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MINERAL ACT. (Form F.)

NOTICE.

Mineral Claim and "Mona" Inland, situate in the Division of Chemist

On Mount Sicker.

that Margaret Manley Melrose's Certificate No. 92288, situate in the Division of Chemist

Intend, sixty days from the date of this notice, to apply to the Mining Registrar for a Certificate of Improvements, or to obtain a Crown Grant claim.

take notice that action, unless must be commenced before the expiration of such Certificate of Improvements.

5th day of June, A.D. 1903. ST. MANLEY MELROSE, Robt. H. Swinerton, Agent.

REBS FOR SALE.—The Ottawa which the Daily Times was several years. The bed is and in every respect, the first-class condition. Very small daily or weekly office, will be sold for \$500 cash.

TURKS AT PRESENT HAVE UPPER HAND

READY TO SUPPRESS OUTBREAK AT START

Would Commence Barbarities on Slightest Pretext—The Macedonian Situation.

London, Aug. 7.—The London papers print mail letters descriptive of the Macedonian situation, dated the latter part of July, which indicate that the committee was vigorously preparing for an uprising with the close of the harvest.

Meanwhile the Turks are more ready than ever to strangle any rising at its birth. The imperial troops, poorly paid and poorly fed, exasperated by the prologation of the crisis and the necessity of incessant duty night and day owing to the threats of the Turkish population to pillage Bulgarian houses and murder their occupants as revenge for the depredations of roving Bulgarian bands, are preying upon the peasantry and would indulge in barbarities upon the slightest pretext.

According to these mail advices, despite the combustible appearance of the situation, it is declared that the insurrection of the Macedonian people is quite impossible as the Turks have the advantage in numbers and arms over the Bulgarian bands, and any attempt at such an insurrection would merely be the signal for the massacre of innocent peasantry.

The Times Sofia correspondent says that the Bulgarian government is determined to maintain a loyal attitude towards Turkey by preventing ammunition for the insurgents from passing across the Bulgarian frontier into Macedonia.

Constantinople, Aug. 6.—(Delayed in transmission).—News received here as to the extent of the Bulgarian revolutionary movement in the vilayete of Monastir is conflicting.

In consular dispatches from Monastir, which were received this morning, the opinion is expressed that the insurrection broke out a fortnight earlier than its chiefs intended, and before the bands were in readiness, presumably because the leaders would not consent to the active preventative measures adopted by the authorities. The Bulgarian inhabitants in a number of villages have fled to the mountains for refuge.

The railways have asked that the troops guarding the lines be quadrupled, but this would entail the employment of 20,000 soldiers, and in view of the impoverished treasury the government will find it difficult to comply with the request.

In spite of reports to the contrary it is confidently believed in well-informed quarters that the Porte, in conformity with its formal declaration, will employ only regular troops to suppress the insurrection, as it is well aware how important it is for Turkey to avoid excess, such as certainly would be the outcome of the employment of the undisciplined Albanians or other soldiers.

The diplomats here entertain no doubt that the Porte will continue its present policy of fighting the bands with regulars. Of the eight battalions of the infantry dispatched to Monastir, four will remain at Monastir, three will occupy the heights of Peristeri to the westward of Monastir, and one will go to Florina, a town of 11,000 inhabitants, 17 miles southwest of Monastir.

The Porte has sent categorical instructions to the valis of the Armenian provinces of Asia Minor holding them personally responsible for any Kurdish excesses and ordering vigorous measures to be taken to prevent fighting.

British Vice-Consul Bittil has been ordered to proceed to Mash, 80 miles south of Erzeroum, where the Armenian massacres by the Kurds and Turks occurred in 1894, to investigate the situation there.

A consular dispatch from Erzeroum, received here this morning, says excitement in that district is quieting down, but that the valis of Erzeroum hears that 600 armed Huitshakists from Russian territory, village of Saccan (also the scene of the Armenian massacres of 1894) to take refuge in the mountains.

The valis has sent four battalions of troops against the Huitshakists, who escaped in the mountains. The Porte has communicated this information to the Russian embassy, calling attention to the fact that the band came from Russian territory.

Cumberland, Aug. 7.—The miners' union at a meeting has rejected the proposal of the company that the men sign contracts to work for them continuously and exclusively for two years.

FORMER COMMANDANT In the Boer Army Arrived at New York on the Germanic.

New York, Aug. 7.—Among the passengers who arrived today on board the White Star line steamer Germanic, from Liverpool and Queenstown, were Col. R. G. Sherman Crawford, of the Royal Ulster Yacht Club; Mrs. Sherman Crawford and N. Bester, a former commandant of the Boer army and later a prisoner at St. Helena.

LIBERAL CANDIDATE. F. McB. Young Selected as Standard Bearer at Meeting at Cumberland.

Cumberland, Aug. 7.—F. McB. Young was last night chosen as Liberal candidate for this district. On the first vote Mr. Young led, D. Millard came second and several votes were given to C. H. Lagrin. On the second vote Mr. Young obtained a majority of four, and the nomination was then made unanimous.

CABLE NEWS FOR THE CANADIAN PRESS

Providing for an Independent Service From Great Britain—Resolution Adopted by Commons.

Ottawa, Aug. 7.—Hon. W. S. Fielding brought up in the House to-day his resolution giving \$15,000 each year for three years, \$10,000 for the fourth year and \$5,000 for the fifth year, to procure cable news from Britain. He said the service would be open to all newspapers in Canada. The money would be paid over to a press association which would be formed to look after this. All the details would be handled by the association, which would require to expend an equal amount of money to that contributed by the government.

The resolution was adopted and a bill introduced to amend the establishment and maintenance of an independent service of telegraphic news from Great Britain in the Canadian press. The bill was read a first time.

RECEIVED BY POPE. Cardinal Gibbons Had Private Interview With the Pontiff.

Rome, Aug. 7.—Cardinal Gibbons was received by the Pope to-day in private audience. In a lengthy conversation, His Holiness expressed his interest in America, already made manifest by his reception to-day to the pilgrims from the United States. The Pontiff charged Cardinal Gibbons to carry the apostolic benediction to all the faithful of America.

CHUNKS OF ICE Fell During Storm in Colorado and Southern Wyoming—Widespread Destruction.

Denver, Col., Aug. 7.—Details of the storm which prevailed along the eastern slope of the Rocky Mountains in Colorado and Southern Wyoming show it to have been much more severe than at first reported. In the neighborhood of Greeley and Eaton, in the northern part of Colorado, chunks of ice, measuring in some instances ten inches in length, fell. Sheep were struck dead and farm houses and barns were wrecked and crops ruined. Near Greeley a man was rendered unconscious by the hail. The damage in and around Lafayette is estimated at \$200,000.

DR. MENYER DROWNED. London, Aug. 8.—The Morning Leader prints a dispatch from Berne, Switzerland, which says that Dr. Menyer, an American professor, was drowned while swimming in Lake Maggiore.

"MAJOR" TAYLOR WON. Paris, Aug. 7.—"Major" Taylor last night won the final in the international Cretorium cycle race, after a fine struggle. Grogna was second, Meyers third and Allegard fourth.

ESCAPED CONVICT TAKEN. Auburn, Cal., Aug. 7.—Albert Seavels, the colored convict, regarded as one of the most desperate of the men who escaped from the Folsom penitentiary, and spent last night in the Placer county jail and was to-day sent back to his old quarters.

He freely admitted that he took a leading part in the prison break, but would give no information regarding the subsequent moves of his companions in crime. He said that he was sorry he had not been killed instead of being wounded before his capture. He declared that he knew nothing of the whereabouts of Case, the Los Angeles robber, who had been with him before he encountered the officers. It is believed, however, that Case is not far from the scene of the encounter and that he will soon be caught.

Five of the convicts are reported to have been noticed near the Crystal mine head toward Dogtown and a posse has started in that direction.

The pursuing officers are confident that they are on the trail of Howard, Miller and Fahy, three other convicts who are believed to be not far from Sacramento.

EARTHQUAKES IN MEXICO. Mexico City, Aug. 8.—Reports from various points in the southwestern part of the republic show that earthquakes are again being felt. The city of Oaxaca has been shaken, and Pochnula near the Guatemalan border.

The volcano of Colima is again active. Large clouds of gas are passing over the city of Colima.

TWENTY-ONE MEN INSTANTLY KILLED

TWO CIRCUS TRAINS WRECKED ON RAILWAY

Twenty People Injured, Some Fatally—Trainmaster McCarthy, of Grand Trunk, Among Dead.

Durand, Mich., Aug. 7.—Wallace Bros.' circus trains were wrecked in the Grand Trunk yards here early to-day and 21 men, mostly employees of the circus, were killed outright. Twenty more were injured, some fatally.

The show was travelling in two sections over the Grand Trunk tracks from Lansing to Lapeer, and the accident, it is said, was caused by the failure of the second section of the train to stop on time. The second section crashed into the first at full speed. The engine of the second section and four cars of the first section were completely demolished.

