PAID DEAR FOR PAPERS.

Confidence Game Played on a Washington Farmer.

Seattle, Wash., Oct. 12.—Frank Rademacher, a German farmer from Chehalis, paid $6,500 for one copy each of the three Seattle daily newspapers and a copy of the St. Louis Post-Dispatch.

Confidence men got his money and set a record price for newspapers.

Rademacher, tired of farming, sold his little place at Chehalis. He brought the money with him when he started to see Seattle. He arrived here on September 7, and deposited the money in local banks and began to get acquainted. One night he wandered down to Occidental avenue and met John Ardin, a Frenchman, who treated him so nicely that he decided to room in the same lodging house with Ardin. Later, the Frenchman and a friend persuaded Rademacher to go to Alaska and get rich. They both were to leave all of their money in a safety deposit box at the Day and Night Safe Deposit & Storage Company. Rademacher thought he saw Ardin put $40,000 into the box and he put in his $6,500. They each got a key to the box and then Ardin gave Rademacher both of the keys to show him that he was on the square.

Ardin then suggested a pleasure trip to California which he was to finance and they started south on October 6. Last Monday they were in Sacramento and Ardin disappeared. Rademacher reported the matter to the police at Sacramento and Chief Ahearn wired Seattle to keep Ardin from getting the money. The box was watched and Rademacher arrived yesterday and opened it with the result above stated.

TOLLS ON THE PANAMA.

Washington, D. C., Oct. 13.—President Taft's prediction of an early opening of the Panama Canal promises to plunge the state department into important negotiations with the great maritime Powers respecting tolls. Until recently European nations took it for granted that there would be no attempt to discriminate against nationalities in the matter of tolls, basing their belief on the Hay-Paunceforte treaty which almost in terms made such a declaration.

But the introduction in congress the last session by the Republican leaders of bills which either directly proposed to relieve American shipping of any tax, or through a transport system of rebates looked to accomplish the same end, has greatly alarmed foreign shipping interests. They fear they would find it impossible to use the waterway if required to pay heavy tolls while American ships were untaxed, and it is expected they will make energetic protests against such discrimination.

PASSENGERS IN PANIC.

Louisville, Ky., Oct. 13.—Twenty-one panic-stricken passengers and members of the crew were taken from the Lena May, an Evansville steamboat, which last night was hung up here on the dam at the head of the falls in the Ohio river. The water is high and the captain intended to go over the falls as is the practice during this stage of the river. As the pilot was about to swing into the chute through the opening in the dam, the boat failed to respond and it was carried over the top of the dam. Here it remained suspended, its bow far out over an eighteen-foot drop. The boat has not been removed.

TIDE TABLE.

Victoria, October, 1911.

Date.	Time	Ht	Time	Ht	Time.	Ht	Time	Ht
	h.m.	ft.	h. m.	ft.	h. m.	ft.	h. m.	ft.
1	3 46	2.7	.. ..	..	15 06	8.1	.. ..	..
2	4 38	2.7	.. ..	..	15 06	8.0	.. ..	..
3	5 26	2.8	.. ..	..	15 10	7.7	.. ..	..
4	6 13	2.9	14 50	7.4	19 19	6.6	23 56	7.9
5	6 56	3.1	14 20	7.2	19 46	5.7	.. ..	..
6	1 09	7.1	7 37	3.4	14 13	7.4	20 17	4.9
7	1 59	7.2	8 15	3.8	14 28	7.5	20 51	3.3
8	3 02	7.2	8 51	4.4	14 46	7.7	21 30	3.9
9	4 10	7.2	9 28	5.1	15 05	8.0	22 16	5.2
10	5 24	7.2	10 07	5.9	15 24	8.3	23 06	7.5
11	6 46	7.1	10 48	6.6	15 41	8.5	23 59	1.1
12	.. ..	..	.. ..	..	15 58	8.7	.. ..	..
13	0 55	0.9	.. ..	..	16 21	8.7	.. ..	..
14	1 53	0.9	.. ..	..	16 50	8.6	.. ..	..
15	2 53	1.1	13 20	8.2	.. ..	..	.. ..	..
16	3 52	1.5	13 34	8.1	.. ..	..	.. ..	..
17	4 50	2.0	13 38	7.9	18 39	6.6	22 20	6.3
18	5 45	2.8	13 36	7.7	19 11	5.6	.. ..	..
19	6 40	3.7	13 26	7.5	19 36	4.7	19 47	4.8
20	1 30	6.7	7 22	4.3	13 25	7.8	20 24	3.6
21	2 56	6.9	8 03	5.1	13 40	8.0	21 02	2.3
22	4 23	7.0	8 41	5.8	14 01	8.2	21 41	2.2
23	5 52	7.1	9 16	6.5	14 24	8.3	22 21	1.4
24	7 28	7.3	9 52	7.1	14 40	8.4	23 01	1.6
25	.. ..	..	.. ..	..	14 29	8.5	23 42	1.6
26	.. ..	..	.. ..	..	14 26	8.5	.. ..	..
27	0 24	1.7	.. ..	..	14 29	8.5	.. ..	..
28	1 09	2.0	.. ..	..	14 50	8.5	.. ..	..
29	1 56	2.3	.. ..	..	13 24	8.4	.. ..	..
30	2 44	2.7	.. ..	..	13 22	8.3	.. ..	..
31	3 34	3.0	.. ..	..	13 04	8.0	.. ..	..

