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SONGHEES PARK LANDS.

Thursday the Times published a letter from Mayor Morley in response to the invitation of this paper that the chief magistrate explain the negotiations between the city and the provincial government in past years respecting the lands purchasable for park purposes in the old Songhees Reserve. The Mayor's letter, incorporating a letter of Premier McBride, establishes the fact that under certain considerations the government was willing on the date of the Premier's letter to cede the city twenty-five acres of this land for the purpose outlined. The conditions set forth in the letter of the Premier are specific and easy to understand. All that the city was to pay—or lend—for the title to the twenty-five acres was:

"The city of Victoria to advance all moneys that may be required in transferring and settling the Indians in the new Reserve, the province to recoup the city immediately on completion of the land sale as provided in the previous paragraphs."

That is to say, for a temporary loan to satisfy the cost of removing the Indians the city was to secure indefeasible title to an acreage of which the present park site is but a fraction.

The Mayor's letter sets forth that the reason this agreement was not carried out was owing to the failure of the city and the Dominion government to bring about a settlement with the Indians. His Worship does not indicate who it was that was behind the Indians in their refusal to "settle" with the city, though we think that by this time he must have a pretty clear perception of where the obstinacy originated. Coming events sometimes cast their shadows before and sometimes they leave their shadows behind. In this case the identity of the shadow is unmistakable, and it looms large through all the proceedings.

Mayor Morley gave his interview setting forth the facts described in his letter of yesterday on the day before the provincial elections in 1907. We do not care to say that this was done to render signal service to Hon. Richard McBride in that election, but the psychological moment of the interview and the unequivocal credit which it gave to the government of which Mr. McBride was the head leaves it open to such interpretation. There is no doubt that Mayor Morley's interview was calculated to and did influence a large number of Victoria electors to support the McBride candidates in that election. We do not here accuse the Mayor of perfidy. We presume that he believed the promises made by Mr. McBride and acted in good faith. There is no doubt that his assurance that the McBride government had secured the city a free park site of twenty-five acres in the Songhees Reserve turned many votes in the city just as Mr. McBride intended it should. We can scarcely credit Mayor Morley with being obtuse enough not to see, nor to have foreseen, that at the time. The question now is a simple one to ask and answer: Was Mr. McBride honest? Did he intend to keep the promise? We should like the Mayor to tell Victoria electors what he thinks about that, especially as he was the willing medium through whom Mr. McBride so effectively worked.

Mr. McBride gave the Dominion government an assurance that he had passed an order-in-council ceding the twenty-five acres to the city of Victoria. It was partly because of that representation that he succeeded in effecting the settlement about which some of his laudatory organs have been ever since glorifying the Premier. If Mr. McBride did not intend to carry out that promise made to the city in the letter produced by the Mayor and ratified by order-in-council, he obtained a settlement with the Dominion government under false pretences. And the evidence of his perfidy is painfully manifest in the fact that he now desires to mulct the city in the sum of $80,000 for half the amount of the land to which it is already entitled.

Only last week one of Mr. McBride's heavily subsidized organs touted him as a man who always keeps his word. The Times has unearthed this Songhees Reserve matter in order to give Mr. McBride a chance to justify that glorification of his moral character. If he does not do so in this instance he must stand discredited by the fact that he and his candidates in the city were elected in 1907 under false representations and he himself convicted of misrepresentation before the council of the Dominion government. The verification of these facts or their disproval by Mr. McBride involves a small matter of $80,000 to the city treasury and incidentally to the taxpayers. It is the duty of Mayor Morley to assist the ratepayers to bring Mr. McBride and his government to book to answer for his perfidious treatment of the electors. The Prime Minister is the senior member for Victoria city, and he has an obligation to the city which elected him somewhat more direct than he has as the head of the government which—apparently—has made promises only to break them.

