

# ARE ARRANGING RIGHT OF WAY

## G. T. P. OFFICIALS ARE IN THE CITY

### G. Riley, Land Commissioner, and G. Pope Are Here To-day.

There are in the city to-day two officials of the G. T. P., who have come west in connection with the right-of-way for the first section of the line from Prince Rupert. They are G. W. Riley, land commissioner, and G. F. Pope, the right-of-way agent of the company.

With the locating of the route of the first one hundred miles of the G. T. P. out of Prince Rupert, the necessity arises to have the right-of-way settled so that work may be carried on without delay.

Mr. Riley and Mr. Pope will look into the records while in the city and ascertain the private owners, through whose property the line as located will run. With that information Mr. Pope will be in a position to work out all the details connected with the obtaining of the right-of-way.

Mr. Riley expects to spend a few days in the city and will then return to Winnipeg. Mr. Pope will remain on the coast and have the details connected with the business carried out.

The land commissioner will not have time to visit Prince Rupert on this trip but expects to come to the coast and visit the terminal point some time during the summer. The townsite, he thinks will be put on the market about September or October.

### SICK BENEFITS.

Annual Meeting of the Association Under the B. C. Street Railway.

The fifth annual meeting of the B. C. Street Railway Employees' Sick Benefit Association was held last night at the Caraheds, Herald street. The reports showed an increase in the receipts over last year of \$200, while \$50 was paid out in sick benefits, to about fifty members of the society. The membership now totals 150.

The annual election of officers resulted as follows: President, A. T. Goward, local manager of the B. C. Electric Company; Vice-president, D. Mowbray, secretary-treasurer, T. Mason. The committee, composed of employees of the various departments, was selected as follows: Transportation department, George Gardner and W. Doyle; mechanical department, R. Hawke and W. H. Armstrong; gas department, T. Ard. After business had been disposed of the meeting resolved itself into a social gathering and heard several enjoyable vocal contributions, and partook of refreshments. A very enjoyable evening was spent.

### RUMORED NEW SENATOR.

Ottawa, May 15.—It is stated here that H. J. Logan, M. P., for Cumberland, N. S., will probably be appointed to the senate.

### EMPERESS OF JAPAN HAS MANY PASSENGERS

#### C. P. R. Liner Left Yokohama Yesterday With Over Nine Hundred.

That the boycott against Japanese steamships is being continued with unabated vigor by the Chinese at Hongkong and Canton is evidenced by the fact that the R. M. S. Empress of Japan, which left Yokohama at noon yesterday for Victoria, is bringing a big cargo of freight and 220 passengers.

Of the latter 160 are subcongruators, and the rest are Asiatic stevedores, numbering 700, of whom 250 will disembark at Victoria. Many of the Asiatics are in transit to distant points and are taking the Canadian route to boycott the Japanese steamships running to San Francisco.

The Empress, if she runs according to the schedule which has been worked out while the "overseas mail" subsidy was being paid, should arrive here on Sunday, the 24th. Now that the subsidy has been discontinued it is the intention of the C. P. R. to run the Empresses at a more economical speed, and while it is not known definitely, it is thought that the Empress of Japan will not come to port until the 25th or 26th.

### NORWEGIAN TRAMP IS MAKING SLOW TRIP

#### Foul Bottom Reduces Speed of Steamship Eir to Five Knots.

Loaded with nitrates from South America for Victoria and Tacoma, and with large consignments of special patent foods, which, it is stated, will be sold as horse-feed, the Norwegian steamship Eir, Capt. Marcusen, is due from San Francisco. The local shipments of nitrate will be discharged at the outer wharf for the Victoria Chemical works.

The Eir left San Francisco on Monday and has not been reported from Tatooch up to the time of going to press to-day. Shipping men are not surprised at her taking the better part of a week for the short trip as her hull is so foul that she can only steam from five to five and a half knots an hour. After finishing discharging on the Sound the Eir will probably be dry-docked and her hull cleaned.

### NEW FOG ALARM IN STRAIT OF GEORGIA

#### Marine Department Gives Notice of New Aid Established.

Pacific notice to mariners No. 6 contains the following information for the guidance of navigators:

**Sisters Fog Alarm.**  
A fog alarm, consisting of a diaphone, operated with air compressed by an oil engine, has been established by the government of Canada at the Sisters rocks lightstation, westward of Lasquet Island, Strait of Georgia.  
The diaphone will, during thick or foggy weather, give two blasts of three seconds duration each, every 30 seconds; thus: Blast, 3 secs.; silent, 3 secs.; blast, 3 secs.; silent interval, 30 secs.  
The fog alarm building stands close eastward of Sisters docks lighthouse. It is a rectangular wooden building, painted white with the roof red.  
Yellow Island Fog Alarm.  
A fog alarm, consisting of a diaphone, operated with air, compressed by an oil engine, has been established by the government of Canada on Yellow Island, eastern entrance to Baynes Sound, Strait of Georgia.