The time used is Pacific Standard for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height serve to distinguish high water from low water.

The height is in feet and tenths of a foot, above the average level of the lowest low water in each month of the year. This level is half a foot lower than the datum to which the soundings on the Admiralty chart of Victoria harbor are reduced.

EE SPEAKING FROM EXPERIENCE EE

THE DOCTOR: "Ah! yes, restless and feverish. Give him a Steedman's Powder and he will soon be all right."

Steedman's Soothing Powders

EE CONTAIN NO POISON EE

ITALY RUSHING TROOPS.

Quick Action Is Decided Upon by General Caneva.

Tripoli, Oct. 12.—General Caneva, commander-in-chief of the Italian expedition, has decided to act quickly, and it is believed the troops under him will march immediately against the positions occupied by the Turks. A reconnaisance of the desert to-day disclosed the central body of the Turkish troops with field guns not far from the city.

Nineteen more Italian transports, escorted by warships, and carrying the second division of the troops, arrived this morning. The men were hastily landed.

This division is 15,000 strong, and there are now 22,000 Italian soldiers on the coast of Tripoli. Not only is the Italian position safeguarded against surprises, but an effective occupation of the interior can be begun.

It is reported that the Arabs have accepted the Italian occupation joyfully, but some of the warships remain in the harbor in readiness for emergency. Troops were also landed at Benghazi, Derna, Tobruck Bomba.

Although the utmost precautions have been taken, cholera has broken out, and it is reported that four deaths have occurred. General Caneva has addressed a proclamation to the inhabitants, assuring them they have not been enslaved by Italy. On the contrary, they have been liberated from a yoke under which they have been laboring for years.

They will be ruled by their own chiefs under the patronage of the King of Italy. Religious and civil laws will be respected, and taxes will be reduced or abolished.

The proclamation concludes by announcing that Italy desires that Tripoli shall remain in the land of Islam under the protection of Italy.

WHITE PLAGUE FIGHT.

Spread of Disease in Quebec Is Very Great.

Montreal, Oct. 13.—Striking statements concerning the spread of "white plague" in the province are contained in returns by the commission on tuberculosis which has just been published. The report includes the following features:

"That the death rate in rural districts in Quebec nearly equals that of cities.

"That Quebec is losing $2,000,000 annually as a result of tuberculosis.

"The measure against tuberculosis include an educational campaign showing people that tuberculosis is infectious and is avoidable, compulsory disenfection of dwellings, enforcement of by-laws forbidding expectoration in public places, the creation of anti-tuberculosis dispensaries and isolation of open cases of tuberculosis."

WEAPONS OF MOBOCRACY.

Council Bluffs, Ia., Oct. 13.—Initiative and referendum and recall were termed the weapons of "mobocracy" by Archbishop Ireland, in an address here at the banquet of the "Army of the Tennessee." Archibishop Ireland said:

"The clamor is heard that the American Democracy, such as the Republic has known for a century and a quarter, must be torn asunder under the pretense that with it, the people do not govern with sufficient directness. Democracy—yes; mobocracy—never.

"And towards mobocracy we are bidden to wend our way. The shibboleth of the clamor include, as you know, initiative, referendum and the recall and are nothing more or less than the madness of Democracy."

MADERO'S THANKS.

