a population of 1,000; Frank, where a quarter of a million is being expended on the first zinc smelter in Canada, and a coal company is successfully operating with as many more coal mines either in active operation or in process of development in the Pass, and either in British Columbia or in the United States. Everywhere else, wherever any of these things are in evidence to show what can be done by railway building in British Columbia. It may be that we will witness in the future of the V. V. & E. to Princeton, a repetition of the marvelous development of the Crow's Nest Pass region. When the V. V. & E. is extended to Vancouver, as Messrs. Hill, jr., has recently said that it will be, we will

WILSIE PLEADS GUILTY

Was Sentenced to Three Years in Penitentiary by Magistrate Hall This Morning.

On Monday Reginald Wilsie, an 18-year-old boy, was charged with highway robbery. He elected to be tried by Magistrate Hall and pleaded guilty. After hearing the evidence the magistrate sentenced Wilsie to three years in the penitentiary at New Westminster.

The crime was committed on Saturday afternoon near the entrance to the Esquimalt wharf, and the boy, who was standing near the gate when he was arrested, was taken to the Esquimalt police station and held there until he was removed to the hospital, from where the police were notified.

Suddenly the boy ran towards the Esquimalt wharf and endeavored to pull it from her. His first effort failed, but a more violent jerk compelled the lady to loosen her grip, and the boy sprang to the ground. Wilsie then left, and Mrs. Wilby recovered and went back to the hospital, from where the police were notified.

SITUATION AT NANAIMO

Steps May Shortly Be Taken to End the Present Trouble.

Nanaimo, Aug. 12.—It would be surprising if some further movement were made before very long to bring the unhappy mining strike to an end, but the Board of British Columbia has decided it is impossible to say. It is known that a certain proportion of the men are willing to drop the demand for recognition, provided some definite steps are taken which will be no more to move to cut further into the men's earnings, and if the company will make an agreement for a term of years.

On the other hand, there are the irconcilables among the United Mine Workers who still cling to the demand for a general strike. As far as can be learned this showed itself on Thursday at the union meeting by a decision to expel one member for writing over his own signature to the press a statement in which the company is taking the opportunity of No. 1 mine being idle to make some extensive improvements. A large building is being erected in which will be placed the spare compressor plant purchased before the trouble. The electric plant will also be moved to the new quarters, and the same building and the structure thus made vacant will be completely altered into the general offices of the company. This move is to centralize the works as far as possible, and has been contemplated for some time.

ACTIVITY IN THE BOUNDARY COUNTRY

AS RESULT OF PASSING OF THE V. V. & E. BILL

Senator Templeman Tells of Trip Through the Southern Portion of the Province.

Senator Templeman returned to Victoria from Ottawa on Saturday evening, having been in the East continuously since December last. He made the trip home via the Great Lakes and the Crow's Nest Pass branch of the C. P. R., never having previously travelled by either of these routes, and with the stopovers at various points for the purpose of sight-seeing two weeks were taken up in the trip from Ottawa to Victoria. When asked on Monday if he had anything to say that would be of interest to the Times readers, he said that he did not think he had.

"It is not everything he published in the Times and other British Columbia papers about the proceedings of the late session that ought to be published, particularly about the autonomy bill. I really have not one new statement to make about the school question, excepting this—and it is not new—that the bill started by Thomas Dunnington, vigorously worked up by Conservative politicians everywhere against the Liberal Government, although such a bill of the new provinces, is now as dead as an Egyptian mummy, and just about as interesting as a relic. An effort may be made to start a bill in the future just before an election, to reanimate the corpse, but I do not believe it will meet with any success whatever. The people of Canada have become broad minded, and they will follow in the wake of the solicitation of any political party to adopt the discarded political practices of the past. What a man's religion is, or whether his children imbibes any of it in the public schools, of the two new provinces—when it is known that similar religious instruction is given in the schools of every other province in the Dominion, save perhaps our own—is not the question on which elections will be fought and won in Canada. London and Ontario decided in that regard. Projects for the growth and expansion of Canada and of Canadian trade, the building of railways, the settlement and development of our vast undeveloped territory—these will provide the questions on which elections will be decided in the immediate future, and not the false issues raised by zealots and bigoted demagogues for the low and acrimonious debate on the autonomy bills."