The diaphone will, during thick or foggy weather, give three blasts of 2 1/2 seconds each, with intervals of 4 seconds between them; in every 1 1/2 seconds, as follows: Blast, 2 1/2 secs.; silent, 4 secs.; blast, 2 1/2 secs.; silent interval, 37 secs.  
The fog alarm building stands on the eastern extremity of Yellow Island. It is a rectangular wooden building, painted white with the roof red. The horn points to the eastward.

Gillard Light changed. The characteristic of the light shown from the beacon on Gillard Island, Cardero channel, has been changed from occulting white to fixed red.

**HUSBAND AND WIFE**  
**FIGHTING FOR CHILD**

#### Woman Was Arrested at Ladysmith for Taking Little One From Its Father.

Mrs. Rosa Robinson, of Victoria, California, was arrested at Ladysmith yesterday at the instance of her husband on a charge of having kidnaped her four-year-old child and thereby hangs the tale of a short but determined effort on the part of both parents to secure possession of the little one.

According to the woman's story, told to Chief Langley, about a month ago her husband deserted her and the child at Victoria. She followed him to Seattle and there found him living with another woman. She at once commenced divorce proceedings but her husband got an order for the possession of the child and having secured the little one left Seattle for Vancouver. She got an order from another court for possession of the child and started after her husband, whom she traced to Vancouver and from there to this city. Eventually she located him at Nanaimo with a moving picture show. Thither she went and by some means secured possession of the child and was on her way to Victoria when she was arrested at Ladysmith on a warrant issued by her husband.

Yesterday afternoon Mrs. Rufoson appeared before the magistrate at Ladysmith, who at once ordered her release, remarking that she should never have been arrested. The picture show, which arrived in Victoria at noon to-day and leaves this afternoon for Seattle, her only recourse now being to return to Seattle and take action against her husband to recover possession of the child.

### FLEET GREATER THAN GREAT ARMADA

#### Forty Vessels of War Will Welcome French President at Dover.

The largest British fleet ever seen at Dover will gather there to welcome the French President, on his arrival on May 25th.

It will consist of 14 battleships, ten cruisers, 24 destroyers, and two scouts. The vessels will remain at Dover for a week, and the English and French officers and crews will be entertained by the mayor and corporation of Dover.

The town is to be elaborately decorated in honor of the President's visit, and soldiers from the surrounding garrisons will line the streets.

### RECENT CHARTERS.

The following charters are reported: Andromeda, Uruguayan barkentine, 1,176 tons, lumber from Humboldt Bay to Sydney, chartered by Charles Nelson Company.

Vende, French barque, 1,776 tons, wheat from Portland or Puget Sound to United Kingdom, Havre, Antwerp or Dunkirk, 50.

New German ship, 2,121 tons, wheat from Tacoma to United Kingdom, Havre, Antwerp or Dunkirk, 225. 6d.

William Bowden, schooner, 685 tons, lumber from British Columbia to Nagasaki, 35s. 8d.; chartered prior to arrival by British Columbian Mills Timber & Trading Company.

A party of 50 members of Seattle commander, No. 2, Knights Templar, came over on the Princess Victoria

on Saturday, and this afternoon and evening are being entertained by Western Gate Presbytery, No. 30, of this city. To-night the visitors will be given a banquet at the Masonic hall. The Seattle men are guests at the Dominion hotel.

### ROSALIE MAY ENTER SERVICE

#### REPORTED SHE MAY MAKE NIGHT RUN

#### The Rate War Continues—Chippewa Gives Week End Reduction.

The latest move in the rate war between the C. P. R. and the Inland Navigation Company, according to a Seattle dispatch, is an announcement by the latter company that it will place the steamer Rosalie in commission next Tuesday on the night run from Seattle. It is reported, but not confirmed by the local agent, James McArthur, that the Rosalie will leave the Sound daily at 11 p.m. each night, and returning will leave here at 8:30 a.m. each day. The C. P. R. officials to-day refused to discuss this report.