Mexico City, Oct. 13—President-elect Madero issued a statement yesterday in which he said:

"I accept without question and will work harmoniously with the man whom the people choose as vice-president, despite my desire for the election of Pineo Suarez."

Madero denied that he had forced Suarez on the people, saying he had merely recommended him. If all three candidates failed of an absolute majority on Sunday, he said he would suggest the largest number of votes in the electoral college.

MORMON LEADER DEAD.

Salt Lake, Ut., Oct. 13.—John Henry Smith, a member of the First Presidency of Mormon Church, being second counsellor to the president, Joseph F. Smith, died here early to-day, aged 63 years. He retired in his usual good health last night and about midnight was seized with a hemmorrhage of the lungs, dying thirty minutes later. Two wives, four children and 18 grandchildren survive Mr. Smith. His death occurred at the home of his second wife, Josephine G. Smith. His first wife, Sarah Carr Smith, is now in Chicago visiting relatives.

CONSOLIDATED'S ANNUAL.

Toronto, Ont., Oct. 13.—The sixth annual report of the Consolidated Mining and Smelting Company of Canada for the twelve months ended June 30 last shows net profits of $204,278 which added to the balance of credit of profit and loss from the previous year makes a total of $873,289. Dealing with the purchase of the Le Roi the president's report briefly says: "Since June 30 your directors have purchased from the liquidator all the property of the Le Roi Mining Company in Rossland, and have every reason to believe that the purchase will be profitable to the company."

EARLY MORNING WRECK.

Bellingham, Wash., Oct. 13.—Fireman John Bowles is dead, Brakeman Smart is in the hospital with his legs broken and other injuries, and the engine and two cars of freight train No. 711, on the Great Northern, are in Chuckanut Bay, as a result of a wreck on the line at 2.35 o'clock yesterday morning. The freight was coming from Seattle when it ran into a rock heap that had been thrown on the track by blasting on the interurban. Both Owl trains are held up by the wreck.

NEARLY SET ADRIFT.

Weir Steamship Rygja Breaks Lines And Tears Cleats From Dock At Portland.

Portland, Ore., Oct. 13.—Laden with about $250,000 worth of flour, the Waterhouse trans-Pacific freighter Rygja, came near being set adrift in the river by swells from the steamer Carlos, which is said to have gone by the big Oriental liner, lying at the Portland Flouring Mills, at a high rate of speed.

The mooring lines of the Rygja parted and some of the cleats on the dock to which they had been made fast were torn out. It was at 9.30 in the evening and fortunately the officers and crew had not retired for the night. As quickly as possible they hustled out on deck and succeeded in making the steamer fast again before she could drift away in the current.

The Rygja cleared for Hongkong with flour valued at $246,163 and left at daylight yesterday.

HAS MILLION IN GOLD.

Victoria Sails From Nome for Seattle With Treasure Aboard.

Nome, Alaska, Oct. 12.—The steamer Victoria, which sailed for Seattle Tuesday with six hundred passengers, has more than a million dollars in treasure aboard. The gold is the output of several mines in the Seward Peninsula district and is the second large shipment sent to Seattle within the last few days. Two more steamers are to sail for the States before navigation in Behring Sea is closed for the winter, and it is expected that they will carry large amounts of treasure.

STORM IN MEXICO.

Mexico City, Oct. 13.—Reports received by the department of the interior indicate that there was a big property loss but few fatalities as a result of the storm that swept the coast of the state of Sonora last Thursday. The telegraph wires were not restored until last night when the government received its first word of the disaster.

According to officials, the village of San Jose de Guaymas was practically destroyed. The railway stations at Empalme and Ortic were torn down.

The lowest part of Guaymas, the port city, was inundated by the sea to a depth of two feet. No lives were lost there.

A few lighterers in the harbor were driven ashore. One man was killed at Empalme.

Communication with San Jose de Guaymas has not yet been restored.

BIG LUMBER CARGO.

British Steamer Netherpark Loading Nearly 4,000,000 Feet for Australia.

Everett, Wash., Oct. 13.—The British steamer Netherpark is here loading 3,600,000 feet of lumber from the Weyerhauser and Canyon mills for Adelaide, Australia. The ship is under charter to a San Francisco house at 3s. 1½d. for lumber carrying, a rate that comes considerably under the general cargo charge. This cargo is one of the largest taken from Everett for months by a single bottom.

COURTESY TO MEXICO.