Much valuable property was destroyed, and the loss to the circus people will probably be very heavy.

Some of the victims were railroad people. These include Trainmaster J. McCarthy, of the Grand Trunk.

Some of the animals were killed. The scene after the collision was appalling. Wreckage was strewn and piled high. The shrieks of the injured and bellowing of the frightened animals could be heard above the hiss of escaping steam, and the excited shouts of the rescuers.

It was some hours before the injured were rescued from the wrecked cars. Some of them were in a terrible agony, and it is thought that some more will die.

A wrecking crew was on the scene in a very few minutes. All the physicians and trained nurses in town were sent for and those in nearby places were rushed to the scene on hand cars.

Hotel Richieu was converted into a temporary hospital, and scores of volunteers with stretchers and blankets, mangled that identification seemed impossible, were laid on the grass a short distance from the scene.

By 6 o'clock a corps of 12 physicians was at work. Four of the injured died at the hospital before 8.30. Seventeen dead men were placed on the grass awaiting removal to the morgue. The circus performers on the rear of the moving train all escaped injury.

Wallace Bros. say that their loss will be very heavy, but have given no estimate of it as yet. This is the second wreck that the Wallace shows have suffered within a month.

GOING TO HUDSON BAY. Dominion Government to Send Expedition—Will Take Control of the Fisheries.

Ottawa, Aug. 8.—The supplementary estimates which the Dominion government has now under consideration will contain an item of \$150,000 for an expedition to Hudson Bay. The Dominion government wants to take control of fisheries there, and also to take formal possession of certain islands in the bay. So far that portion of the Dominion has been left to look after itself and the result has been that Americans have been making good things of the fisheries for many years past. The result of the expedition will be to drive American poachers out.

CATHOLIC UNIVERSITY. Archbishop and Bishops Will Raise Funds to Aid the Institution.

Rome, Aug. 8.—The Pope, in order to aid the Catholic University at Washington, has promised Rector O'Connell that he will shortly issue a bull granting the Apostolic benediction to all the faithful participating in the yearly collection which the archbishops and bishops in the United States will raise for the university.

NEW BISHOP. Mexico City, Aug. 8.—The synod of the Mexican Episcopal church has elected as its provisional bishop Right Rev. Henry Y. Satterlee, Bishop of Washington. The choice is cordially received here.

RHODES SCHOLARSHIPS. Dr. Parkin Tells of Consultations With Authorities in Canada, States and Africa.

Capetown, Aug. 7.—Dr. Geo. Robert Parkin, principal of the Upper Canada College, Toronto, who was appointed to prepare a plan for the allotment of the Rhodes scholarships, delivered an address here yesterday upon the general result of his consultations in Canada, the United States and Africa. His conclusion is that the scholars should not go too early to Oxford, but as mature graduates who would be able to add Oxford culture to the full training received in their own country.

CROFTON STORE BURNED. Upsetting of Lamp Started Fire—The Loss Is \$5,000.

Nanaimo, Aug. 7.—Owing to the upsetting of a coal oil lamp, E. Taylor's general store at Crofton was burned to the ground at an early hour this morning. A small portion of the stock was saved. The loss is \$5,000; insurance, \$3,000.

The building belonged to Joel A. Broadwell. The fire was all over in about an hour. A small part of the stock was saved.

WILL CARRY THE OUTWARD MAIL ONLY

Reply of Steamship Companies—Suggest That Canadian Pacific Get Homeward Contract.

Montreal, Aug. 7.—The Star's London cable says:

"Regarding the Australian government's decision to award the mail contracts unless the Peninsular & Orient & East Steamship Companies carry entirely white crews, it is stated both companies will refuse to have their hands forced by the Australian labor party, in which case they will only carry outward mails. It is suggested that the Commonwealth government give the Canadian Pacific the contract for home-ward mails, via Vancouver."

"All the papers to-day give much space to the forthcoming chamber of commerce congress at Montreal, though only by way of editorial comment. The Times says: 'It is a welcome evidence of the growth of the community feeling throughout the Empire, and will be hailed as an efficient instrument for the enlargement of mutual sympathy and the advancement of intelligent co-operation for imperial progress.' The Times adds: 'The provincialism of the centre and the outer ring will find a corrective in the active interchange of opinion amid the entirely novel experiences of the unimagined environment.'"

WHOLESALE ARRESTS. London, Aug. 8.—The Morning Leader's Odessa correspondent asserts that M. Von Plevre, Russian minister of interior, has availed himself of the labor troubles to institute a system of wholesale arrests of political suspects by the secret police in all Russian industrial centres, together with a committee of influential citizens, have induced the tramway strikers to resume on the distinct understanding that their grievances would be considered and concessions granted.

SLUMP CAUSED TROUBLE. Young Woman Stockbroker Files Petition in Bankruptcy.

New Haven, Conn., Aug. 7.—Miss Sarah S. Blatt, a young woman who has dealt in stocks for several years, has filed a petition in bankruptcy. She is said to be the first woman in this state to take advantage of that law.

LORD STRATHCONA. London, Aug. 7.—Lord Strathcona is receiving congratulations from all angles on account of attaining his 82nd birthday, which he celebrated yesterday.

Lord Strathcona sails to New York tomorrow on his way to Montreal to attend the congress of chambers of commerce, of which he is honorary president.

VICTIMS OF THE RUSSIAN SOLDIERS

TWO HUNDRED STRIKERS HAVE BEEN KILLED

Wounded Number Over Two Thousand—Further Outbreaks and Serious Loss of Life.

London, Aug. 8.—The Standard prints a dispatch from Kieff, Russia, dated Wednesday, which says that the day before all the factory hands at Nikalaieff struck, and that serious disturbances ensued. Twenty were killed and sixty wounded. The governor sustained a scalp wound.

All bread and provisions were bought up the previous evening, and it is believed the outbreak was preconcerted. The train cars were stopped and overturned, and a desperate attack was made on the government spirit depot. The mob literally hurled itself upon the bayonets of the military guard. It was here that most of the fatalities occurred. Half a battalion of Cossacks summoned from Odessa helped to suppress the tumult.

CROSSED THE FRONTIER. Moors Disregarded Warning of French Soldiers and in Conflict Three Men Were Killed.

Madrid, Aug. 7.—According to a despatch from Melilla, Morocco, a fight has taken place between French and Moorish troops near the village of Boul Ratt. The Moors, who were pursuing a body of Kabyle insurgents, entered French territory in spite of the protests of the French frontier posts, and a conflict ensued. Three French and Moorish soldiers were killed and a number were wounded.

CAR DERAILED. Four Persons Killed in a Railway Accident.

Elma, Ia., Aug. 6.—Four persons were killed in the wreck on the Chicago Great Western railroad, yesterday afternoon near Devoe. Three of the dead are Italians, whose names are not known, and the fourth is the daughter of Hans Nelson, the boss of a boarding car.

A freight train had picked up the boarding car, containing Nelson's family and twenty-five Italian workmen. The train, in going up a grade, broke in two and the boarding car was thrown from the track and wrecked.

RUSSIAN GOVERNOR'S ACTION CONDEMNED

Recent Attack on Strikers Was Unwarranted—The Men Have Now Returned to Work.

London, Aug. 7.—The Standard Odessa correspondent, in a date of August 2nd, says that all the trades have now resumed work, but that the strike is practically ended, but that the city will remain under martial law for at least another ten days.

The strikers did not get all they demanded, but in most cases were met with fair-spirited compromises by their employers.

According to the correspondent, the Odessa papers on the day the dispatch was sent announced that the government had issued a statement to the effect that they had summarily convicted seventy-one persons and had sentenced them to three months' imprisonment for disturbing public order. The names given include many Jews and a few foreigners.

The strike ended just in time to avert a food riot, as the high price of provisions led to numbers of popular threats to storm the bakeries and four mills.

There have been a few fatalities but no serious disorders, and it is stated that while the strikers were trying to prevent a train starting on Saturday night four of the strike leaders were run over and killed.

THE RAILWAY WRECK. Official Report Has Been Issued by Superintendent Brownlee.

Durand, Mich., Aug. 7.—The official report on the accident in which two circus trains were wrecked on the Grand Trunk railway issued by Superintendent Brownlee, says:

"The proper danger signals were displayed by the brakeman of the first section (two had been sent back three-quarters of a mile) lantern, fuses and torpedoes in hand. The engineer of the second section answered the signals and claims to have made application of the air brakes, but found that the train was not charged with air and was unable to stop, colliding with the rear end of the first section."

"The report then gives the fatalities and concludes: 'Engineer Propst stated that his air break worked all right at Lansing, where he took water, and that he had no occasion to use it again until he was flagged west of Durand, where he found that the train was not charged with air. 'The five sleepers in the rear of the second section were found standing about two coach lengths from the end of the train after the accident, with the drawheads in one of the cars jammed apart before the accident and rebounded which the train stopped, which is evidence that the brakes were not applied. 'The air brakes in the train have since been tested, and found to be in perfect condition.'"

