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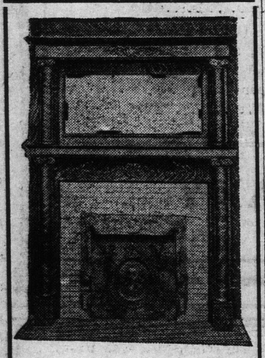

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The annual general meeting of the above company will be held at the office of the undersigned, Room 11, Promis Block, Victoria, B.C., at 11 a.m. on Monday, March 1st, 1909. By order, A. G. Sargeson, Acting Secretary.

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WANTED—300 laying hens. H. T. Oldfield, Box 406, City. 126

Washington, Jan. 25—Gold medals with suitable emblems are to be awarded to Orville and Wilbur Wright by congress in recognition of aerial navigation, and for their ability, courage and success in navigating the air, if the house of representatives approve a resolution adopted by the senate today. Senator Foraker of Ohio introduced this resolution, which instructs the Secretary of War to carry out its purpose, and without debate the measure was adopted by the senate.

NO ASSISTANCE FOR THIS CITY

No Grant From Provincial Government in Aid of Tasse Scheme

THE DEBATE CONTINUED

Hon. Richard McBride and J. A. Macdonald Heard Upon Speech From Throne

(From Tuesday's Daily)

Whatever expectations the citizens of Victoria entertained of enjoying a Government grant towards the beautifying of the city received a rude shock yesterday when Premier McBride, in the course of a lengthy speech in the House in reply to the annual attack of the leader of the Opposition, declared that while other parts of the province needed roads and schools Victoria must do without "luxury."

In opening the debate on the Speech from the Throne, J. A. Macdonald, M. P.P., leader of the Opposition mentioned that nothing had been said in that message anent the intention of the government in the matter of beautifying the capital city. He wanted to know what the Premier was going to do for Victoria. In his reply the Premier spoke in terms that were quite clear. He said:

"My honorable friend refers to beautifying the city of Victoria. He has waited six years to see the necessity for more expenditure towards the beautifying of the capital city. It may be that a Liberal defeat in this city a few months ago impelled that gentleman to an abnormal anxiety in that regard.

"As soon as the treasury of British Columbia will allow this government to indulge in expenditures for the beautifying of the city of Victoria, I will be the first man to take that step. But when will that time come? When certain parts of British Columbia are without roads and schools, how can I indulge in this luxury? I would rather lose my seat than spend money luxuriously in this way, when the people of Victoria want to hear me on this point, I shall be ready. If they think me wrong I shall be ready to step down.

"The business men of Victoria will agree with me that if we have money to spend we should spend it on roads, and other improvements in the unsettled districts. It is a left-handed compliment to the citizens of this city to say that they are not able to look after these things for themselves, as the people of Vancouver have done."

In his speech on the Address Mr. Macdonald attacked the government strenuously on the question of land and timber laws, the fiscal policy, the administration of liquor laws by the Attorney-Generals department, and many other heads. The spirit of the attack augured well for a lively session. The speech and the Premier's reply occupied the entire afternoon.

Leader of Opposition.

The returns for the Nanaimo election were presented at the opening of the session, and James H. Hawthornthwaite, M.P.P., (Socialist), was allowed to take his seat.

Hon. F. J. Fulton presented a return of all the correspondence and telegrams between the Government and the Grand Trunk Pacific Railway Company.

J. A. Macdonald, M.P.P., leader of the Opposition, rose to open the debate on the Speech from the Throne. In opening, Mr. Macdonald remarked that he had hoped to have the pleasure of congratulating the new Minister of Works, but saw that he was not in his place.

The Premier Replies

Premier McBride arose to reply on behalf of the Government. He congratulated Mr. Macdonald on the latter's assurance that the honorable gentlemen on the Opposition side would do their best to further legislation during the session. He would take him at his word, and so would expect more cordial co-operation from the Opposition than he had in the past. As for the Speech from the Throne, his honorable friend had repeated almost word for word the references made by him in former sessions. The Speech was recognized to be a more or less perfunctory part of the opening exercises. It had been attempted to put in the Speech matters worthy to come from the lips of the Lieutenant-Governor, and the Speech was, in his opinion, in every way suitable. The Premier warmly congratulated Mr. Parson, who moved the address in reply, and Mr. Davey, the seconder.