Mayor Morley hints in his letter that the government "under more careful consideration" may see its way clear to "deal with the city equally generously as it did with Vancouver in the matter of Point Grey," etc. Neither the Times nor the people of Victoria want the government to "deal generously" with Victoria. They want only that Mr. McBride shall keep his word and ratify the good opinion of his word-keeping character which is so blatantly flaunted abroad by his subsidized organs. Since Mayor Morley hopes for good things, the Times is quite willing that he should try his hand to bring about that "more careful consideration" which he hopes the government will give to this important matter. We hope, however, that it will not "take till Doomsday." The vote on this by-law takes place next Thursday and the electors should be treated to the courtesy of an immediate understanding.

TRUSTS AND TRUST METHODS.

Reference was made recently in the Times to the fact that two new mergers had signalized the advent of the new government at Ottawa, a government which the Conservative party organs assured us before the elections would be an anti-trust government. The cement merger which had been formed by Sir Max Aitken was held up to execration by the Tory organs as an example of the alliance of the Laurier administration with trusts and their friends. All that Sir Max Aitken did to show this alliance was to donate $300,000 of the money he made out of the cement merger to the Unionist party in Great Britain for the purchase of a knighthood and this money—together with a few hundred thousand more—was sent back to Canada to help defeat the Laurier government.

We are not, however, now concerned with this feature of the trust problem. What we propose to show is that governments can neither make nor unmake trusts excepting as they do it by the abolition of tariffs which afford the requisite protection to trust operators. Because the Laurier government determined to obstruct the progress of trust development in Canada and because reciprocity was a step in the direction of reduced tariffs, the trusts of the United States made common cause with their progeny in Canada in violently and unscrupulously compassing the overthrow of that government.

Rarely have we seen a more convincingly corroborative article in support of this argument than in the current number of Leslie's Weekly. This paper is a consistent, unhypocritical and strenuous advocate of trusts and high tariffs. Because of its consistency we like to receive it at our desk. It is so unlike the truckling, subterfuging and deceitful organs of the protective politicians in our own country. It wages a constant and violent warfare on all who oppose trusts and reduction of protective tariffs, and it does this outspokenly and without evasion. It says:

"Where is he—the lying muck-raker, who, amid the frenzy of the people over the increased cost of living, suddenly appeared and offered his remedy, 'Bust the trusts and smash the railroads and thus reduce the cost of living'?

"Two of the greatest industrial corporations in the country are now in process of dissolution. Their vast business is upset, their shareholders are penalized and their workmen's future employment is endangered. A thousand others are menaced, including the great Steel Corporation, with its two hundred thousand employees. We are glad to know that this great industrial institution proposes to defend itself from its assailants, as it has a right to do.

"Half the factories of the land are running on part time and over a hundred thousand railway employees have been laid off within a year. The muckrakers are in glee. It is their hour of triumph.

"But what has happened to prices of domestic necessities? Have they gone down! Not much, with coffee at the record figure, sugar higher than in a decade, shoes dearer than they were before the duty was taken off hides—though the tariff-tinkers said they would give up cheaper shoes. Is anything cheaper than it was before the muck-raker appeared, with his trust-busting and railway-smashing patent-medicine cure for all our evils?

"Is oil cheaper? Is steel cheaper? Are more workmen at work? Are wages higher? Let the thoughtful reader think these things over for himself and then let him answer.

"And the muck-raker, the trust-buster and railroad-smasher, the liar who deceived and betrayed the people—where is he? How still he is in his solitude, which may mean either a retreat or an ambush! The time is rapidly aproaching when an army of workers, all out of work, with plenty of time for recreation, will pursue him with their axes, hatchets and crowbars, for which they find they have no other or better use.

"Out with the liar! In with Truth and Prosperity!"

This argument simply means that "trust-busting" cannot be accomplished by legislative measures which declare specific trust operations to be illegal. The prosecution, conviction, fine or dissolution of trusts will not reduce the cost of living, guarantee steady employment, advance the pay of wage-earners or benefit society generally. It is like lopping off the branches to kill the tree while the trunk roots and soil in which they feed remain. They are so tenacious of life and elusive in their systems of operation that to destroy them the very soil in which they grow must be sterilized. That can be done only by the abolition of all tariffs which abuse the protective system and make it possible for one class in society to prey upon all the others. Given control of the avenues of trade and commerce, and the trust operators can dictate every item of business enterprise and control even those who are unwilling victims of the system and avowed advocates of freer trade.