Sacramento, Cal., Oct. 13.—While on the platform at the state capital here to-day, President Taft telegraphed the state department at Washington, directing the department to grant permission to the Mexican government to transport troops through American territory from Juarez to a point near Nogales in Arizona.

The president said that there was sufficient precedent for granting such permission and replied in the affirmative immediately upon the receipt of the request from Mexico City.

CONTEMPT CASES.

Washington, D. C., Oct. 13.—President Gompers, Vice-President Mitchell and Secretary Morrison of the American Federation of Labor yesterday petitioned the district supreme court to dismiss the charges of contempt preferred against them by a committee of lawyers appointed by the court last May after the supreme court of the United States had decided jail sentences for the labor leaders were illegal because they had been criminally charged in a civil case.

GOLF CHAMPIONSHIP.

Short Hills, N. J., Oct. 13.—Miss Margaret Curtis of Boston, defeated Miss Dorothy Campbell, the American, British and Canadian champion 4-up, 3 to play, to-day, in the semi-final round of the women's national golf championship.

Miss Lillian B. Hyde of Bay Shore beat Miss Eleanor W. Allen, of Boston, 6-up, 5 to play and will meet Miss Curtis for the trophy.

NO EXCURSION RATE.

St. Paul, Minn., Oct. 13.—A proposition of the Canadian railways to be allowed a reduced rate this winter for so-called "home visitors" excursions from western Canada to Chicago, Kansas City, Omaha, St. Louis, and other places, has been rejected by western passenger lines. They profess to see in the proposition a scheme of the Canadian railroads to induce thousands of other Americans to move to Canada.

FIGHTING FRUIT PEST.

Sacramento, Cal., Oct. 13.—In an effort to prevent the Mediterranean fruit fly from entering California, State Horticultural Commissioner Jeffrey to-day cabled a quarantine order to Honolulu, directing that no bananas or pineapples be shipped to California until a method of packing which shall insure that no pest is carried in the wrapping is adopted.

The reports brought back by E. K. Carter, superintendent of the state insectary, who returned from the islands yesterday, indicate that the most stringent precautions are taken.

SCHOONER MISSING.

Kiel, Oct. 13.—The racing schooner Nordstern, owned by Dr. C. Harriss, of Kiel, which sail from Gibraltar on Sept. 26 for Kiel, with a crew of 24 men, is missing. The Nordstern was formerly Emperor William's Meteor III. She was built in America.

PLEDGED TO WORK FOR BREAKWATER

(Continued from page 3.)

"There is no question the board has had before it for many years," he continued, "that is so important. The entire energies of the board should be centred in making the harbor sufficient for the accommodation of large ships that will in a few years undoubtedly be frequenting these waters. In three and one-half years the Panama canal will be an accomplished fact. Ships of great draught will have to be provided for in all ports on the Pacific coast that desire to share in the increased Pacific trade. The world's trade routes will be greatly affected by the completion of the canal and the cities that are to receive the benefits must provide for handling the additional cargoes. On the Atlantic coast large sums of money had been spent to bring the harbors up to requirements to accommodate the tonnage. Montreal had spent $38,000,000 in 11 years, and large sums had been spent at Halifax and St. John. To the south of Victoria are San Pedro and San Francisco. At San Pedro $14,000,000 is to be spent for providing for future shipping. Victoria will at the most require $3,000,000, which is a comparatively small sum, smaller, in fact, than will be required by any other harbor affected by the change.

"The harbor is a national question, and it should be constructed to provide for all ocean-going vessels. The views of the committee are set out in the report and there remain 3½ years in which to complete the work. Therefore it is necessary to have something done now. The government should be asked to provide the best expert to say how the undertaking shall be carried out. If the government can be induced to provide an expert at once it is possible that an appropriation may be passed next session."

Mr. Pauline spoke of an all-rail connection with the mainland and urged that this improvement would in a large measure depend upon the harbor facilities here. He foresaw with harbor improvements manufactures establishing on Vancouver Island. Eventually, he said, the all-rail connection had to come. He moved that the report be adopted and copies sent to Premier McBride, the minister of public works, Hon. R. L. Borden, and Mr. Barnard.