"The leader of the Opposition has gone to some trouble to embarrass my position with regard to the gentleman who has been chosen as the new Minister of Works," said the Premier. "However, I am very fortunate in my party, and in the men who sit with me in this Legislature. Let me tell all who may have any doubt on the subject that there are nothing but the very best of relations at the present time subsisting among all the members of my party. As for the member for Okanagan, he is all that my honorable friend has said. I have never been importuned in any way regarding any of these Cabinet appointments, and my friends have all shown a trust in me that leaves my hands free for the work I have to do."

Irrigation Measure

Premier McBride dealt at some length with the Quebec Tercentenary, the Simon Fraser Centenary, and the Fernie fire, and then passed on to other clauses of Mr. Macdonald's attack. As for the harsh criticism of the Government in not outlining more legislation in the Speech from the Throne, he felt that the speech had done its part. As for the clause regarding the water legislation, he was glad to be assured that when this came before the House the Opposition would aid in making the bill as perfect as possible. The matter had been approached with all possible care, it being realized that serious and difficult complications were likely to arise. Nothing that might come up in the House might cause more trouble in the dry belt than legislation that would affect water rights that had been held and enjoyed for many years. The bill would be presented within a day or two so that the members would have ample time to familiarize themselves with its various clauses.

"It is not often that I can say that the honorable gentlemen opposite have helped me," remarked the Premier at this stage. "They have been often ill-advised. But here is a golden opportunity, and I am glad that they are going to embrace it."

A great deal has been said about the timber question, but the honorable gentleman has left a great deal of doubt as to what he meant. The word "speculator" was one that seemed to be but vaguely defined in the minds of the Opposition members. "I have always held," said the speaker, "that all of us in British Columbia are more or less speculators in the sense that if we have anything and get a chance to sell it at a good price we do not throw it over."

The Land Act

In speaking of lands in the Northwest he would have thought that his honorable friend would have referred to a concession such as that secured by one Mr. Burrows. Would he have Mr. Macdonald advise him that Mr. Burrows was a speculator? What was the policy that had enabled Mr. Burrows to get a concession of almost all the marketable timber in the Northwest? The only criticism he had ever listened to regarding the timber statutes was that which claimed that a twenty-one year lease caused waste. The tenure of the lease should be indefinite, depending on the removal of all the timber. Strong representations on this matter had been made from all parts of the province and the government was at present looking into the thing with a view to bringing down a comprehensive measure that would meet the case. The government had expected to able to "that the Commissioner of Lands has at present in view the establishing of a bureau of forestry to take over the branch of the public service that looks after the prevention of forest fires, the collection of stumpage, etc. There would be a chief forester in charge of this, necessarily a skilled man who could advise the government on all matters of management. British Columbia is unique in that its supply of standing timber differs from any asset of any other province, and so we would have to rely on our own resources in conducting a bureau of forestry."

Many Demands

Passing to the fiscal policy of the government, Mr. McBride said that it would be good politics for the politician to promise that if given control of the treasury he would give back the taxes to the municipalities. The government must go slow. It was true that there was a surplus, but this was due to an unusually happy demand for Crown lands and timber. Great pressure had been brought to bear on the government by cities and rural municipalities, but it was hardly fair to the province to meet these demands. Reckless indulgence in a policy of this kind would spell ruin. The government had a tremendous task in the Northern part of British Columbia, to build trails, roads, schools, and to meet all the needs of the enormous population that was bound to be in that region in a few years. Parliament must be prepared to meet this, and even if there was a surplus, it would be expended in the norther district in a few months.

As soon as the Minister of Public Works had had an opportunity of conferring with the honorable gentlemen opposite the estimates for the year would be presented. They would be this year, as in the past, fair and just. That statement that had been made regarding starving Liberal constituencies was wrong. The leader of the Opposition had heard so long, the tuneful voice of the member for Delta, that he had come to the same opinion as that gentleman. The government had been compelled during the past twelve months to ask the Lieutenant-Governor to pass special warrants, and when these were brought in, the members in the Opposition would see that the Liberal constituencies hed received much more liberal treatment than the others.

Here Mr. Macdonald arose to say that there may have been some method in this. Mr. McBride replied that in a province so strongly Conservative, no government would expose itself in this way. Then he took up the matter of the beautifying of Victoria. His remarks on this head have been quoted above.