The packers' merger in Canada is a guarantee that the prices of packed foods will go up and the pay to the producer of the raw materials will go down. The jewelry merger does not much matter, as people who want to wear jewelry should be able to pay for it and enrich the manufacturer, for that is a simple method of dividing up their riches. With those who have to eat the case is different. Yet the formation and chartering of these two mergers within one month of the date on which the new government took the reins of power shows the direction in which the wind is setting and there will be a host of other schooners to spread their sails to the breeze.

There is one comforting reflection for those who do not believe in "a tariff as high as Haman's gallows," and that is the Scriptural narrative which relates who it was that hanged on Haman's gallows.

REVOLUTIONISTS MAY TAKE MORE TOWNS

(Continued from page 1.)

lieutenants, while fifteen others were wounded. The rebels lost 430 men.

Reported Assassination.

San Francisco, Cal., Oct. 28.—Details of the assassination of General Yin Tchang were received by the Chinese papers to-day. A cablegram to Young China, says the murderer was a revolutionary leader named Yick Ng Hun.

While no news was received regarding the reported victory of the imperial forces at Hankow, cablegrams indicating the continued success of the rebels led the revolutionary leaders here to express the belief that the rumors of the Royalist victory emanated from government sources that Admiral Shaun's fleet surrendered to the rebels at Wu Chang, following the mutiny of the sailors.

The empress with the child emperor is said to have fled to the foreign concessions at Tien Tsin, and to be living in a hospital there.

Other advices are that Viceroy Chow Yee Foon was killed in the province of Tshian, following his capture by the rebels.

Messages brought to Shanghai from Wu Chang say all cities along the Yangtze river have been captured by the rebels.

Hongkong is still in the hands of the Manchus, owing to the fact that the city gates were closed and strong guards posted, after the assassination of General Fung Chang. Nevertheless the situation is regarded as critical, and revolutionary sympathizers have called on the city officials to yield in order to prevent bloodshed.

The governor, General Gar Bo, is reported to have been killed at Nyan King, the capital of the province of Nyan Huai, which is now held by the rebels.

The revolutionary army is said to be concentrated in the provinces of Hu Peh and Hunan, and to be steadily moving north.

Japan Denies Report.

Tokio, Oct. 28.—It was officially denied to-day that Japan had sent troops to Mukden, Manchuria.

No Anti-Foreign Feeling.

Washington, D. C., Oct. 28.—That the success of the revolutionary party in China is preventing any anti-foreign feeling from breaking out among its followers is the impression of the department officials and all who have been following the Chinese trouble since its instigation. Up to the present time not one report has come from any part of China that a foreigner has been attacked or indicating that the rebellion is likely to take on any anti-foreign aspect.

In every Chinese rebellion heretofore foreigners and their interests have suffered, consequently when the first reports of fighting came practically all the great foreign interests in China prepared to rush warships to the scene.

WANT TRAMLINE

Vancouver, Oct. 26.—Prominent citizens of Vancouver who own property at Coquitlam and Pitt Meadows as well as resident property owners, held a meeting here to take preliminary steps toward providing tram communication between Vancouver and those points. It was decided in view of the development in progress on the north shore of the Fraser to promote a project for extending the proposed line as far as Ruskin at the mouth of Stave river and a point on the C.P.R. main line.

It was decided to communicate with the Western Canada Power Company asking if it was prepared to enter into a contract to supply electrical power for the proposed tram for a period of at least fifteen years. If a satisfactory reply is received the work of organizing a company will be proceeded with, those present agreeing to back the enterprise.

TRAINS COLLIDE.

London, Oct. 28.—The American boat train, which left Euston station at noon to-day, filled with American and other passengers for the steamer Lusitania sailing from Liverpool for New York, ran into a local train at Colwich, about 6 miles south of Stafford, at 2:30 o'clock. None of the passengers on the boat train were injured, but three of those on the local train were hurt seriously. Among the passengers on the boat train were the American ambassador to France, Mr. Bacon, and Mrs. Bacon and Leland Henderson, second secretary of the American embassy in London.