Referring to Capt. W. H. Logan's letter, in which it was stated that whatever sum was spent, whether 3, 6 or 12 million dollars, it would be cheap and make Victoria a popular port, J. H. McGregor said it was pleasant to see optimism in a hard-headed business man like Capt. Logan, and his letter should be issued in pamphlet form. Mr. McGregor advised that a specific plan of what was wanted should be put to the government. He foresaw competition by Vancouver and believed the Terminal City would get more consideration than Victoria in harbor matters. He advocated the appointment of a harbor commission on lines similar to those at Montreal. He told of greatly increased land values in the city of Montreal as a result of the harbor improvements. The harbor commission should be advocated and the salaries of its members pledged and help should be demanded from both provincial and Dominion governments. (Applause).

Capt. Curtis, R.N., said $70,000,000 was being spent in dredging the Thames to 32 feet, and $3,000,000 for Victoria was a flea bite in comparison. Many ships ought to come right into the inner harbor.

Captain W. H. Logan remarked that he had been at sea all his life and had travelled to all parts of the world. He recalled the waterfronts of Sydney, Melbourne, and Adelaide, Australia, as they were years ago and as they are to-day, and spoke of the immense improvements that had been made in harbor works there and the consequent increase in business. New Zealand, Callao, ports in the Mediterranean were mentioned by the speaker, who said there was a harbor in Greece which would make Victoria harbor look like 30 cents, and yet that harbor had not one-tenth of the business possibilities that are apparent for Victoria. At Bare, in the Adriatic sea, he told of a breakwater one-third of a mile long built of concrete, and in comparison said the improvements for Victoria should be an easy matter of construction.

"There is one reason," said Capt. Logan, "why this should be a good harbor. All are large ships that come here. It has been shown over and over again that large ships are the easiest to operate. There are 8,000-ton ships now where there were 1,000-ton ships a few years ago. Those that come here are all large, and the harbor in a few years will not be large enough to hold them. The population is coming into the west as it never before went into any country in the world. When captains of vessels are asked by owners what kind of harbor Victoria can answer, on the captains' reports will depend whether the owners will accept charters. No matter what you spend, it will be cheap, if you make a good job of it. Docks or harbor, or whatever it is you build, make plenty of room. Give a captain plenty of room to swing his ship."

Capt. Logan then spoke of the matter from the view of the underwriter. "I see a possibility of getting into a sorry plight," he said. "The Bellopheron and the Titan come here. They are the largest ships entering your harbor. If one of these went below our salvage company could lift her and we could not dock her here. There is no dock here but at Bremerton. We are depending on the United States for large docking facilities. If such a thing should happen that there was a ship in Bremerton dock at that time, all we could do would be to drop the ship we had raised into the ocean again.

Capt. Logan told how 140 miles of river had been dredged at Montreal and docks built with a guard pier down the river. White Star liners now can go up and down the river. As a result realty values had advanced tremendously. He had seen the same thing occur in other parts of the world.

Speaking of the work of construction Capt. Logan said there were practically no difficulties to contend with, and the outer harbor for Victoria should be constructed cheaper than in other parts of the world. The 60-mile passage into Victoria made it the best natural harbor on the coast. "No one can imagine," he concluded, the business that will be in Victoria in ten years' time."

H. F. Bullen endorsed these views.

G. H. Barnard was called upon by the chairman of the board. He said that for seven years he had taken an interest in Victoria harbor improvements as far as he had been able. Two years ago on going into the tonnage comparisons east and west he had been astounded with the excess of the west over the east. Large sums had been spent by the government on eastern harbors, and it was not at all unreasonable to suppose that similar treatment would be accorded Victoria. He had been endeavoring during the last few days since the harbor matter had become a live event to familiarize himself with matters in connection with the harbor board at Montreal. He believed it was a stationary appointment. (Hear, hear.) He thought the constitution of that board might be obtained by the board of trade and considered. It could then be decided if it is advisable to follow the same lines.

Personally, Mr. Barnard said he was in sympathy with the wishes of the board. He was glad to have the report as it would fortify him at Ottawa and he was pleased that an expert had been asked for. He promised to urge the appointment of that expert at once, so that it could be found what is exactly needed and what appropriation is required to commence the work. Meantime he advised that the inner harbor improvements commenced through Mr. Templeman's influence at Ottawa be proceeded with. He thought the Songhees point rocks should be cut off entirely, and that the plant now in use is not as adequate as it should be.