The Mining Situation

Regarding the mineral tax, Mr. McBride confessed that five years ago the government had promised to look into this matter. He admitted that the tax was a burden, but this description would apply equally well to any other species of taxation. He would hail with delight any other scheme that would meet the case. It was a problem the solution of which must be looked for in the dim and distant future. Perhaps his honorable friend might help with a suggestion. He was sorry to hear the pessimistic views of the opposition on the mining situation. The mining operations of the province were on a sound basis, and they were in careful hands. There was no lack of confidence in the situation either at home or abroad. Reviewing the latest finds and developments in mining, Mr. McBride declared that these things would be impossible if the tax scared people away. The government was extremely optimistic and had every reason to believe that 1909 would be a banner year in mining.

As for the administration of the liquor laws, he did not agree with Mr. Macdonald. While licenses in the unorganized districts had been in charge of the attorney-general the latter had looked to Mr. Hussey for advice in every case. The result of the change had been the destroying of twenty-five licenses, the majority of which had been held by Conservatives. There was absolutely no politics in the administration of this branch, and the result had been distinct improvement in the hotel accommodation of British Columbia.

Mr. McBride stated that he regretted very much to hear that civil servants in the employ of the provincial administration had been taking part in elections. He wanted a clean civil service. He could recount with pain instances of Dominion civil servants taking part in politics. He was sorry to hear of the case of the government agent in Kootenay. Since Mr. Wright took over the office at Nelson there had been a capital administration, and no complaints. It was true that for many years he had been in politics and so perhaps in the heat of the election his enthusiasm had led him in.

The Canadian Northern

In taking up the question of railway construction, Mr. McBride cited the railways at present under construction in the province. He quoted Sir Thomas Shaughnessy's remark that the day for railway subsidies in British Columbia had gone by. He stated that he had been trying for some time to interest the Canadian Northern in British Columbia. He was endeavoring to enter into a fair and equitable arrangement with that road that would at no distant date bring it into the province. Regarding the Grand Trunk Pacific he was glad to be able to tell the House that one hundred miles would be in operation next summer. The corporation had in consideration the letting of further contracts. He welcomed the road, although he had not welcomed the rash and unbusinesslike policy pursued by the Dominion government. He announced that since the House met an arrangement had been reached regarding terminals and papers would be laid on the table as soon as possible.

In conclusion, Mr. McBride paid a touching tribute to the late Sir Henri Joly de Lotbiniere.

Before adjournment James H. Hawthornthwaite, M.P.P., Socialist member for Nanaimo, was introduced to the speaker by his Socialist confreres, Messrs. McInnes and Williams.

Relief For Italy

Washington, Jan. 25.—The American Red Cross today cabled $200,000 to Ambassador Griscom at Rome, half for the Italian Queen's orphanage fund, and the other half for the re-establishing of the professional men and other relief. At the request of the Navy Department, the Red Cross has consented to expend $100,000 for the purchase of lumber for more houses, as suggested by the Italian government.

Mines at Ymir Sold

Ymir, Jan. 25.—The first payment on the transfer of the Canadian Girl and Yankee Girl mines, situated a mile and a half from Ymir, from D. E. Grobe, et al, to a New York syndicate was made on Saturday. Under the able management of superintendent H. L. Rodgers the mines promise to become necond to none in the Kootenays. Mr. Rodgers is entitled to much credit for the ability he has shown in the development of the mines, the negotiations leading to the transfer and for the square dealing with all concerned. Extensive preparations are now being made to push work forward vigorously and active shipping of ore will be commenced at once.

Big Railroad Scheme.

Winnipeg Jan. 25—The Tribune has following special from Calgary, Alta., "Malcolm MacKenzie, member of the Alberta Legislature for Macleod, has a big scheme, which provides for the double-tracking of the Calgary and Edmonton line, running from Macleod due north to Edmonton. The plan also provides for extensions between Macleod and the American boundary and northward from Edmonton. This would make one of the greatest trunk lines in the world, for there is not a railroad in Montana that would not operate into 600 miles of distance over such a system. They could run their branch lines wherever they choose, throughout southern Alberta, into the wheat fields of Saskatchewan, into the Peace river country and to the mineral areas of Athabasca."