Following is a list showing the number of passengers carried by the steamers Princess Victoria and Chippewa on the different days of the week: Princess Victoria—Sunday, 88; Monday, 254; Tuesday, 213; Wednesday, 385; Thursday, 277; Friday, 208; Saturday, 339. Total, 2,634.  
Chippewa—Sunday, 1,134; Monday, 55; Tuesday, 68; Wednesday, 57; Friday, 48; Saturday, 76. Total, 1,485.

The rate of return to-day is 75 cents and to-morrow 75 cents return rate is offered on the Chippewa.

### CANNOT FLOAT STEAMSHIP.

#### Queen Cristina Beyond Salvage—Divers Looking For Treasure Ship.

Advice from Crescent City state that the attempt to float the British steamer Queen Cristina, which went ashore near there last October, will be abandoned and the vessel wrecked.

The steam schooner Del Norte recently took parties to the wreck, who thought it might be possible to haul the vessel off. After an examination the plan of salvaging the steamer was given up and it is now stated that she will be abandoned.

The divers who looked at the Queen Cristina are now said to be searching for the steamer Brother Jonathan, which was wrecked in that vicinity years ago, besides a great deal of treasure, carried down a great deal of treasure.

### DEN OF RUTHVEN ARRIVES.

Bringing a fair cargo of freight the Den of Ruthven passed up this morning. She stopped only to take a pilot on board, having no freight for her.

The Den of Ruthven, which is commanded by Capt. Singleton, is making her initial trip to British Columbia under the subsidized service to New Zealand with vessels of the "Indra" and "Denn". She is a modern steamer, with 7,000 tons, and a gross tonnage of over 7,000. She left Auckland on April 22nd for Vancouver.

### MAY DELAY THE WORK ON QUADRA CEMETERY

#### Difficulty Has Arisen Over Question of Funds for the Operations.

A peculiar situation has arisen in connection with the work of improving the old Quadra cemetery, the result of which, it is stated, may delay the work for some time.

The main difficulty arises out of the provision for this work in this year's estimates, the amount available being \$5,000 less than what was expected there would be. This is due to the \$1,000 given by the government being in the estimates as though it were civic funds.

When this work was being discussed, D. D. England, superintendent of boulevards and suburbs, prepared an estimate placing the cost at \$3,500, of which the provincial government was to contribute \$1,000, and the city council the balance. The government sent its cheque to the city as agreed. When the civic estimates were being prepared the sum of \$1,500 was placed in them for the work on the Quadra cemetery. This, it was expected, would be added to the \$1,000 given by the government, but now it is found that it includes it. The city, it may be explained, spent a few hundred dollars on the work last year, so that it was thought that the amount in the estimates would have finished the work, providing the relatives of those whose bodies are interred there came forward with their share, something that they have not done yet. If this is the case, the work will have to be of great assistance. If it is not, and if the council is unable to rectify the situation, it will be necessary to stand over until funds are available.

### ILLS OF BABYHOOD AND OF CHILDHOOD

The ills of babyhood and childhood are many and in many respects they are commonly cured. In houses where Baby's Own Tablets are kept there is a prompt cure at hand for such troubles as indigestion, sour stomach, colic, constipation, diarrhoea, worms, teething troubles and other minor ailments and the Tablets can be administered as safely to a new born baby as to the well grown child. Mrs. Octave Paul, of Carleton Place, N. B., says: "I have used Baby's Own Tablets for both my little boy and girl for the various ailments of childhood and have found them always a splendid medicine. No mother should be without the Tablets in the home." Sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

### LONDON TEACHERS ABOARD.

Buffalo, N. Y., May 15.—Teachers from London, Ont., numbering 168 in all, are in Buffalo to-day inspecting the public schools. The teachers are aided by C. B. Edwards, and the following members of the London board of Education: Chairman Charles W. R. Graham, W. C. Fitzgerald, J. W. Fitzgerald, J. W. Westervelt and James Grammer.

### DIVORCED FROM BARON.

New York, May 15.—A decree of absolute divorce in favor of Fritz Scheff, the actress, was signed yesterday by Justice McCall on a report of a referee, who heard the evidence. Miss Scheff was married to Baron Von Babelsch in 1905.

### IMPERIAL BANK OF CANADA.

Toronto, May 15.—The Imperial Bank of Canada earned last year a profit of \$721,175.

### JUBILEE WON BY TEN TO ONE CHANCE

London, May 15.—The Great Jubilee handicap of 3,000 sovereigns for three-year-olds and upwards, a distance of a mile and a quarter, at Hampton Park today, was won by the favorite, Bassett's Hayden. Wm. Clark's All Black was second, and George Faber's Malua was third.