BUILDING FIGURES COMPRISE A RECORD

Half Million Mark Passed for October—Permits for $54,000 Issued Yesterday

(From Saturday's Daily.)

The record figure of $527,275 has been reached this month for building and brings the total for the year to date up to $3,181,490. October of last year showed the nominal amount of $125,000.

Permits to the amount of $54,000 were issued up to closing time yesterday afternoon from the city building inspector's office. They included a new block, three storeys in height, for Dean Brothers on the south side of Fort street adjoining the Kirkham company grocery store and a building on Fisguard street to cost $23,000 for the Hook Sin Tong Society. The architects for the Dean Bros. building are James and James and Luney Brothers have been awarded the contract. The building plans for the Chinese society block were prepared by C. E. Watkins, and Parfitt brothers have obtained the building contract. Excavations are now in progress for the large block at the corner of Government and Humboldt street where rock is being taken out by steam drills. The British American Secureties Company is preparing excavations on Fort street below Blanchard street for a three-storey building, and Rennie & Taylor, bakers, have just completed a new block of stores at Gladstone avenue and Fernwood road, costing $20,000.

The first hotel building for the James Bay district, the James Bay hotel on Government and Toronto streets, is just completed at a cost of $50,000 by Parfitt brothers and is leased to F. C. Smith, who will conduct it as a first class hotel. The Savoy apartment house, Blanchard street is in course of construction and will shortly be completed.

Building permits for residences were issued yesterday as follows:

H. M. Cowper, dwelling on Chapman street, $1,800; to D. Cross, two dwelling on Pembroke street, $1,500 each; to A. Johnston, dwelling on Queen's avenue, $2,500; to J. E. Musgrave, alterations to dwelling on Hill street, $750; to A. McKeown, dwelling on Cambridge street, $4,000.

DOMINION AND NAVAL DEFENCE

Yorkshire Post Thinks Borden Will Adopt Liberal Policy on Modified Lines

London, Oct. 28.—So soon as the first Australian fleet unit is completed and the present imperial Australian squadron is thus released from Australian waters, the home government will offer £250,000 per annum towards the maintenance of the Australian fleet, but the Commonwealth will still continue to pay £200,000 annually to the admiralty for general purposes of the imperial navy as hitherto.

Commenting on this financial arrangement the Yorkshire Post says: "This finally disposes of the question of the alleged prospective independence of Australia in possession and control of her coming navy. The Laurier naval scheme did not contemplate any financial co-partnership with the imperial government. Seeing that Premier Borden cannot conveniently undo the preliminary labor and expense by Canada in naval defence, it is anticipated here he may not altogether reverse his predecessor's plans, but carry it out on modified imperial lines with the Australian co-partnership arrangement as a model."

NELSON HOSPITAL CAMPAIGN.

Nelson, Oct. 26.—The money campaign to raise $20,000 for the balance of the amount required for the building of a new hospital was advanced a step nearer to a reality when a secretary and organizer were appointed to handle the detail work.

The hospital board has, at all its recent meetings, thoroughly discussed the subject, and has gone into many phases of the campaign. At its last special meeting there was much discussion on the campaign and the manner in which it was to be handled, and a committee was finally appointed, with power to act, to select and engage a secretary for the work. The secretary who has seen campaigns of this description handled, is considered a capable man in whom the selecting committee has every confidence. The detail work will be started to-day, and it is probable that the actual collecting days will be during the second week of the coming month.

BUYS SITE FOR PLANT.

Giant Powder Company Secures 2,000 Acres at Nanoose.

Nanaimo, Oct. 28.—The Notch Hill property at Nanoose, about 2,000 acres, was purchased yesterday from Richard Wallis by the Giant Powder Company, Victoria, for $100,000. They will, it is stated, remove its plant to the new site.

The local office of the Giant Powder Company states that the company has been negotiating for the Nanoose property, but is not aware that a deal had been made. The question of moving the plant to Nanoose would be decided by the office at San Francisco

IROQUOIS SINKS ANOTHER VESSEL

CUTS SOUND STEAMER IN TWO ON WAY HERE

Multnomah With Fifteen Head of Cattle Sunk in Seattle Harbor—Heavy Fog

(From Saturday's Daily.)