PRISONER'S SUICIDE

Convict From Vernon Takes His Own Life in New Westminster Penitentiary

Vancouver, Jan. 25.—Despondent at the loss of personal liberty, James B. Weston, convicted horse thief and jail-breaker, committed suicide in the penitentiary last night with a shoemaker's knife. His dead body was found by the guard as he made his morning rounds. Weston had served down for five years, having been convicted at the Vernon assizes of stealing horses.

BY GAS EXPLOSION

Ten Miners Imprisoned in a Pennsylvania Colliery—Some Hope of Rescue

Pittsburg, Jan. 25.—Two Americans and eight foreigners are imprisoned in the Merchants' Coal company mine at Boswell, Pa., where a gas explosion occurred about eight o'clock tonight. Three foreigners, badly injured, escaped. Supt. Logan was carried out unconscious. Rescue parties are trying to reach the imprisoned men. The night force had not been permitted to enter the mine because of anticipated trouble, which the superintendent and his party were investigating.

VENTURE BURNED

Boscowitz Company's Passenger and Freight Steamer Destroyed By Fire

The steamer Venture of the Boscowitz Steamship company, Captain Goulding, was burned near Inverness cannery on the Skeena river yesterday and is a total loss, a charred hulk on the beach near the northern cannery. News of the fire reached here yesterday morning. The Venture, which had encountered heavy weather in the north, and was delayed in consequence, was loading salmon at Inverness cannery when fire was discovered on board at 2:30 a.m. When the alarm was given the flames had gained considerable headway and the steamer was cut loose from the wharf and beached on the bank of the solugh which joins the Skeena at Inverness cannery. The fire burned all day gaining continually despite all the efforts of Capt. Goulding and his crew and last night when the last advices were received from the Skeena village the steamer was still burning. She will be a total loss. The hull has been almost totally destroyed, but it is considered likely that the engines, if not warped too badly by the heat may offer chance of some salvage.

When the disaster occurred the Venture was loading a shipment of salmon for J. H. Todd & Sons, of this city, which was to have been shipped by the Cyclops, which arrived yesterday, on her outward voyage. The Venture had a hard voyage before meeting with disaster. She lost a propeller blade when on the way north and was beached at Cousin's inlet, where she remained for 24 hours a lower tide following that on which she was beached and she was not floated off until the next day.

The Venture was valued at $75,000 and the Boscowitz Steamship company carried insurance amounting to $50,000 on the steamer. She was built here by A. C. Macdonald for the late N. P. Shaw for use in carrying cattle and general freighting to Skagway. The machinery was constructed by the Victoria Machinery Depot, of this city, in whose yards the steamer was built. She was seven years old, having been launched in 1902. The lost vessel was a wooden screw two masted steamer—she was originally three masted when used as a freighter and one of the masts was taken out when she was remodelled into a passenger and freighter steamer for her present owners. The tonnage was 655 tons gross, 409 tons net. Her length was 153.4 feet, 36.2 beam and 9.5 feet deep. The engines were compound, with four cylinders, 8 and 18 inches in diameter with 12 inch stroke.

Capt. T. Goulding had command of the steamer and she had a crew of 23 men.

SURVIVORS NOW SAFE IN PORT

Passengers and Crews of Republic and Florida Brought to New York

FIVE LIVES SACRIFICED

Captain of Republic Stays on Vessel Till It Sinks Beneath Him

New York, Jan. 25.—Within considerably less than 72 hours after the crash between the ocean liners Republic and Florida, off the Nantucket shoals, which eventually sent the one to the bottom and reduced the other to an almost helpless state, the survivors of the thrilling accident have found a haven at last. At nightfall tonight, 1,650 passengers from the two vessels were safe in this port, brought here by the Baltic, while nearing it were the rescued officers and crew of the Republic safe on board the derelict-destroyer Seneca, to which they were transferred from the revenue cutter Gresham, after staying up to the last moment by their sinking vessel. At the dock in Brooklyn was the battered Florida, aboard which her crew had remained throughout her trying experiences. Only the ill-fated Republic was wanting to complete the list. She rests on the bottom of the sea fifteen miles south of the Nantucket shoals lightship.