Mr. Barnard ended with the remark that he is endeavoring to the best of his ability, consulting with those who know, to get at the best means of systematically handling the matter. He did not think the board should be dismayed at asking for two and a half to three million dollars, as that sum is nothing to what is appropriated for similar work in the east. He had every hope of being able to assist in doing something to further the wishes of the board.

Senator Macdonald said he had supported the matter for years, and it had been uphill work. Good information had been obtained from Mr. Keefer, whose estimate was $3,000,000. Senator Macdonald believed that the work can be done for less now and gave his unqualified approval to the report of the board's committee.

"If $10,000,000 is spent in St. John and it pays half the revenue we pay," he said, "surely half that amount can be obtained for work on this harbor."

The necessity of looking after the increasing China trade, and promising to lend all possible aid were mentioned by the speaker.

Committee's Report.

The committee report follows:

"Gentlemen: In the annual report of the board, presented on 24th July last, attention is directed to the necessity of immediately commencing work on ocean docks to provide for the probable requirements of the port of Victoria upon the opening of the Panama canal, in the year 1915. Your committee on harbor development therefore beg to submit the following:

"In November, 1904, the board asked the Dominion government, through the Hon. William Templeman, "to appoint an experienced engineer to report upon the best plan of extending the docking accommodation for ocean-going vessels, either by the construction of a breakwater between Holland Point and Brotchie Ledge, or in such manner as may be deemed advisable, and prepare an estimate of the cost of the same." On the 8th day of that month Mr. Templeman, in acknowledging that communication, approved the board's request and promised to press this view upon the attention of the government, with the result that Mr. G. A. Keefer, Dominion government engineer, was instructed to examine a plan and estimate of cost of a breakwater between Brotchie Ledge and Holland Point, prepared by Mr. T. C. Sorby. Mr. Keefer, in his report dated 10th August, 1906, states that "the design for the breakwater should be submitted to one or more engineers versed in the practical construction of such work" and the object of this quotation is to support the board's application for an "experienced engineer" to report fully upon the situation. We will proceed with some reasons why the appointment should be made without delay.

During the past five years the tonnage of vessels engaged in foreign trade at Victoria has increased sixty-five per cent. The tonnage of vessels engaged in the coasting trade has increased slightly over one hundred per cent in the same period. The vessels of nine companies engaged in British, Oriental, Australian and Pacific Coast freight and passenger business now make Victoria a regular port of call. Already the representatives of other companies are examining local conditions with the view of an extension of their business to this port. The present outer wharves and warehouses are private property and, to accommodate increasing business, have been enlarged during the past five years. They bear excellent testimony to the enterprise of the owners when making their original plans. Some of the vessels which dock there are 9,000 tons and over 480 feet in length, and rank with the largest now engaged in these waters. With the opening of the Panama canal the size of vessels on this coast will be much larger than now; made practicable by the greater width and depth of water in the Panama canal in comparison with the Suez canal.

Last week it was the pleasure of your committee to hear the views of Admiral Lord Charles Beresford on this subject. His Lordship's acquaintance with Victoria and Vancouver Island dates from the year 1863. In offering suggestions in respect to the change of conditions upon the opening of the Panama Canal he prefaced his remarks by stating that he made them "because I can see it is impossible to overrate the importance which this place (Victoria) British Columbia, and what I may call the great Canadian nation, will occupy in the future." He recommended that "When you make your docks do please be careful that you make the sills deep enough and broad enough so that you do not have to make alterations and go into enormous expense afterwards." In continuing his remarks upon the possibilities of business, he stated: "You have not developed your resources, you have not scratched this country yet, you have barely commenced to scratch it for what is to come."

Lord Desborough, chairman of the Thames Conservancy board, who was in this city last week, also took great interest in Victoria harbor extensions and stated that he was "profoundly impressed with the necessity of devising sufficient depth of water at low tide to provide for the ever increasing bulk of ships." He recommended that those responsible for the deepening and extension of the harbor of Victoria should provide for a minimum depth of water between 32 and 40 feet, and stated that "A fundamental rule of all harbor extension and dock construction is to be sure that your sills are deep enough and your docks long enough."

Your committee take much pleasure in directing attention to the views of Mr. R. P. Rithet upon the probable growth of business at this port, and indicated in the memorandum appended hereto. Few citizens can fully appreciate the extent of their indebtedness to Mr. Rithet for having provided, for many years, suitable wharves and warehouses for overseas vessels at this port. Mr. Rithet's close study and long experience qualify him to speak with authority on this subject.