"The V. V. & E. bill was carried after a strenuous opposition from the C. P. R., and every British Columbia representative assisted in passing the measure, which was carefully piloted by the member for Yale-Cariboo. The result is great activity in the Boundary country. From a purely provincial point of view, the passing of the bill was the most important act of the session. The only surprising thing about it was that it should have been met with any opposition whatever. For my part, when a railway company is not asking for any public assistance, I would permit it to cross the boundary line as many times as it cared to do so. We cannot have too many railways built without subsidies in British Columbia. The V. V. & E. is a splendid precedent for other roads to follow, and if its ultimate success should result in compelling other railways to build without provincial assistance, the men who fought for it in Ontario will have good reason to congratulate themselves in having accomplished a big thing for this province. The business of the subsidy-hunter will certainly have a death stab when the V. V. & E. is built and operated without a subsidy, for which all British Columbia should be thankful."

"Yes, the tariff commission will visit British Columbia and hold sessions at important centres, although, as the lumber question is the chief one to be presented, I do not expect it will be necessary to have very many meetings. Still, the commission will, I am sure, visit very important part of the province to learn for themselves some of our conditions in the world's largest lead mines. It came through the Crow's Nest Pass, and I am glad that I did. Let me see you that railway subsidy, which was a contingent of the Mounted Police, who came into the province over a "trail" through the Crow's Nest Pass from Port McLeod to discipline the turbulent Indians of the Kootenay valley. We have that railway \$11,000 per mile, the largest grant ever made by the present government to any railway, but with conditions. With what result? You should get and see and tell every pessimist if there are any left—to do likewise. Cranbrook, for instance, is a thriving town of 5,000 people, compactly put together, and growing rapidly. Fernie, the headquarters of the coal company, whose pay roll is over a million and a half per year; Moyie, where one of the biggest lead mines in the world is being worked with a population of nearly 1,000; Michel, Morley and Blairmore, where coal mines are being operated on a steadily increasing scale; Marysville, with a population of 1,000; Frank, where a quarter of a million is being expended on the first zinc smelter in Canada, and a coal company is successfully operating with as many more coal mines either in active operation or in process of development in the Pass, and either in British Columbia or in the United States. Everywhere else, wherever any of these things are in evidence to show what can be done by railway building in British Columbia. It may be that we will witness in the future of the V. V. & E. to Princeton, a repetition of the marvelous development of the Crow's Nest Pass region. When the V. V. & E. is extended to Vancouver, as Messrs. Hill, jr., has recently said that it will be, we will

"The V. V. & E. bill was carried after a strenuous opposition from the C. P. R., and every British Columbia representative assisted in passing the measure, which was carefully piloted by the member for Yale-Cariboo. The result is great activity in the Boundary country. From a purely provincial point of view, the passing of the bill was the most important act of the session. The only surprising thing about it was that it should have been met with any opposition whatever. For my part, when a railway company is not asking for any public assistance, I would permit it to cross the boundary line as many times as it cared to do so. We cannot have too many railways built without subsidies in British Columbia. The V. V. & E. is a splendid precedent for other roads to follow, and if its ultimate success should result in compelling other railways to build without provincial assistance, the men who fought for it in Ontario will have good reason to congratulate themselves in having accomplished a big thing for this province. The business of the subsidy-hunter will certainly have a death stab when the V. V. & E. is built and operated without a subsidy, for which all British Columbia should be thankful."

"Yes, the tariff commission will visit British Columbia and hold sessions at important centres, although, as the lumber question is the chief one to be presented, I do not expect it will be necessary to have very many meetings. Still, the commission will, I am sure, visit very important part of the province to learn for themselves some of our conditions in the world's largest lead mines. It came through the Crow's Nest Pass, and I am glad that I did. Let me see you that railway subsidy, which was a contingent of the Mounted Police, who came into the province over a "trail" through the Crow's Nest Pass from Port McLeod to discipline the turbulent Indians of the Kootenay valley. We have that railway \$11,000 per mile, the largest grant ever made by the present government to any railway, but with conditions. With what result? You should get and see and tell every pessimist if there are any left—to do likewise. Cranbrook, for instance, is a thriving town of 5,000 people, compactly put together, and growing rapidly. Fernie, the headquarters of the coal company, whose pay roll is over a million and a half per year; Moyie, where one of the biggest lead mines in the world is being worked with a population of nearly 1,000; Michel, Morley and Blairmore, where coal mines are being operated on a steadily increasing scale; Marysville, with a population of 1,000; Frank, where a quarter of a million is being expended on the first zinc smelter in Canada, and a coal company is successfully operating with as many more coal mines either in active operation or in process of development in the Pass, and either in British Columbia or in the United States. Everywhere else, wherever any of these things are in evidence to show what can be done by railway building in British Columbia. It may be that we will witness in the future of the V. V. & E. to Princeton, a repetition of the marvelous development of the Crow's Nest Pass region. When the V. V. & E. is extended to Vancouver, as Messrs. Hill, jr., has recently said that it will be, we will