BULGARIAN BANDS BURN VILLAGES

THE PRASANTS ARE JOINING INSURGENTS

Turkish Troops Are Being Concentrated for Purpose of Proceeding Against the Revolutionists.

London, Aug. 8.—The Times this morning prints a dispatch from Sofia, Bulgaria, which says that the insurrection is spreading. The Bulgarian Patriarch, being invited by the Grand Vizier of Turkey to pacify his Macedonian flock, declines to accede on the ground that his admonitions were certain to be disregarded.

The Bulgarian government has asked the great powers to induce the Porte not to employ Bashli Hazouks in the suppression of rebellion.

Growing Worse. London, Aug. 8.—The Times prints a dispatch from Athens, which says that official reports there are to the effect that Bulgarian bands have occupied Pissodich, and are burning other villages near Monastir.

The situation is growing worse, and the military action is slack. The result has been to embolden the insurgents, who are being joined by peasants, and a general uprising is feared.

HUMBERTS ON TRIAL. Opening of Case Which French Ex-Treasury Described as "Greatest Swindle of Century."

Paris, Aug. 8.—The notorious Humbert family to-day faced a judge and jury to meet the charge of having perpetrated what ex-Treasury Minister Waldeck-Rousseau described as "the greatest swindle of the century."

Investigating Minister Leyden in May decided to commit Theresia Humbert, her husband Frederic, and her brother, for trial on the charge of forgery, the use of forged documents and swindling. He dismissed the case against Eve Humbert (Theresia's daughter) and Marie Bourgnone (her sister). Public outcry, which has followed the fortunes of the family since the days of its social brilliance, is again intensely fraught up, at this interest centering in "La Grand Theresie," who has promised to produce at this trial the mysterious American millionaire, the brothers Crawford, on whom she based her story of an inheritance of \$20,000,000, which she put forward as the security for the loan she obtained amounting to about \$10,000,000.

JAP PERISHED. Boat Found in Departure Bay—Man Had Come From the Fraser.

Nanaimo, Aug. 8.—A canny fishing boat, carrying a flag with red T on a white ground and number T Y 984, has been found in Departure bay full of water with a hole stove in the side and a dead Jap in the bottom. The net gear and his personal property appear to be intact. He had evidently been dead four or five days.

It is reported that a Jap who had lost his way landed here last Wednesday, looked at a chart, and put out again for the Fraser. It is believed that the body is that of the same Jap, and that not knowing the Gulf waters his boat was wrecked and that he perished from exposure.

THREE WORKMEN KILLED. Kieff, Russia, Aug. 7.—Three workmen were killed and 24 wounded yesterday when Cossacks fired on and charged the strikers who attempted to interfere with railroad traffic. The rioters numbered 2,000. A magistrate, an officer and several soldiers were injured by stones.

WESTERN FEDERATION. Nanaimo, Aug. 8.—Nanaimo miners are today balloting on a proposal to sever connection with the Western Federation of Miners. The more conservative men are thoroughly alarmed by the Socialist tendencies of the organization and by the reckless encouragement of sympathetic strikes from headquarters. The evidence given before the labor commission showing the danger which the local men stood of being ordered out against their own will and the failure of the organization to support the Ladysmith men also caused the movement favoring separation. The result of the ballot will not be known until the regular meeting next Saturday.



REPORTED ROUT OF BULGARIANS

TURKISH INFANTRY AND ARTILLERY ENGAGED

The Macedonian Committee Has Not Sufficient Money to Conduct Successful Revolution

Salonica, Aug. 7.—Four battalions of Turkish troops, supported by artillery, yesterday met and routed a body of 1,700 Bulgarians near Sorovich.

Taking Precautions. London, Aug. 7.—Confidential official reports received at the foreign office regarding Macedonia have caused the British government to adopt the view that the situation is not very serious for the moment, although sufficiently so to warrant the taking of precautions.

The Porte looked to establish order in Macedonia, and the British officials do not believe that the Turks contemplate an attack upon Bulgaria.

As far as officials representing the Balkan states here are aware, the Macedonian committee does not possess sufficient funds to inaugurate a successful revolution, but it is hoped by continuing the existing unrest so ultimately bring about the interference of the Powers which signed the Berlin treaty.

According to dispatches from Vienna last night, the Macedonia central revolutionary committee had fixed August 1st as the date for the general rising, and had appointed Boris Sarafoff commander of the revolutionary forces.

Salonica, Aug. 8.—It is reported here that ten thousand insurgents divided into four corps, are operating against the troops in the Vilayet of Monastir, and that ten thousand more are operating in Macedonia.

It is thought probable that all passenger traffic through Macedonia will be stopped.

One thousand Bulgarian insurgents, half of whom are armed with Mannlicher rifles, and the remainder with hatchets, are threatening the town of Voden, 46 miles north of Salonica.

Without News. Vienna, Aug. 8.—The government is still without definite news regarding Macedonia, but the officials in usually well informed quarters is that grave events are liable to develop from the present disturbances before the snow comes, and drives the insurgents from the mountains.

Vienna, Aug. 8.—A dispatch from Salonica says M. Rostovski, the Russian consul at Monastir, was killed and killed by a Turk whom the consul reported for failure to salute him.

St. Petersburg, Aug. 10.—The czar has demanded exemplary punishment, not only of the murderer of the Russian consul at Monastir, who was killed last week by Turkish gendarmes, but of all the military and civil officials in any way responsible for the crime.

The assassination of the Russian consul at Monastir, M. Rostovski, the second murder of a Russian consular official in Macedonia within a few months, has created intense indignation here.

His Majesty has received a telegram from the Sultan expressing his deep regret at the death of the Russian consul at Monastir.

According to the report, made by the official now in charge of the Russian consulate at Monastir, the murderer is a gendarme. The consul asked his name, because, in defiance of instructions, the gendarme did not salute him.

Another Account. Belgrade, Serbia, Aug. 10.—Another report received here M. Rostovski abused the Turkish gendarme, who was doing sentry duty for not saluting him, and called him a "pig of a Turk," then he struck the sentry with his whip, saying: "Next time, perhaps you will know me." The gendarme thereupon fired on the consul. It is stated that M. Rostovski was hated by the Turks on account of his intense arrogance.

Entire Garrison Killed. Constantinople, Aug. 10.—The murder of the Russian consul, M. Rostovski, has caused intense excitement here, and is the sole topic of conversation in the streets, cafes and public resorts.

According to mail advices from Monastir, dated August 8th, the insurgents who recently occupied the little town of Krusieva, 23 miles north of Monastir, numbered 200. They killed the garrison, consisting of 52 soldiers, dynamited and burned the government buildings, and then held on a hill overlooking a town a red flag bearing on one side a lion with the inscription: "Death or Liberty," and on the other, the words "Courage Brothers."

The rebels were still in possession of the town when the letters were sent off. Practically the whole country north of Monastir is in a revolt.

Destroyed Customs House. Vienna, Aug. 10.—According to a dispatch from Salonica, the insurgents last evening blew up the customs house at Ziebertch on the Serbian frontier. There were no fatalities.

TRANSCONTINENTAL LINE. Report That Victoria or Vancouver May Be Terminus of Harriman's Railway.

(Special to the Times.) Vancouver, Aug. 10.—A representative of the Harriman railway is in Vancouver to-day looking over possible terminus for a short line to be built, now being surveyed by Harriman's people from Vancouver to Spokane, Vancouver or Victoria will be made the terminus of what will be another transcontinental line, connecting from Spokane by the Oregon coast line to Granger, Wyoming, thence to Omaha, and eastward by the Union Pacific.

Two Fatalities. Danie McQueen, driver for the Valley dairy, was run over yesterday afternoon and killed.

Wm. Wilson, a logger at Rock Bay, was killed on Saturday. His neck was broken by a tree trunk with a steel cable near the donkey engine.

STRAITHOONA WON. Took Second Race in Series For the Canada Cup.

Toronto, Aug. 10.—The Canadian jockey Strathoona to-day defeated the American best horse in the second race of the series for the Canada Cup by 10 minutes.

On Saturday the Strathoona won by 22 seconds.

HUNGARIAN POLITICS. Emperor Francis Joseph Will Visit Budapest to Form a Cabinet.

Budapest, Hungary, Aug. 10.—Count Hedervary to-day informed the lower house of the government's resignation, and announced that Emperor Francis Joseph was coming to Hungary to form a cabinet.

The crushing and fatigue had begun to tell on the patience of the people. When the doors were opened the rush was terrific.

The scene presented by his mounting the throne for the coronation was recited by Cardinals Yannuelli, Mocenni, Agnelli and St. Paul, and the Holy Catholic church.

Mass was then celebrated with pomp and ceremony. Following this, Cardinal Macchi performed the rite of incensing the Pope, whom he subsequently kissed three times on the cheeks and chest, as did Cardinals Zogari and Vannutelli.

Ascension to the Throne. The pontifical mass of obligation to the pontiff, kissing his hands and feet, and being embraced by him twice

historic feather fans with peacock tips gave a touch of barbaric splendor to Western eyes.