The past three days have witnessed what is beyond question the most remarkable series of happenings in the history of modern navigation. As the drama is re-enacted in the tales of the survivors and of eyewitnesses, a sense of what might have been, had there been lacking the heroism that was actually displayed, the marvelous human efficiency that was shown and the aid that modern science was able to render in the most critical of situations becomes strikingly clear.

Sixteen hundred and fifty persons, passengers on the Republic and the Florida, whose lives were in jeopardy for hours while the call of wireless telegraphy was gradually bringing aid nearer and nearer to them, reached New York to day on the steamer Baltic. No argosy of the olden days, bringing golden treasure, was ever more welcomed. Frenzied cheers from the thousands at the pier when she was docked, greeted her arrival, tears of thankfulness were shed, affectionate greetings were exchanged, and only here and there a note of sadness heard. Five fatalities had marked the tragedy as not without its toll in human lives, but of those dread scenes of anguish that would have been enacted had not the fortuitous circumstances stamped into aid human heroism and scientific marvels there was hardly a suggestion.

Men of Crew Killed.

When the Florida reached her dock it was learned that three, and not four, of the crew had been killed when the steamer collided. They were sleeping in their forecastle quarters, and met instant death, two of them being badly mangled and tangled in the wreckage, and it was not until after the steamer got into her berth tonight that their bodies could be extricated. The men killed were Pasquale Cavallo, Cotogero Martusolli, and Salvadore Damico. Three others were severely injured.

That there had been any trouble at the wheel of the Florida was denied tonight by the Florida's purser, Arbila Jima. When asked about the reports of the seamen's deliquency he said that the quartermaster was thrown from the wheel by the shock of the collision, but stuck to his post until the crash came. The purser likewise denied that the wheel was turned the wrong way as the vessels were approaching each other.

Republic Goes Down.

Woods Hole, Mass., Jan. 25.—The thrilling scenes which marked the sinking of the Republic after her passengers and most of the crew went on their way to New York, the grim determination of Captain Sealby to stay with his beloved ship, the loyalty of the Second Mate Williams in refusing to leave the side of his commander, and the miraculous escape of the two officers were told today by officers of the United States revenue cutter Gresham, which was towing the Republic when she sank. The officers and crew of the Republic were transferred to the derelict destroyer Seneca and taken to New York, while the Gresham came here.

After the Gresham came up with the sinking Republic yesterday forenoon preparations were made to tow the steamer to the nearest land for beaching, as Captain Selaby thought that she could be saved, but the steamer's bulkheads were unable to withstand the pressure, and at 7 o'clock Saturday night Captain Sealby ordered every man off the ship. He himself refused to leave, and the second officer remained by his commander's side. An hour later while the searchlights of the Tug Mary F. Scully were playing on the scene, two shots were heard from the bridge of the Republic, two blue lights were burned and then the bow of the doomed ship shot up in the air, and the great liner sank stern first. Just before she went down Capt. Sealby climbed the mast, while his second officer jumped from the rail. They were rescued by one of the Gresham's lifeboats, in command of Gunner Johannsen. On the after deck of the Republic, as she went down rested two caskets, containing the bodies of Mrs. Eugene Lynch, of Boston, and W. J. Mooney, of Langdon, N. D., who were killed in the collision between the Republic and the Florida. The Republic rests on the bottom of the Atlantic with 38 fathoms of water over her at a spot 15 miles west of Nantucket shoal lightship, and there she will probably remain forever.

Panama Libel Suit.

New York, Jan 25—The federal grand jury investigating the charge of libel growing our of articles on the Panama Canal purchase today examined only one witness, John Hammond, a World reporter. Several members of the jury having relatives who were passengers on the ill-fated steamer Republic, adjournment was taken early today to enable them to meet the Baltic on her return. It was learned tonight that a witness examined on Friday last, whose identity was unknown, was K. Pomeroy, a dealer in securities.

AT DEATH'S DOOR

Doctors Had to Give Her Morphine to Ease the Pain

Five Boxes of "Fruit-a-tives" Cured Her

Enterprise, Ont., Oct. 1, 1908.