All the principal ports on this coast are preparing for the prospective changed conditions upon the opening of the Panama Canal. The extensions and improvements of the harbors of San Pedro, in lower California, and San Francisco, alone, now under construction or contemplated, amount to about fourteen million dollars. Having in view the natural advantages at this port your committee believe that for an expenditure of one-fifth of that sum accommodation could be provided here second to none on the Pacific coast.

It will be necessary also for the engineer to report upon connecting the wharves with the railways. At present we have the Canadian Pacific, Great Northern and Canadian Northern railway systems in sight and it will probably not be long before all-rail connection will be made between Vancouver Island and the mainland.

Your committee attach much importance to the development of this port as a factor in hastening the construction of all-rail connection. In the meantime with efficient ferry services between Vancouver Island and the mainland the prompt despatch of water borne goods landed at Victoria to all eastern points on the continent is assured.

It is desired to emphasize the importance of selecting an engineer of the highest repute to report upon and estimate the cost of this needed harbor extension; even if it is necessary to look beyond the Dominion of Canada for such an authority. In a work of this importance mistakes are too costly to contemplate and can best be avoided by acting on the advice of the government engineer, Mr. Keefer, to submit the requirements "to one or more engineers versed in the practical construction of such work."

"Your committee cannot too strongly urge expedition in this matter and recommend:—

That a very strong appeal be made to the government of Canada to immediately appoint one or more engineers to prepare plans and estimate the cost of a comprehensive scheme of harbor extension at this port, with railway connection available to any company wishing to use it.

This work should be completed within a few months and all the preliminaries disposed of in time to include in the federal estimates of next year a suitable appropriation for actual construction on a scale that will ensure completion three years hence, upon the opening of the Panama canal.

F. A. PAULINE,
Chairman.

A lengthy opinion from that veteran shipping man, R. P. Rithet, was incorporated in the report and will appear in Monday's issue of the Times.

WESTERN STEEL RECEIVERS.

Seattle, Wash., Oct. 13.—The receivers who were appointed yesterday for the Western Steel Corporation, with capital of $20,000,000, will serve only until the creditors choose a trustee. Counsel for the Metropolitan Trust Company of New York, upon whose petition the receivers were appointed, said:

"The Metropolitan Trust Company made advances to the Western Steel Corporation aggregating about $600,000 early in the present year and was willing to make further advances if President James A. Moore would retire from control of the company. For some time the Trust Company had been seeking to make some arrangement with Mr. Moore to that end, and at last had been compelled to take the present steps for its own protection and the protection of the property.

"We do not understand just what relation there is between the Irondale Realty Company and the Western Steel Corporation, and this is one of the things the present proceeding will attempt to clear up.

"It is understood that the Realty Company has disposed of something like $500,000 worth of property in the vicinity of the plant, but the exact amount is unknown.

"Likewise, we have no idea of the visible assets of the company, or the true valuation of the plant.

"I have heard it stated at all the way from $200,000 to $800,000. We want to find out just how much has been put into it. Neither is it known how much stock the Western Steel Corporation has disposed of."

Counsel for James A. Moore states that the corporation's assets are valued at $37,000,000, and consist principally of iron, coal and timber lands in California, Washington and British Columbia. He states further that the Irondale Realty Co., which has sold thousands of lots in the town of Irondale, has not connection with the steel corporation. Moore is in New York.

Former Secretary of the Treasury Leslie M. Shaw and Robert Dollar, of San Francisco, are among the directors of the steel corporation.

Few know that there is practically no difference between a fog and a cloud. The cloud forms on the ground or descends to it, and is then called a fog. The composition is the same, the only difference being in the smoke and other matter with which the fog soon becomes charged.

HANDLED MUCH GRAIN.

Winnipeg, Man., Oct. 13.—Yesterday the Canadian Pacific and Canadian Northern handled over two million bushels of wheat through here for the head of the lakes, a record for the season. The Canadian Northern has two million bushels in storage at Port Arthur waiting boats. G. T. P. figures are not available.

There is Health and Strength in every Cup of

EPPS'S COCOA

Its fine invigorating qualities suit people of all ages.

Rich in cocoa butter, and FREE FROM CHEMICALS

Epps's Cocoa is the favourite cocoa of a million homes.

Children thrive on "EPPS'S."

LAND ACT

VICTORIA LAND DISTRICT. DISTRICT OF COAST.