Surrounding Pope Pius X. was the noble guard in new red uniforms and gleaming helmets, and carrying drawn swords, while in front marched the cardinals, the cardinal bishops, the cardinal priests and the cardinal deacons.

The Famous Triple Crown. He was accompanied by the pontifical jeweler and by a special guard composed of Swiss guards, and was followed by the chair of the Sixtine chapel, which sang as it went along.

Many Women Fainted in the Rush to Gain Admittance to the Cathedral.



J. B. A. A. Big Four, Champions of the Pacific Northwest.

Standing (left to right)—Thos. Watson (trainer), D. O'Sullivan (coach). Seated—L. A. Gill (No. 2), C. Kennedy (No. 3), W. H. Jesse (bow), W. Wilson (stroke).

THE CORONATION OF POPE PIUS SEVENTY THOUSAND WITNESSED CEREMONY

Rome, Aug. 10.—The ceremony of the coronation of Pius X. took place yesterday in the basilica of St. Peter's in the presence of the princes and high dignitaries of the church, diplomats and Roman nobles with all the solemnity and splendor with this, the most magnificent rite in the Roman Catholic church.

At 6 a.m. the ringing of bells announced the imminent opening of the doors. A gigantic crowd had waited for hours and the police and Italian soldiers had a difficult task to maintain order in the vast crowd in order.

The crushing and fatigue had begun to tell on the patience of the people. When the doors were opened the rush was terrific.

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Overflowing With Humanity. The papal throne, a bewildering mixture of gold, red and silver, occupied the place in front of the high altar.

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A SPECIAL COURSE IN HIGH SCHOOL

IMPORTANT PROPOSAL MADE TO DEPARTMENT

Deputation Urges Approval of Plan to Give Training for Teachers in This City.

A deputation from the Victoria school board Friday interviewed the Minister of Education on a matter which is of the greatest importance to candidates for the teaching profession in this city.

It would give a stimulus to work of the graded and high schools of the city. The Normal school term at present extends from October to April, a period of six months.

The department of education is requested to approve of this course and to give professional certificates on an equality with those granted graduates from the provincial Normal school on the mainland.

The Victoria school board, and in fact all interested in educational questions locally, are impressed with the need of a special course of training in the city such as proposed, and the hope is generally expressed that the minister will meet their wishes in the matter.

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DATES OF THE FALL ASSIZES ANNOUNCED

In This Week's Official Gazette—Another Batch of Justices of the Peace Created.

The government has made five new justices of the peace, according to Thursday's issue of the Provincial Gazette. They are as follows:

- Town of Richmond, 24th September, civil and criminal.
Town of Clinton, 1st October, civil and criminal.
City of Victoria, 1st October, civil and criminal.

- City of Kamloops, 1st October, civil and criminal.
Town of Golden, 6th October, civil and criminal.
City of New Westminster, 6th October, civil and criminal.

The government's approval of the undertaking of the British-American dredging company is gazetted. It is as follows: "The acquisition of rights in the water under powers conferred by the 'Water Clauses Consolidation Act, 1897,' of two acres, more or less, of ground situated on the south side of Pine creek, at the foot of Pine creek falls, in the Atlin Lake mining division of the Cassiar district, which forms part of the mining ground leased to the 'Pine Creek Power Company, Limited,' for the purpose of hydraulic workings."

Similar approvals in connection with the undertakings of the Pacific Coast Power Company, Ltd. and the Daly Reclamation Company, Ltd. are announced.

The following regulations respecting engineers with service certificates, series one, is gazetted: "That in the event of the horse-power of steam plants operated by holders of service certificates, series I, being increased beyond the limits of such certificate, a special certificate covering such increase may be issued upon the recommendation of the owners of the steam plant and the inspector within whose jurisdiction such plant is being operated, on payment of a fee of two dollars and fifty cents."

The Rossland Lodge, No. 21, K. of P., has been incorporated. The trustees are John S. Chute, Ira W. Beverly and Charles A. Coffin.

The Texada Mining Company has been registered an extra provincial company. The capital is \$10,000, divided into 10,000 shares of \$1 each.

DR. AGNEW'S OINTMENT CURES PILES—Itching, Bleeding and Blind Piles. Comfort in one application. It cures in three to six nights. It cures all skin diseases in young and old. A remedy, by comparison, and it never fails. Sold by Jackson & Co. and Hall & Co.—63.

merchandise, real estate and other business in the United States, Mexico or Canada.

Tenders are invited for the erection of a court house at Nelson. They will be received up to Monday, 7th September, inclusive.

The resignation of W. J. Hanna as a justice of the peace has been accepted.

The following assignments are noted: C. H. Holden, a. E. Brown and commission merchants, of Vancouver, to J. J. Banfield, of the same city; Noble Electric Company, of Victoria, to D. H. Macdonnell, of Victoria; Frank Sullivan, merchant, of Ladysmith, to Annie Ryder, of the same place.

H. H. Jones has withdrawn from the Dominion Co-operative Home Building Association, the partnership between him and W. J. Holden, A. E. Brown and G. R. Holden being dissolved by mutual consent. The business will be carried on by the last three.

David A. Boscowitz has purchased the goodwill and business of J. Boscowitz & Sons, fur dealers, and will carry it on under the same firm's name.

INCREASED SURPLUS OF INTERCOLONIAL

It Amounts to Over \$128,000—Chief Justice Killam Goes to the Supreme Court.

Ottawa, Aug. 10.—It was learned at the department of railways to-day that the earnings of the Intercolonial railway for the fiscal year, ending June 30th last, were \$6,324,327, and the working expenses \$6,196,150, leaving a surplus of \$128,177. This is even better than predicted. In 1902 the receipts were \$2,759,800. The receipts last year were \$5,671,385, or \$96,822 greater than the working expenses.

For Hudson Bay. A. P. Low left yesterday for Halifax to take charge of the expedition which starts from there on the 15th inst. for Hudson Bay.

Go to Supreme Court. At a cabinet meeting on Saturday Chief Killam, of Manitoba, was appointed to the Supreme Court of Canada in place of the late Justice Armour.

This was to be done as was mentioned in this correspondence some time ago. The appointment has been well received here. Justice Dubuc, of the Court of Queen's Bench, in Manitoba, has been promoted to the chief justiceship of the province.

Grand Trunk Pacific. The Grand Trunk Pacific charter bill was read in the House to-day. Sir Wilfrid Laurier said that the government railway policy bill would be taken up tomorrow and continued until exhausted.

MINING AROUND NELSON. More Men Now Working in Hills Than For Some Years Past.

"A property which is attracting considerable attention from mining men of this city this summer is the group of claims owned by J. B. Dugan, on Forty-nine creek," says the Nelson News.

This property was staked nearly five years ago, and since then the owner has been gradually opening it up with a small force of men, and it now promises to make a large producer.

The whole side of the mountain there appears to be composed of free milling gold ore, which though low grade, carries sufficient values to make its extraction profitable with a stamp mill located on the ground.

The tunnel has been driven, one of which is 75 feet and the other 30 feet, and a 20-foot shaft been sunk. Besides this considerable stripping has been done, all of which work proves the wide extent of the lead.

The ore is first encountered in the bed of Forty-nine creek, the claims extending for nearly a mile up the mountain beyond.

This is only one of the properties in the mineral zone lying immediately to the westward of the city that is rapidly coming to the front.

A year ago there was scarcely anything doing from Morning mountain to Bird creek, with the exception of a small force employed at the foot of the mountain, and a dozen or so men doing assessment work on their claims, or prospecting.

The Silver King the force of men has been steadily increased, and there is every prospect of the property resuming its old place as one of the leading mines of the province.

DA 300 Men's and by water will



—Is Chambers on Friday of Wilkes. They will be held on Monday 10th, at 8.15, in the St. hall, Broad street.

—The fire department Saturday to roof fire Broughton street, a Government. The fire was caused by a headway before called in. It was quickly controlled.

—The regular monthly Knights of the Golden Rule held on Monday 10th, at 8.15, in the St. hall, Broad street.

—Among the applications on Friday Robertson on an order to sell the property called in. It was quickly controlled.

—The general meeting Association, Vancouver Pioneer hall on Friday evening to have a large Shawanigan on Saturday can be procured from committee. All members are requested to bring children and friends.

—Thomas Price, a police magistrate on a fine of taking intoxicating drinks into a public house. He was fined \$50, or in default of payment, he took 15 days.

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—There was a large annual ball of the L. held at the A.O.U.W. G. Bandmaster Finn held a choice musical program. The decorations were perfect condition, and indulged in until an early hour.

—In conversation with Mr. Sargent President Peter Sound Bridge Company, said the had amounted to about two dollars, "enough to keep chief," he added. Among is one on which they had for some time past. The improvements under United States government harbor. The work on the harbor and the large breakwaters. And there was appropriation of the capture of such a family a feather in the

—On Friday evening a Federated Board of P. was held, when little time business was transacted of securing representation of directors of the Jubilee discussed, and it was decided possible would be before the government the united societies to at leastive. Endeavors are every effort to recruit. The last year, and they still total was 180 out of 200 second with one point half a point separated 5, with 184. No 2 fifth with 6 last with 173.