"The V. V. & E. bill was carried after a strenuous opposition from the C. P. R., and every British Columbia representative assisted in passing the measure, which was carefully piloted by the member for Yale-Cariboo. The result is great activity in the Boundary country. From a purely provincial point of view, the passing of the bill was the most important act of the session. The only surprising thing about it was that it should have been met with any opposition whatever. For my part, when a railway company is not asking for any public assistance, I would permit it to cross the boundary line as many times as it cared to do so. We cannot have too many railways built without subsidies in British Columbia. The V. V. & E. is a splendid precedent for other roads to follow, and if its ultimate success should result in compelling other railways to build without provincial assistance, the men who fought for it in Ontario will have good reason to congratulate themselves in having accomplished a big thing for this province. The business of the subsidy-hunter will certainly have a death stab when the V. V. & E. is built and operated without a subsidy, for which all British Columbia should be thankful."

"Yes, the tariff commission will visit British Columbia and hold sessions at important centres, although, as the lumber question is the chief one to be presented, I do not expect it will be necessary to have very many meetings. Still, the commission will, I am sure, visit very important part of the province to learn for themselves some of our conditions in the world's largest lead mines. It came through the Crow's Nest Pass, and I am glad that I did. Let me see you that railway subsidy, which was a contingent of the Mounted Police, who came into the province over a "trail" through the Crow's Nest Pass from Port McLeod to discipline the turbulent Indians of the Kootenay valley. We have that railway \$11,000 per mile, the largest grant ever made by the present government to any railway, but with conditions. With what result? You should get and see and tell every pessimist if there are any left—to do likewise. Cranbrook, for instance, is a thriving town of 5,000 people, compactly put together, and growing rapidly. Fernie, the headquarters of the coal company, whose pay roll is over a million and a half per year; Moyie, where one of the biggest lead mines in the world is being worked with a population of nearly 1,000; Michel, Morley and Blairmore, where coal mines are being operated on a steadily increasing scale; Marysville, with a population of 1,000; Frank, where a quarter of a million is being expended on the first zinc smelter in Canada, and a coal company is successfully operating with as many more coal mines either in active operation or in process of development in the Pass, and either in British Columbia or in the United States. Everywhere else, wherever any of these things are in evidence to show what can be done by railway building in British Columbia. It may be that we will witness in the future of the V. V. & E. to Princeton, a repetition of the marvelous development of the Crow's Nest Pass region. When the V. V. & E. is extended to Vancouver, as Messrs. Hill, jr., has recently said that it will be, we will

"The V. V. & E. bill was carried after a strenuous opposition from the C. P. R., and every British Columbia representative assisted in passing the measure, which was carefully piloted by the member for Yale-Cariboo. The result is great activity in the Boundary country. From a purely provincial point of view, the passing of the bill was the most important act of the session. The only surprising thing about it was that it should have been met with any opposition whatever. For my part, when a railway company is not asking for any public assistance, I would permit it to cross the boundary line as many times as it cared to do so. We cannot have too many railways built without subsidies in British Columbia. The V. V. & E. is a splendid precedent for other roads to follow, and if its ultimate success should result in compelling other railways to build without provincial assistance, the men who fought for it in Ontario will have good reason to congratulate themselves in having accomplished a big thing for this province. The business of the subsidy-hunter will certainly have a death stab when the V. V. & E. is built and operated without a subsidy, for which all British Columbia should be thankful."

"Yes, the tariff commission will visit British Columbia and hold sessions at important centres, although, as the lumber question is the chief one to be presented, I do not expect it will be necessary to have very many meetings. Still, the commission will, I am sure, visit very important part of the province to learn for themselves some of our conditions in the world's largest lead mines. It came through the Crow's Nest Pass, and I am glad that I did. Let me see you that railway subsidy, which was a contingent of the Mounted Police, who came into the province over a "trail" through the Crow's Nest Pass from Port McLeod to discipline the turbulent Indians of the Kootenay valley. We have that railway \$11,000 per mile, the largest grant ever made by the present government to any railway, but with conditions. With what result? You should get and see and tell every pessimist if there are any left—to do likewise. Cranbrook, for instance, is a thriving town of 5,000 people, compactly put together, and growing rapidly. Fernie, the headquarters of the coal company, whose pay roll is over a million and a half per year; Moyie, where one of the biggest lead mines in the world is being worked with a population of nearly 1