Take notice that I, William B. Vaughan of Vancouver, B. C., a lumberman, intend to apply for permission to purchase the following described lands: Commencing at a post planted on the north boundary line of Lot 724, about 20 chains east of the northwest corner of said Lot 724, near the south coast of Hardwick Island, British Columbia, and about a mile and a half north from said south coast, thence west 20 chains, thence north 28.09 chains, thence east 20 chains, thence south 28.09 chains.

WILLIAM BENJAMIN VAUGHAN.
September 12th, 1911.

LAND ACT

VICTORIA LAND DISTRICT. DISTRICT OF COAST.

Take notice that the Vancouver Timber & Trading Company, Limited, of Vancouver, B. C., lumber dealers, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the northeast corner of Lot 724, near the south coast of Hardwick Island, B. C., which post is situate about one mile and a half north from said south coast, thence west 80 chains, thence north 28.09 chains, thence east 80 chains, thence south 28.09 chains.

THE VANCOUVER TIMBER & TRADING COMPANY, LIMITED.
WILLIAM BENJAMIN VAUGHAN,
Agent.
September 12th, 1911.

LAND ACT

DISTRICT OF COAST, RANGE 3.

Take notice that Mrs. Sciota Jane Roland, of Bella Coola, married woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the N. E. corner of the Nusscrek Indian Reserve, situated about 10 miles from Bella Coola, thence north 20 chains, thence east to shore line of North Bentinck Arm 40 chains more or less, thence south 20 chains, thence west 40 chains to post of commencement, containing 80 acres more or less.

MRS. SCIOTA JANE ROLAND.
B. FILLIP JACOBSEN, Agent.
Sept. 8th, 1911.

LAND ACT.

RUPERT LAND DISTRICT. DISTRICT OF RUPERT.

Take notice that Thomas Hodgson, of Vancouver, B. C., teamster, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the south shore of Kains Lake, about 10 chains north of the N. E. corner of Section 21, Township 20, thence south 50 chains, thence west 80 chains, thence north 80 chains, thence in a southeasterly direction along the southwest shore of Kains Lake to point of commencement, containing 560 acres more or less.

THOMAS HODGSON.
(Agent) MARSHALL S. OULTON.
August 9th, 1911.

LAND ACT.

RUPERT LAND DISTRICT. DISTRICT OF RUPERT.

Take notice that Herbert Westcott, of Vancouver, B. C., chemist, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the northwest shore of Kains Lake, about 40 chains south of the northwest corner of Section 33, Township 20, thence west 80 chains, thence south 40 chains, thence east 80 chains to Kains Lake, thence in a northeasterly direction along the northwest shore of Kains Lake to point of commencement, containing 320 acres more or less.

HERBERT WESTCOTT.
(Agent) MARSHALL S. OULTON.
August 9th, 1911.

LAND ACT.

RUPERT LAND DISTRICT. DISTRICT OF RUPERT.

Take notice that Ernest Morris, of Vancouver, B. C., bookkeeper, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north shore of Kains Lake on the west boundary of Section 33, Township 20, thence east 80 chains, thence south 40 chains, thence in a northwesterly direction along the north shore of Kains Lake to point of commencement, containing 160 acres more or less.

ERNEST MORRIS.
(Agent) MARSHALL S. OULTON.
August 10th, 1911.

LAND ACT.

RUPERT LAND DISTRICT. DISTRICT OF RUPERT.

Take notice that Burpee G. Cole, of Vancouver, engineer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the southeast shore of Kains Lake on the eastern boundary of Section 27, Township 20, thence south 60 chains, thence west 80 chains, thence 50 chains north to Kains Lake, thence in a northeasterly direction along the southeast shore of Kains Lake to point of commencement, containing 440 acres more or less.

BURPEE G. COLE.
(Agent) MARSHALL S. OULTON.
August 9th, 1911.

LAND ACT.

RUPERT LAND DISTRICT. DISTRICT OF RUPERT.

Take notice that John Frampton, of Montreal, Quebec, chef, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the northeast shore of Kains Lake, about 40 chains north of northeast corner of Section 22, Township 20, thence north 40 chains, thence west 80 chains, thence in a southeasterly direction along the northeast shore of Kains Lake to point of commencement, containing 320 acres more or less.

JOHN FRAMPTON.
(Agent) MARSHALL OULTON.
August 10th, 1911.