—The annual club regatta Bay Athletic Club Saturday, August 22nd.



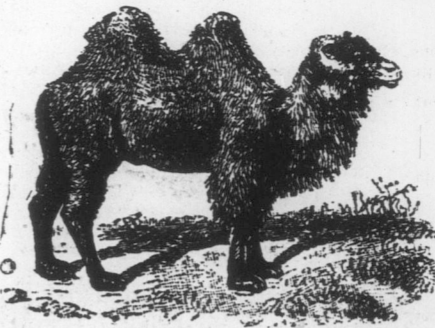
# DAMAGED GOODS SALE

## Sale Starts Monday, July 20.

### \$4,000 WORTH OF GOODS DAMAGED BY WATER TO BE SOLD.

**B. Williams & Co.,** 68-70 YATES STREET

## GAMMELL'S ENGLISH STEEL



For Definite Results in All Kinds of Mining

We Manufacture Rails, Shoes and Dies

CYCLOPS STEEL WORKS,

SHEFFIELD, ENGLAND.

ROWLAND MACHIN, Can. Agent, Yates St., Victoria, B. C.

Sold by Hickman-Tyco Hardware Co., W. S. Fraser & Co., Nicholles & Renouf.

## Making a Hit

The hits we make are hits that count; hits of prices and values; hits with the latest and most up-to-date articles. They are the things you would care to buy, and we make the prices that will enable you to do the buying:

- SHERBIPP'S JELLY POWDERS, 3 for ..... 25c.
- GOODALL'S CURSTARD POWDER, 3 for ..... 25c.
- GOODALL'S BLANC MANG E POWDER, 3 for ..... 25c.
- LOCAL PLUMS, Basket ..... 25c.
- SMOKED HALIBUT, 2 lbs. .... 25c.

BLACK CURRANTS FOR PRESERVING.

## DIXIE H. ROSS & CO.,

CASH GROCERS.

### NEW RAILWAY ROUTE

#### HAS HIS APPROVAL

Sir James Hector is Pleased With the Scheme—His Views on New Zealand's Prosperity.

### DANGEROUS FIRE

A dangerous fire was caught in the nick of time on Saturday afternoon. It was discovered in the roof of St. Joseph's hospital near the kitchen by two of the sisters about 4 o'clock. The flames were seen breaking through the slates, and the fire department was at once notified. The chemical and two engine streams got to work, and extinguished the blaze in a short time. In the meantime the sisters aided by volunteers removed all the patients from the upper apartments to the floor below. The fire must have been in progress half an hour before it was discovered. It had burned along under the roof for a considerable distance. The loss amounts to \$250, covered by insurance.

### BORN.

M'CLURE—On the 8th inst., at the home of Mrs. Blake, Third street, the wife of R. D. McClure, 111-Mile House, Carlbo, of a daughter.

### MARRIED.

MURRAY—At Grand Forks, on Aug. 2nd, by Rev. F. Youles, Henry Constance Dobbs, eldest son of R. S. Pelly, of Otter Lake, and Brenda, daughter of the late W. D. Horsley, Madras Civil Service.

### DIED.

TRAYNER—At Vancouver, on Aug. 5th, Frederick A. Trayner, aged 40 years.

DAWE—At 7th avenue, New Westminster, on Aug. 4th, Elsie Mary Muriel, daughter of Mrs. A. J. Dawe, aged 1 year and 10 months.

A few enterprising men set stock and appoint agents for the Fourth Nurseries, largest in Canada, 800 acres; steady employment, 1903-1904. Write to Wellington, Toronto.

## POLITICAL NEWS OF THE PROVINCE

### THE SITUATION IN NORTHERN DISTRICT

### Comox Liberals Will Win the Election With F. McBride as Their Candidate.

Chilliwack—Chas. W. Munro, Liberal; J. L. Atkinson, Conservative.  
Comox—F. McBride, Young Liberal.  
Grand Forks—John Gordon, Socialist.  
Islands—T. W. Paterson, Liberal.  
Nelson—S. S. Taylor, Liberal.  
Okanagan—T. W. Sterling, Liberal.  
Squamish—W. J. Snodgrass, Liberal.  
Slocan—J. Herman, Liberal; C. W. D. Clifford, Conservative.  
Slocan—Wm. Davidson, Labor.  
Greenwood—J. R. Brown, Liberal.  
Kaslo—J. Retallick, Liberal.  
Ferne—J. McPherson, Socialist.  
Vancouver—B. Williams, Labor; A. G. Perry, Labor; E. Burns, Socialist.  
Yale—Stuart Henderson, Liberal.  
Kamloops—F. J. Deane, Liberal; F. J. Paton, Conservative.

The Liberals of Comox are very confident of success in the coming campaign, said Mr. Munro on Friday to a Times reporter. "They have chosen an excellent candidate, who is well known in the district and deservedly popular. Mr. Young's residence is in Nanaimo, but he has had very intimate professional relations with the people of the more northerly constituency for the past ten years. He is a gentleman of good address and produces a very favorable impression upon those with whom he comes in contact. There were some other candidates for the nomination, but it was a foregone conclusion before the convention met that Mr. Young would be chosen."

"You were a candidate yourself," said the reporter to Mr. Young. "I declined to be a candidate. A few votes were for me at the convention, but they were complimentary votes only. I did not know that they had been given until the next morning, although I addressed the convention for an hour after Mr. Young had been chosen."

"The question of the Liberal registration party is not a matter of importance here, but the general opinion seems to be that it will be short in the northern part of the constituency. I heard a great deal of praise for the party done by Mr. Stoen, who undoubtedly has done very much more if funds had been available. Mr. Mounce told me that up to Thursday night 700 voters had registered. The general impression is that the Liberal registration will not much exceed 800. There were over 1,200 names, I am told, on the list last year."

"Who will be the Conservative nominee?" "That is not known yet. It is understood that Mr. Grant, partner of Mr. Mounce, is seeking the nomination, and Mr. Joseph Hunter, who formerly represented the district, is favorably mentioned. The Liberals with whom I talked did not think it made much difference who was chosen by the Conservatives."

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### Local News

#### CLEANINGS OF CITY PROVINCIAL NEWS IN A CONDENSED FORM.

—In Chambers on Friday in the action of Wiles vs. Times, R. Cassidy applied for an examination of the plaintiff's bene esse. H. G. Lawson opposed the application, which was stood over until the first Chamber day after vacation.

—The fire department was called on Saturday to roof fire in a house on Broughton street, a few doors from Government. The fire had made considerable headway before the brigade was called in. It was quickly brought under control.

—The regular monthly meeting of the Knights of the Golden Horseshoe will be held on Monday evening, August 10th, at 8:15, in the Sir William Wallace hall, Broad street. Business of special importance will be discussed, and a good attendance is requested.

—Among the applications made in Chambers on Friday was one by H. Robertson for an order granting leave to sell the property of Mrs. Fleming, who is now an inmate of the New Westminster asylum. The order was granted, the trustee's remuneration being fixed at five per cent.

—The general meeting of the Veterans' Association, Vancouver Island, held in Pioneer hall on Friday, unanimously decided to have a basket picnic to Shawigan on Saturday next. Tickets can be procured from members of the committee. All members of the association are requested to attend with their children and friends.

—Thomas Price, a bluejacket from H. M. S. Grafton, was brought before the police magistrate on Saturday upon a charge of taking intoxicants upon the Indian reserve. He was convicted and fined \$30, or in default two months imprisonment. He took the latter alternative.

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—The trophy for general efficiency offered for competition in the Fifth Regiment has again been captured by Company No. 1, Capt. Currie. Last year they also scored the highest total, and recognized that they had a reputation to maintain, and that defeat meant the loss of the handsome shield and the sum of \$75 contributed by the officers of the regiment. They therefore put forth every effort to repeat their success of last year, and they succeeded. Their total was 180 out of 200. No. 3 came second with one point less, while only one of a point separated No. 3 from No. 5, who followed third. No. 4 was fourth with 184. No. 2 fifth with 177 and No. 6 last with 173.

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—At the beginning of last school term R. L. Drury, chairman of the Victoria school board, offered a prize for the pupil who at writing at Victoria on the approaching High school entrance examination would enter off the highest number of marks in Canadian history. The results of the recent examinations has shown that J. D. Herbert, of the Boys' Central school, Victoria, is entitled to the prize. It will therefore be awarded to him at the beginning of the present school term.

—On Thursday a very enjoyable concert, presided over by I. Piercy, and organized by Trustees J. R. Carmichael, H. Tanner and W. Campbell, was given in the Elk Lake school, in aid of the organ fund, by the following ladies and gentlemen: Mrs. Gideon Hicks, Mrs. Giffen, Messrs. Gideon Hicks, Petch and Berks. An excellent programme was arranged by Mr. Hicks, and the various items were excellently rendered, much to the delight of a large audience. At the conclusion a vote of thanks to the artists was proposed by Mr. Carmichael and seconded by Mr. Piercy, who filled the position of chairman in his usually genial and able manner.