The odds were 10 to 1 against Hayden; 5 to 1 against All Black, and 9 to 1 against Malua.

### TO RAISE FUNDS FOR MATERNITY WARD

#### Aggressive Campaign Has Been Decided Upon by Those Interested

(From Saturday's Daily.) Saturday and Sunday next have been the dates finally selected and endorsed by the clergy and the Hospital Aid committees for a very especial public appeal for the completion of the fund to establish a maternity ward at the Royal Jubilee hospital. The ladies have decided to follow the example obtaining in other counties and municipalities, and which has been already acted upon with great success for three years in the city of Vancouver—and to collect on the street corners and points of interest on Saturday, the 23rd, from 10 o'clock to 10 o'clock, and on Sunday, the 24th, from 10 o'clock to 10 o'clock.

The following are the ladies in charge: Mrs. E. S. Day, Mrs. C. W. Rhodes, Mrs. M. Jenkins, Mrs. John Eggett, Mrs. M. Rathorn, Mrs. Thomas Watson, Mrs. W. Dalby, Mrs. R. M. Fleming, Mrs. J. H. Stewart, Mrs. Harold Robertson, Mrs. Lawrence Goodacre, Mrs. Sheldon, Mrs. Albert Griffith, Mrs. F. W. Jones, Mrs. Law, Mrs. Armstrong, Mrs. Beresford Hog, Mrs. Havelock, Mrs. J. M. Stewart, Mrs. W. M. Stewart, Mrs. R. J. Stewart, Mrs. M. S. Day, Rockland avenue, (president local council of women); Mrs. C. W. Rhodes, Terrace avenue, (president Women's Auxiliary, P. R. J. hospital); Mrs. M. F. Pandora avenue, (president Daughters of Pitt); or Mrs. H. Sell, the Alexandra Club, honorary secretary.

Sunday, the 24th, will be observed throughout the city in the churches as "Hospital Sunday," when special addresses will be given and the offertories devoted to the Queen Victoria Memorial Maternity ward at the Royal Jubilee hospital.

On the afternoon of Sunday, the 24th, the Daughters of Pitt will hold their regular service at the Royal Jubilee hospital, when there will be a short special service, and the band of the Fifth regiment have most generously offered to give a sacred concert.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

### DEPRECATES HIGH SPEED STEAMERS

#### SIR THOMAS SHAUGHNESSY ON ALL-RED ROUTE

#### Tendency of S. S. Companies to Build Boats of Lower Travelling Power.

Sir Thomas Shaughnessy, the president of the Canadian Pacific railway, arrived in this country the other day, says a London exchange. To be president of the Canadian Pacific railway is to preside over a system of about 13,000 miles of line, including the 3,000 miles of main artery which, running right across the great Dominion, connects the Atlantic with the Pacific. To its 74,000 officials and servants the company pays salaries and wages amounting to three-quarters of a million sterling a month; about one-fifth of the population of Canada derives its income from the company. And then the company also owns the magnificent line of ocean steamers which enables it to carry the passenger not only across the Dominion, but from Liverpool to Japan or Australia—half round the world.

The President Himself.

The man who presides over this vast organization was found busily but quietly engaged in his London office. Fifty-five years of age, Sir Thomas Shaughnessy, with his alert figure and declamatory, unobtrusive, genial manner, appears younger. He is a statesman as well as a railway man; he recognizes to the full the importance of his Canadian Pacific railway not only as a financial undertaking, but in the politics of the British Empire.

But he is a railway man first, and one, at least, of his two sons may possibly become a railway man after him, although at present they are both studying for the law—Sir Thomas thinks it such an excellent beginning for anything and everything. An American by birth himself, his first services as a youth were given, thirty-eight years ago, to the American railroads, but he has been with the Canadian Pacific, over which he now presides, practically ever since its inception, a matter of a quarter of a century.

He tells you that his life has been uneventful, except in as far as it has been bound up with the events of railway development; that the only exercise he gets is much walking up and down his office in thought; that he smokes many cigars a day and enjoys a glass of wine on proper occasion.

Outlook For Canada.

The president set-back in affairs Canadian is regarded by Sir Thomas Shaughnessy as unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There have been three or four years of boom, which showed signs of being overdone. Not only were farmers buying land for their sons, not only were manufacturers extending their premises, but feverishness was entering into business. Land in far-away Edmonton, for instance, was fetching higher prices than land in Montreal itself.

As to the decline of the receipts of the Canadian Pacific railway itself, Sir Thomas Shaughnessy was unimportant, natural, and, being healthy, quite desirable—a mere incident in the continuous progress of Canada. There