During a dense fog which hung over the Seattle waterfront about midnight, the steamer Iroquois, Capt. Carter, which arrived in port early this morning, crashed into the freighter Multnomah, cutting her almost in two and sending her to the bottom. The Iroquois was just creeping out of the Sound port and the Multnomah was on her way from Tacoma to Seattle when the accident happened.

Owing to the density of the mist the vessels were unable to discern one another until it was too late to avoid the collision. The sharp iron bow of the Iroquois drove almost clear through the fragile Multnomah. The International Company's steamer was moving cautiously through the fog, but the lookout could only see a few feet ahead of the vessel and there was a bewildering blowing of fog whistles.

Those aboard the Multnomah seeing the big steamer looming up out of the fog rushed to places of safety and were later taken aboard the Iroquois. There was, however, fifteen head of cattle aboard the smaller vessel, which could not be saved and were drowned when the Iroquois backed away, freeing herself of the wreckage, which sunk. The passengers aboard the Iroquois became somewhat excited, but on being assured that there was no danger went forward to see what damage was done. Very few were asleep at the time as the vessel had just left the dock.

A survey of the Iroquois failed to reveal any damage, and after landing the crew of the wrecked vessel she again started on her trip to this port, arriving here about 6 o'clock this morning. Capt. Carter stated that it was impossible to prevent his vessel striking the other owing to the many ships tooting their whistles and the denseness of the fog. The Iroquois engines were sent astern when the first glimpse of the Multnomah was caught by the lookout.

The accident was a duplication of that of December 10 last, when the steel steamer Indianapolis cut down the little wooden vessel Kitsap in a fog, and the collision last night occurred in almost the same spot. The Multnomah was a sternwheeler and was built 26 years ago for use on the Columbia river.

This is the second accident which the Iroquois has met with this week. When on her way to Vancouver from Seattle last Sunday afternoon the steamer ran into the tug Noname off the Sandhead lightship and sunk her. The Iroquois makes a weekly trip to Victoria from Seattle every Friday night for the C.P.R., carrying freight and passengers.

WEST COAST VESSEL TO BE BUILT HERE

Contract Awarded to Bullen by C. P. R.—Will Cost Quarter of a Million

To replace the steamer Tees in the west coast service, the C. P. R. has awarded a contract to the B. C. Marine railway for the construction of a new steamer to cost in the neighborhood of a quarter of a million dollars. For some time past the officials of the B. C. Coast service have experienced much difficulty in handling the large number of people and the heavy amount of freight going to the west coast ports. The Tees has been found to be inadequate and the company has decided to build a larger and better steamer for the run.

The steamer will be the largest steel steamer built on the British Columbia coast. She will be about the size and somewhat similar in type to the Princess Royal of the Skagway service, which was built as Esquimalt. The new Princess for the west coast run will have one deck less than the Princess Royal. She will be about 240 feet long, over all, and 232 feet long between perpendiculars, with beam of 38 feet and depth of 17 feet. First class passenger accommodation will be provided and there will be cargo space for between 500 and 600 tons of freight.

The steamer is to be a substantial, thorough sea-going craft, built of steel practically throughout, only the pilot house and the officers' quarters on the upper deck being of wood, and the decks will be trimmed down with solid caulked planking. The saloons and interior accommodation will be provided after the style of that of the steamer Princess Mary, one of the more recent additions to the local fleet, the after hatches being trunked through to allow of the easy working of cargo.

HYDROGRAPHIC SURVEY.

Merritt, Oct. 27.—The hydrographic survey, under the supervision of De Lautour, who is measuring the storage facilities for water here, has reached gratifying decisions.

Mill Creek beyond Nicola has an ideal situation for a dam, which connected with an extensive system of irrigation ditches would be capable of watering the whole valley. The site of the dam is only 100 feet wide. There are here a series of benches o wonderful fertility and only needing water. These benches can, it is found, be watered from this creek at comparatively small outlay.