—Secretary Palmer, of the Victoria Horticultural Society, will attend at the city hall on Saturday afternoon next, August 15th, from 2 till 4 o'clock, in order to obtain signatures to entry forms from the school children in Victoria, who intend competing for the silver and bronze medals offered by the society for competition at the forthcoming show on August 21st and 22nd next. Ten cents will be charged for each entry, which must be paid when the entry form is signed, and the exhibitor will then be entitled to a ticket of admission to the show for both days.

—The schools of the province were reopened Monday. There was a large school, and there are indications that the school board will have the burning question of more accommodation confronting them in all its pristine urgency in the near future. The pressure on Victoria has been diminished to some extent by the opening of the Lamson street school, and the inauguration of another by the Work Point authorities, who have secured two instructors from the Old Colony. The Rock Bay school house requires some repair as this morning's developments showed. When the children assembled in one of the rooms a fall of plaster meant their dismissal necessary.

### ANNUAL SHOOT.

W. H. Adams Captured the Victoria Gun Club Trophy.

Some fifty shots took part in the annual cup shoot of the Victoria Gun Club at Langford Plains on Sunday. A large number of friends and numerous picnic parties attended, so that the scene at the traps all day was full of animation. Shooting went on pretty well throughout the afternoon.

The shoot for the club's cup was, of course, the principal event of the day, and when it started there were a large number of spectators in attendance to watch the progress of the contest. Otto Weller, last year's holder of the cup, was defeated, and W. H. Adams, of Adams's sporting store, Douglas street, is now the proud possessor of that trophy. He defeated Weller by two birds. Out of a possible 30 the following scores were made:

W. H. Adams, 24; O. Weller, 22; W. Bickford, 21; W. G. Henly, 20; F. Howe, 20; H. Mansell, 18; R. Sangster, 17; R. Jackson, 17; H. A. Porter, 15; C. Bamfield, 14; A. Betchel, 13; C. Weller, 12.

F. Howe is one of California's best shots.

FOSSIL PILLS.—The demand is proof of their worth. Dr. Agnew's Liver Pills are heating out many fossil troubles at a quarter a box. They're better medicine, easier doses, and 10 cents a vial. A thousand ailments may arise from a disordered liver. Keep the liver right and you'll not have sick headaches, biliousness, nausea, constipation and Sallow Skin. Sold by Jackson & Co. and Hall & Co.—G1.

Heavy frost in Orange and Sullivan counties, N. Y., on Friday night destroyed and injured many acres of corn.

### COOK'S COTTON ROOT COMPOUND.

Is the only safe, reliable regulator on which woman can depend for the best of health and time of need.

Prepared in two degrees of strength. No. 1 and No. 2. No. 1.—For ordinary cases to be used four or five times a week. No. 2.—For special cases—10 degrees strength—three dollars per box.

Ladies—ask your druggist for Cook's Cotton Root Compound. It is as safe as all pills, mixtures and imitations are dangerous. No. 1 and No. 2 are sold and recommended by all druggists in the Dominion of Canada. Mailed to any address for the best of four-cent postage stamps. The Cook Company, Windsor, Ont.

No. 1 and No. 2 are sold in all Victoria drug stores.

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—The Victoria senior shell crew, which is to compete at Astoria regatta, has not yet been definitely decided on, but it is expected that it will be the same crew which won the senior race at Vancouver. Messrs. A. Gore and T. P. Patton go down and will uphold Victoria's aquatic reputation in the single and tandem canoe races.

—The remains of the late Henry James Caldwell were laid to rest on Friday. The funeral took place from the parlors of the B. C. Funeral Parlor, 1045-46, at 10:45 a.m., and at Christ Church cathedral at 11 o'clock. Services were conducted by Rev. Canon Beanlands, assisted by Rev. Hugh Allen. The following acted as pallbearers: Joseph Hunter, C. E., G. T. Fox, J. P. Hibben, W. T. Williams, E. E. Wootton and A. S. Gore.

—At the beginning of last school term R. L. Drury, chairman of the Victoria school board, offered a prize for the pupil who at writing at Victoria on the approaching High school entrance examination would enter off the highest number of marks in Canadian history. The results of the recent examinations has shown that J. D. Herbert, of the Boys' Central school, Victoria, is entitled to the prize. It will therefore be awarded to him at the beginning of the present school term.

—On Thursday a very enjoyable concert, presided over by I. Piercy, and organized by Trustees J. R. Carmichael, H. Tanner and W. Campbell, was given in the Elk Lake school, in aid of the organ fund, by the following ladies and gentlemen: Mrs. Gideon Hicks, Mrs. Giffen, Messrs. Gideon Hicks, Petch and Berks. An excellent programme was arranged by Mr. Hicks, and the various items were excellently rendered, much to the delight of a large audience. At the conclusion a vote of thanks to the artists was proposed by Mr. Carmichael and seconded by Mr. Piercy, who filled the position of chairman in his usually genial and able manner.

—Secretary Palmer, of the Victoria Horticultural Society, will attend at the city hall on Saturday afternoon next, August 15th, from 2 till 4 o'clock, in order to obtain signatures to entry forms from the school children in Victoria, who intend competing for the silver and bronze medals offered by the society for competition at the forthcoming show on August 21st and 22nd next. Ten cents will be charged for each entry, which must be paid when the entry form is signed, and the exhibitor will then be entitled to a ticket of admission to the show for both days.







# Canada's New National Highway

## The Speech of Sir Wilfrid Laurier in the Dominion House of Commons in Submitting the Bill For Transcontinental Railroad.

He thought of him at all—and that he was "unavoidably present."

of Jim Breakspen's extreme views, which would have made unbearably conceited, he was fellow, and that was the way in matter to him, that in regard to him—if she thought about him she could hardly believe that she had met him much. She was a tall and handsome girl, and had her eyes hanging round her, and of them more important in scale than an ex-cowboy and of Veonary. Still, he would not be this evening, and she would be at home, and she would be some flowers, too.

resolved upon this course, Jim resist taking out the photograph and looking at them seemed to him as if they were even more divine than he had met at first. Life would hardly living unless he were doing all moving heaven and earth—to

had thought and smoked for packed the contents of the in in their old places, with the of the photograph and the . Even the grim death-mask into its napkin and his paper . Then he pushed the portrait into a deep wardrobe built into and locked the door. The key into his pocket. It was not all this Miss Oakley, that he let to Miss Oakley, but he felt critically saying how sorry he was able to see her as he had

had dining in even the best and Jim Breakspen was in of going to some restaurant and no invitation for the evening might he felt that it would be to his mood to stop at ready it was getting on to a usual dinner hour, and he had had; but his landlady and his cook were accommodating really admired him immensely have done anything for him, aware of that, and he would more than a culprit, or some of the sort.

ing, and made his request to who answered the bell. He dinner at slight—nothing meanwile he was going out .

and was to post Miss Oakley's by her some flowers. He did not that her favorites were, but an expensive-looking girl, the who made a man feel the best, the things which most money, whether they were things or not. Owing to the not did yet begin to blossom, therefore it was not to be Jim bought quantities of and dozens of pink and pale ds. If a peace offering were hoped that the big box he the country house near Bright accepted as such.

ressing for dinner, whether be alone or in company, and tonight with the photograph down propped up against the he which he tied his necktie. he had bought Miss Oakley's had been sentimental enough some for the picture, to be before a shrine. It had been ly easy to choose for Miss nothing seemed good enough unful Known, whom he a boyish way, he was sure his guest. She was not of would like things because of money had been spent so at last he had selected for the flowers which he himself fragrant, moon-white day she led in the photograph, was dressed, he filled a vase and put the lilies in it. The set on the table already set; and when the deprecant "I had brought in the desired departed, Breakspen poised aph among the lilies, whether fairer than they.

at a gold frame for it to-morrow to himself. "One of those with turquoise-studded all that I saw in Bond street the age. It wouldn't be too large set in one of those frames. I must always keep it couldn't stir out of the house it with me. One can't tell, what might happen."

eyes on the photograph, he as of wine to his lips. "I beautiful princess," he ex-ed, "and to my own luck— you. Luck to win you, but to finish, when a knock the door. Hastily he set down so hastily that a few red split on the tablecloth, and his hand went out to snatch photograph, which was far too seen by the eyes of a stupid underling in when he was not

apparent one outside did not knock to be answered. Be-hear had disposed of his frame the photograph in its frame door was opened. Jim look-ed with a frown of vexation, blood rushed up to his forehead. It was not a servant the threshold. It was the others in the world whom we expected least.

To be continued.)