For seven years I suffered with what physicians called a Water Tumor. I would get so bad at times that I could hardly endure the pain. I could neither sit, stand nor lie down. Hypodermics of Morphia had to be given me or I could never have borne the pain. Many physicians treated me but my cure seemed hopeless, and my friends hourly expected my death. It was during one of these very bad spells that a family friend brought a box of "Fruit-a-tives" to the house. After much persuasion I commenced to take them, but I was so bad that it was only when I had taken nearly two boxes that I commenced to experience relief. I kept up the treatment, however, and after taking five boxes I was cured, and when I appeared on the street my friends said, "The dead has come to life." And this seemed literally true because I certainly was at death's door.

But now I can work almost as well as ever I could and go camping and berry-picking with the girls.

I will be glad if you will publish this testimonial, if it will further the interests of "Fruit-a-tives." They should be in every household.

Yours very truly,
MRS. JAMES FENWICK.

Through the whole country around Enterprise, Ont., people are talking about this wonderful cure. By their marvellous action on the Kidneys, "Fruit-a-tives" cured Mrs. Fenwick when the doctors said she could not be operated on and was doomed to die.

"Fruit-a-tives" cured Mrs. Fenwick when all else failed. Try them for your trouble. 25c. and 50c. a box at dealers or sent postpaid on receipt of price. Fruit-a-tives Limited, Ottawa.

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Northern Interior of B. C.
Miners and prospectors going into Telkua, Omenica or Ingineca Camps will find a full stock of mining tools, camp outfits and provisions at my general store at Hazelton, which is the head of navigation on the Skeena River and headquarters for outfitting for above points.
R. S. SARGENT, HAZELTON, B. C.

PUT YOUR WANTS IN THE COLONIST

The

"THE oldest pioneer Columbia" is the Mr. James Mo who is at present visit. Last Mon Moore addressed by the Young People's Soc drew's Presbyterian Church, as a miner in pioneer days. as they are from a historical Moore's remarks on that occa the following.

"I am proud to have the called on to speak to this yo see before me, and those bone and sinew of this grea are the men, sir, that made t it is today, the greatest pro minion of Canada. In speaki Mr. Chairman, I am speaking giving you a short resume of of the province. Fifty years remember incidents that days.

"It may be interesting to k to the first discoveries of vince. The question is still first gold was found in thi sir, I am speaking now from tions. In speaking with Don trader of the H. B. Co. at 1861, he told me the first gol in 1856 and 1857, from India son river. This gold he s Victoria, and in February, steamer Otter left Victoria The purser, having this gol the U. S. mint in San Fran coined as the first gold fou donia. I will speak of this as British Columbia, as th made a Crown Colony aft mines on the Fraser river. in San Francisco it was th belong to the Volunteer fir one of our meetings, one ev sation turned on gold exciter intendent of the mint was pr ed :"Boys, the next exciter Fraser river." He then to brought by the Otter. On th statement we formed a sma and report on the Fraser ri Francisco the 12th of March the Fraser river about the 20 and located the first mines British Columbia March 23r located this mine we laid th of mining in British Colu practically the commencem Province.

"I may go a little furthe the foundation stone of Brit I am proud to have the hon tonight that I helped to la stone. But, sir, I am sorry only one left of that little p ed those mines on Hill's B ciates have crossed the grea they have struck it rich and ed for their old partner.

"In ascending the river day on a bar to cook lunch party noticed particles of that was growing on the He washed a pan of this m pect. After lunch we all p covered the richest bar on tributaries. In honor of th the first pan we named the conversation with a Mr. La who then owned the bar, h 000 had been recovered fr our discovering this mine o some of our party down Langley to replenish our only a prospecting outfit. the Hudson's Bay Compan well supplied with groceri reported our find on Hill's which soon spread across t not left long in possession of Yale Indians, about thre men and children, moved camped on our bar. The our game of mining, and th washing for gold.

"The next party to arriv lor, with a boat load of say, the first supplies mo in a new mining camp take When he landed on the b foot" he commenced sellin $5 a bottle, taking his pa Indians not knowing the mineral. That night all th and to save ourselves we the liquor the Captain had fer, as he thought this wa quick by selling to Indian self to their gold dust. all the liquor Taylor had knocked the heads of each ed the whole contents on christened the baby Hill's fore. We now baptized gave Taylor half an hou and leave, or if he wish us we would make him a necktie. He would not a left the bar and went do

"After this incident s dians in the band beca inclined to be rather u them took a pick belong upon his refusing to re the pick lost patience handle over the head of this precipitated a row i