HEAVY LOSSES IN RANKS OF REBELS

Chinese Commander Reports Recapture of Native City of Hankow

Pekin, Oct. 28.—The minister of war, General Yin Tchang, reports to the government to-day a victory over the rebels in the vicinity of Hankow, saying:

"The first division of the Imperial army advanced from Shekow yesterday along the position of the rebels. The Imperialists crossed Saotao bridge, defeating the enemy with much slaughter and captured large quantities of guns and ammunition. Liuchia was seized and the army advanced and occupied the Chinese city of Hankow."

Canton has declined to contribute money or men to the government. The government has obtained a large loan from a French and Belgian syndicate. The issue price is 96 with 6 per cent interest. The board of foreign affairs wires that service on the Pekin-Hankow railroad will be resumed Monday.

The foreign board also states that 3,000 Royalists are marching on Chang Sha. The recapture of Pih Sien, a city in the Szechuen province by the government forces, is officially confirmed.

The adherents of Yuan Shi Kai, who had been placed in supreme command of the land and naval forces, met today with radical members of the assembly, who are planning for an entirely new Chinese cabinet, a constitutional government and the immediate summoning of a parliament. Yuan, it is expected, will soon return to Pekin in the capacity of premier.

LAUNCH GOES ON ROCKS IN DARKNESS

Five Men Forced to Spend Night on Island Without Shelter

Prince Rupert, Oct. 27.—An incident showing the risks of the journey to Masset in small gasoline boats loaded with gasoline freight which the regular passenger steamers will not carry occurred in the small hours the other morning. The Launch Queen Mary, belonging to the Entwhistle brothers of Masset, piled herself up on a rock outside Metlakatla in the darkness, and was so badly damaged forward that she flooded almost at once, and was only poled ashore and beached in time to save half of her cargo. The rest was washed into the sea and strewed the shore near the scene. Their dinghy broke adrift at the time of stranding.

In the effort to save the launch one of the brothers, R. B. Entwhistle, had to swim ashore with a rope at some risk in the darkness, and all on board the wrecked launch were wet through when they landed on the small uninhabited island of Metlakatla. Here they endeavored to make themselves comfortable for the night, managing to light two fires with the only dry matches they possessed. They had no shelter, and spent the better part of the night searching along the shore to save cases of gasoline which had gone overboard when the launch swamped.

On board the Queen Mary on the trip were R. W. Entwhistle, R. C. Entwhistle, A. Munro and two Indians, Mark Spence and Robert Brown. Brown is one of the best Indian pilots on the coast, but the launch struck as he was trying to make a new short cut at half tide across Metlakatla Bar. Probably if the launch had not been loaded with seventy cases of gasoline she would have passed safely over the sunken rock which pierced her.

The Entwhisle brothers think that the repair bill for the launch will be light. The engine is all right. Some of the cargo is lost, that is the main loss. The Queen Mary represents a value of $1,000 at least, and her owners are thoroughly experienced boatmen on this coast. They are, in fact, the holders of the record for the trip from Masset to Rupert in a gasoline boat, and have made long trips north and south of Rupert also.

LEFT FAMILY TO SEEK GOLD.

Kamloops, Oct. 26.—At the provincial home, Duncan McDonald, who has been an inmate since 1898, having been admitted from New Westminster, died, aged 81 years. His was a strange story. He was a native of Dundee, Glengarry, and in course of time married. Seized with the gold fever, he joined the rush to California in 1849, leaving wife and family, the youngest of whom was a baby girl only three weeks old. But fortune did not smile upon him in the golden west. He wrote home from time to time and spoke of his return. His letters were fairly regular at first, then were written at longer intervals, and finally his waiting family ceased to hear from him. He was discouraged and probably had not the courage to go back to them worse off than when he went away, and then he lost track of them altogether. And so he drifted along, finally ending in the old men's home at Kamloops.

Some three or four years ago, through the medium of Rev. Mr. Stewart, formerly Presbyterian minister here, he learned of his long-lost family. His wife was dead, his son and daughter were married and doing well in Montreal, and in the comfort of the knowledge of their prosperity he found some comfort in his last days.