**IN THE HOUSE OF COMMONS** Monday, July 20th, 1903. The Premier, Sir Wilfrid Laurier, introduced a bill entitled "an act to provide for the construction of a National Transcontinental Railway," and in doing so delivered a speech lasting several hours. As a measure of the greatest importance to the Dominion, a full report of the speech is published below.

Sir Wilfrid said: Mr. Speaker, I beg leave of the House to introduce a bill entitled "An act to provide for the construction of a National Transcontinental Railway." (Cheers.) The bill which I have the honor to place in your hands is divided into two parts. The first provides for the creation of a commission to be composed of three members, and to be empowered to build a certain portion of the railway which is mentioned in the bill, the title of which I have just given. It does not know that at this moment it would serve any good purpose to go minutely into the provisions of this part of the bill. They are such as are to be found in bills of this character, to be passed by the House and sent to the committee on the subject, and they define their powers and their obligations. The second part of the bill provides for the ratification of a contract which has been entered into between the government and certain gentlemen now seeking incorporation under the name of the Grand Trunk Pacific Railway Company. This bill will have to be supplemented by resolutions which I will state in the order paper to conform our rules of procedure in such cases as this.

**Voicing a Deep Sentiment.** The House has been impatient, and not unreasonably, to be informed of the leading particulars of the policy which we have to present with regard to the building of another transcontinental railway. It will be my duty now to inform the House, and to give it all the knowledge it is in my power to give at this moment, in order to satisfy a very legitimate curiosity. (Cheers.) First, sir, perhaps it would not be amiss if I address myself to a question which has come to us from different quarters, and which may find an echo outside as well as within this House—why this new enterprise? Why this expenditure? Why should parliament be called upon to assent to such a policy as is here in contemplation? We ask parliament to assent to this policy because we believe—may, we feel certain, and certain beyond a doubt—that in so doing we give voice and expression to a sentiment, a nation, but deep sentiment, which is not only in the mind and still more in the heart of every Canadian, that a transcontinental railway, to extend from the shores of the Atlantic ocean to the shores of the Pacific ocean, will do to every inch of our Canadian soil, is a national as well as a commercial necessity. (Loud cheers.) That such a road must be built; that it is, in the language which I have used, a national as well as a commercial necessity; that it is a corollary of our status as a nation; that it is a request of our commercial development, is a proposition from which up to this moment I have heard no dissent. (Renewed cheers.)

**Time For Action.** Exception has been taken to the immediate necessity of building such a road. Exception has been taken to the policy which we have to suggest for the immediate construction of a road; but as to the idea itself, I have never heard a word of opposition, nor do I believe that such a word will be heard in the debate. The first of these objections, that is, to the immediate construction of a road, can be disposed of, I believe, with a single observation. To those who urge upon us the policy of to-morrow; to those who tell us, wait, wait, wait; to those who advise us to pause and consider, and to reject and to ignore, and to require our answer is, "No, this is not a time for deliberation; this is a time for action." The flood tide is upon us that leads on to fortune; if we let it pass it may never return again. If we let it pass it will be the opportunity of our national life, bright as it is to-day, will be arrested in the shallows. (Cheers.) We cannot wait, because time does not wait; we cannot wait, because time does not wait; we cannot wait, because time lost is doubly lost; we cannot wait, because at this moment there is a transformation going on in the conditions of our national life which it would be folly to ignore, and to ignore, to ignore, to ignore. We cannot wait, because the prairies of the Northwest, which for countless ages have been roamed over by the wild herds of bisons, or by the scarcely less wild tribes of red men, are now invaded by the white race. They came last year 100,000 strong, and still they come in greater numbers. (Cheers.) Already they are at work tilling the soil, already they are at work sowing, harvesting and reaping.

**The Duty of Parliament.** We say that to-day it is the duty of the Canadian government, it is the duty of the Canadian parliament, it is the duty of all those who have a mandate from the people, to attend to the needs and requirements of this vast growing country, to give heed to that condition of things which is the duty of all those who sit within these walls by the will of the people to provide immediate means whereby the labors of those new settlers may find an exit to the ocean, and whereby the colleague, and whereby likewise a market may be found for those who toil in the forests, in the fields, in the mines, and in the shops of the other province. This is our duty, it is imperative, it is imperative. Heaven grant that it be not already too late. Heaven grant that by reason of delay the trade of Canada is not diverted to other channels, and that an everlasting competition does not such a thing as the trade that properly belongs to those who acknowledge Canada as their home or their adopted land. Upon this

question we feel that our position is absolutely safe and secure, we feel that it corresponds to the beating of every Canadian heart, though there may be a difference of opinion with regard to the method we have employed to secure the accomplishment of the task we have in view. (Cheers.)

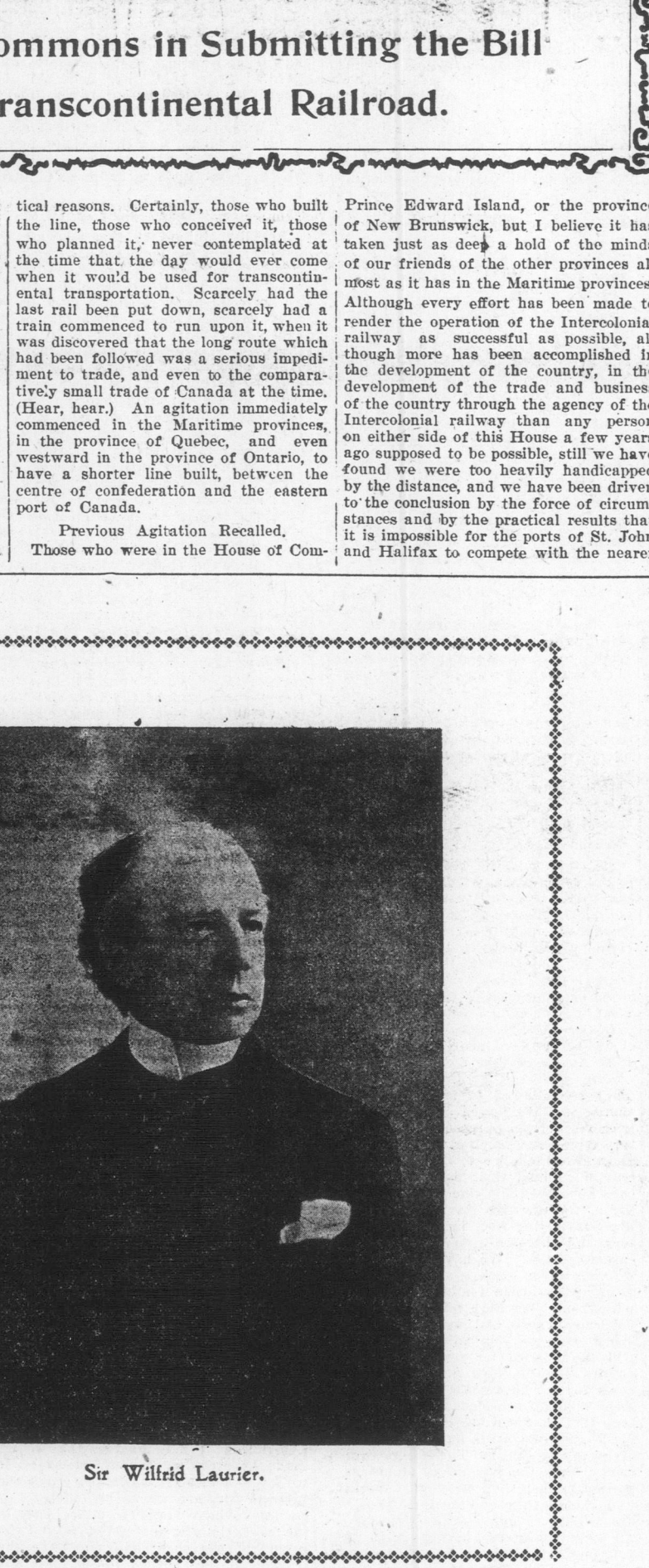
**Reasons For Government's Policy.** Sir, we recognize that upon this question of policy there may be an honest and honorable difference of opinion; we know that there have been already such differences of opinion, honorable and honest, because it has been our misfortune to lose one of our colleagues upon this question. But we recognize, however, that we stand upon very firm ground, and it will be my duty to present to the House the reasons which have led us to the policy which we have adopted and the reasons which we can invoke in favor of its support. (Renewed cheers.) We think that this road, in order to give to the Dominion the benefit which they have a right to expect from it, should extend westward from the heart of the Maritime Provinces, from the town of Moncton, at the juncture of the two lines of the Intercolonial railway, and westward to the province of Ontario, to Halifax, without any exaggeration, to abridge the distance almost one-half, but, unfortunately, and I say it frankly to the House, it is not possible to have an absolutely direct line or the shortest line possible between Moncton and Levis, or, if you

the waters of the Baie des Chaleurs it hugs the shore very closely until it comes to the confluence of the Restigouche river; at the Restigouche river the line strikes westward and follows the waters of the St. Lawrence river to Chaudiere Junction, a little west of Levis. Thus the line makes a long loop towards the north, it describes almost a complete semi-circle, and the distance covered by it is no less than 488 miles.