TRAINING SUNDAY SCHOOL TEACHERS

Question Dealt With at the Convention at New Westminster

New Westminster, Oct. 28.—Despite the fact that he had just previously received a telegram notifying him of the death of his father, Rev. R. J. Wilson of the St. Andrew's Presbyterian church in Vancouver, came over on Thursday and delivered an address to the British Columbia Sunday school convention. Mr. Williamson of Vancouver and Rev. Mr. Westman, also of Vancouver, also addressed the convention. W. J. White, superintendent of the St. Andrew's Presbyterian Sunday school, Vancouver, occupied the chair.

The necessity of teaching the teacher for the Sunday schools was dwelt on by Rev. Mr. Wilson, and he intimated that an effort will be made to have, perhaps by next summer, a school where the Sunday school teacher can secure training. The matter of teaching in the Sunday school should be considered more seriously, said Rev. Mr. Wilson, and primary, elementary, junior, senior and post-graduate grades should be established. To deal with the child according to his special need and his mental accomplishments should be the aim of the Sunday school, which should be more than a place for parents to send their children while they went for a walk or to sleep. The establishment of a school for teachers and the retainment of a professor for a short time was absolutely necessary. The school would be inter-denominational and would do away with the continual drifting of teachers. The Sunday school should not be considered the nursery of the church, but one of the main branches, and the time would come when, as a result of the work in the Sunday school, every man would carry his Bible with him to church and not only a hymn or prayer book.

Going on about the establishment of a school for teachers, Rev. Mr. Wilson concluded: "We must do it or quit." The feeling of the meeting was with him.

Rev. Mr. Wilson also told of his visit to the international convention of Sunday school workers at San Francisco last June and of the work accomplished.

The establishment of a uniform lesson for Sunday schools throughout the continent was one of the aims of the International Sunday School Association. In this way the press could print a religious column every Saturday or Sunday dealing with the lesson for the day, and it would be a magnificent thing to have millions of children all over the world, studying the same lesson at the same hour. He also told of the good work at the Gideon Society of Commercial Travellers, who are endeavoring to have a Bible placed in every room of every hotel in the country, where the travelling public may find it on the table in their room, to read or not, as they wish.

Since the last convention he stated the increase in the number of children studying the international lesson was a million and a quarter and the number of adult Bible classes had increased from 1632 to 25,000, with a total membership of over 1,250,000.

MILLIONS INVOLVED IN MINING DEAL

Sixty-Three Claims Included in Purchase Made by B. C. Copper Company

With the recent conclusion of the deal which finally disposes of Voigt camp, owned and developed by Emil F. Voigt, M.E., and associates, the largest transaction in an ore proposition that has ever taken place in British Columbia has passed into history, says the Princeton Star. The magnitude of the deal may be inferred, including, as it does, some 63 or 64 mineral claims besides 2,000 acres of land, timbered and grazing, and also available in portions for smelter sites, etc.

The purchasing party to the Voigt camp deal is one of the largest and best known mining and smelting companies in the west—the British Columbia Copper Company.

Although the price paid has not been officially announced, the amount is well understood to be $2,000,000, this, owing to terms and conditions to be supplemented with expenditures, bringing the total cost upwards of $3,000,000. A smelter, tram line and all the equipment necessary for a large copper producing plant are included in the plant and the outlay. A gang of men will be immediately employed in the development of this vast property, the company's engineer, Frederick Keffer, being now on the ground maging a preliminary examination for that purpose.

Voigt's camp is to be the scene of great future mining operations, all the conditions necessary being present to warrant the statement. With a smelter constructed and located to command large custom tonnage from the Similkameen and Tulameen valleys, and with short-haul coke from Coalmont, the smelting possibilities are extremely favorable.

Sydney, N. S. W., Oct. 28.—Sam McVey, the American pugilist, knocked out "Bill" Lang, of Victoria, in the second round here to-day. Lang's attack and defence was poor and early in the second round he was floored twice. He came back after six seconds the first time, and then took the count of eight. He finally succumbed to right upper-cut to the jaw. McVey was a five-to-one favorite.