**Blunder of British Diplomacy.** If it were possible to have a line of railway in a direct course from Levis to Moncton, it would be possible, I believe, without any exaggeration, to abridge the distance almost one-half, but, unfortunately, and I say it frankly to the House, it is not possible to have an absolutely direct line or the shortest line possible between Moncton and Levis, or, if you

tical reasons. Certainly, those who built the line, those who conceived it, those who planned it, never contemplated at the time that the day would ever come when it would be used for transcontinental transportation. Scarcely had the last rail been put down, scarcely had a train commenced to run upon it, when it was discovered that the long route which had been followed was a serious impediment to trade, and even to the comparatively small trade of Canada at the time. (Hear, hear.) An agitation immediately commenced in the Maritime provinces, in the province of Quebec, and even westward in the province of Ontario, to have a shorter line built, between the centre of confederation and the eastern port of Canada.

**Previous Agitation Recalled.** Those who were in the House of Com-



Sir Wilfrid Laurier.

mons in the years 1880, 1881, 1882, 1883 and 1884, will remember that almost every session allusion was made to the fact that the Intercolonial railway could not serve the purpose of the growing traffic of Canada, and we had to find a shorter line of railway than we then had. The feeling became so acute, the agitation became so strong, that the government of Sir John Macdonald had to give heed to it, and in 1884 the following resolution was introduced by Sir Charles Tupper, then minister of railways and canals: "For the construction of a line of railway connecting Montreal with the harbors of St. John and Halifax by the shortest and best practicable route, a subsidy not exceeding \$170,000 per annum for fifteen years, or a guarantee of a like sum for a like period, as interest on bonds of the company undertaking the work." Mark the language of this resolution: "For the construction of a line of railway connecting Montreal with the harbors of St. John and Halifax by the shortest and best practicable route, a subsidy not exceeding \$170,000 per annum for fifteen years, or a guarantee of a like sum for a like period, as interest on bonds of the company undertaking the work." Mark the language of this resolution: "For the construction of a line of railway connecting Montreal with the harbors of St. John and Halifax by the shortest and best practicable route, a subsidy not exceeding \$170,000 per annum for fifteen years, or a guarantee of a like sum for a like period, as interest on bonds of the company undertaking the work." 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The Senate refused to ratify the bill this session introduced by the government. (Hear, hear.) Whatever may have been the reasons, whatever may have been the whips in the ranks of those Senators, whatever may have been the influences which caused the Senate thus to rebel against the policy of the government, it is not for me to say. I have a particular aversion to the word "rebel," but certain it is that in the following year a company was formed, known as the St. Lawrence & Maritime Provinces Railway Company, which tradition says, was acting under a tacit understanding between the Grand Trunk Railway Company and the government of Sir John Macdonald for the construction of a railway from the town of Edmundston to Moncton. This railway has been built it would have preferred a shorter line of communication by way of Halifax, Moncton, Edmundston and Riviere du Loup.

A Previous Survey Report. The line was surveyed, and I have the report of the engineer in charge, Mr. Davey, who since the line has been found between Edmundston and Moncton. Mr. Davey says: "The total length of the line surveyed from Grand Falls to Berry's Mills was 492 miles, and from Berry's Mills to Edmundston, 444 miles, and seven miles from Berry's Mills to Moncton, the total distance from Edmundston to Moncton would be 209 miles, which would make the distance from Montreal to Halifax, by the Grand Trunk to Chaudiere Junction, the Intercolonial to Riviere du Loup, the Peninsular railway to Edmundston, and the proposed line to Moncton, and thence by the Intercolonial to Halifax, 759 miles in all. If, however, the line from the Grand river, north of the Sisson range, which, as I have stated, I explored myself, and with an assistant engineer, be adopted, a saving of distance of at least ten miles would be obtained and the improvement of the line at the De Chute river, as recommended by Mr. Cranston, to what I consider a saving of distance of not less, in my opinion, the total length from Edmundston to Moncton may be reduced to 199 miles, or 749 miles from Montreal to Halifax. Time did not allow me to make a complete survey of the route, but by these alternative routes at the two points I have referred to, but I believe that when made it will result in the saving of distance already stated."

However, Sir John Macdonald died shortly afterwards, and the scheme fell through. An All-Canadian Route. Now, sir, the policy which we propose, apart from all other considerations, may be taken as a step-tardy step though it be to implement the solemn pledge made in 1855. I confess, sir, that perhaps this, of itself, would not be a sufficient reason, though in one respect it ought to be; because, if there is one thing as to which the parliament of Canada ought to be firm, it ought to be that the solemn word of parliament is sacred, and that it be never broken. I am sure that every member of every parliament will be glad to see it.

But, sir, there is another consideration, of a far more important character than this, to which it is now my duty to call the special attention of parliament. I am sure that every member of parliament, coming from the place from which I now speak, stated that the Intercolonial, located as it was, could not perform the service we expected from it; that it could not give thorough satisfaction in the way of providing transportation for the growing trade of Canada, I believe he stated a proposition which, if exception was taken to it, then, no exception can be taken to it now. But, sir, there is something more than that. When Sir Charles Tupper stated, also at that time, that it was essential to the welfare of the people of Canada that the terminus of any transcontinental railway that we might have should be in Canadian territory, in Canadian waters, he simply voiced what is the conscience of the Canadian people. (Cheers.) I am sorry to say that Sir Charles Tupper did not with equal firmness insist that the terminus should be in Canadian territory, at a Canadian harbor, but that the route itself should be in Canadian territory. When he agreed that that line should be in American territory, Sir Charles Tupper went back in the heart and conscience of the Canadian people. (Great cheering.)

The Line a Necessity. Now, sir, we lay it down as a principle, upon which we wish to be guided by friend and foe, that we are to have a transcontinental railway, that its terminus must be in Canadian waters, and that the whole line, every inch of it, must be on Canadian territory. We say, further, that such a line is a necessity of our commercial independence. (Opposition laughter.) Sir, I am surprised at the levity displayed by some hon. gentlemen on so grave a question. What have you to say to-day to this? What are your minds running to, when you have facts staring you in the face which show you that at this moment Canada is not commercially independent of the United States?

The Bonding Privilege. What is our position to-day? From the early days of railway development of this country we have been dependent on American good-will for the transportation of our goods across American territory. From the early days of Canadian railway development we have been forced to make use of American territory and harbors. The American government, granting us the bonding privilege, they granted us the privilege of using their harbors for our imports and exports without paying their tolls and customs dues. But my honorable friends are aware that this privilege has always been held over our heads by the American authorities as the sword of Damocles. My honorable friends on the other side are aware that this privilege has been used again and again as a threat to obtain from us concessions

The Offer to Britain. Why, sir, it is only last week that an American citizen of great influence wrote a letter to the London Times in which he reviewed the policy we offered to the British government when the Canadian railway was being considered by the British government. When in England last year a Canadian minister at the Intercolonial Conference made this proposition to the British authorities: "The Can-

adian ministers stated that if they could be assured that the Imperial government would accept the principle of preferential trade generally, and particularly grant to the food products of Canada the same freedom of importation from duties now levied or hereinafter imposed, they would be prepared to go further into the subject of preferential trade, and endeavor to give to British manufacturers some increased advantages over his foreign competitors in the markets of Canada."

Mr. Carnegie's Letter. This policy is to-day attracting the attention of the civilized world. It is being submitted to the British electorate, and it is this policy which is viewed by American citizens, Mr. Andrew Carnegie, in the great exponent of public opinion in England. Mr. Carnegie states the reason why the British public and the Canadian electorate cannot give precedence to this policy which I have just outlined, cannot go forward with it, cannot undertake to give the British people a preference in return for a preference for open American ports through American territory, with all her exports and imports free of duty, for five months in the year, when her own ports are ice-bound. She uses the privilege all the year.

President Cleveland's Attitude. Sir, I am told, and perhaps I may be told again, this is simply the opinion of a journalist. Why, sir, if it were confined to the expression of a private citizen, as Mr. Carnegie, if it were confined to newspapers, as the New York Sun, perhaps we might pass lightly over it, and not feel much apprehension upon the subject. But what will you say when I bring your attention to the expression of the highest in the land, of those in authority, of those who are in a position to speak for the American government and the American people? What will you say when I bring you my messages from presidents of the United States and representatives from the American Senate? In the month of August, 1888, President Cleveland sent the following message to Mr. Carnegie: "The value to the Dominion of Canada of the privilege of transit for their exports and imports across our territory, and to and from our ports, will be better appreciated when I bring you my messages for a considerable portion of each year of the St. Lawrence river, which constitutes the direct avenue of foreign commerce leading through Canada, is closed upon the American ports. The value of imports and exports of British-Canadian provinces carried across our territory, under the privileges granted by our laws, amounted in value to about \$275,000,000, of which amount the United States is entitled under our tariff laws, by far the larger part of this traffic consisting of exchanges of goods between Great Britain and her American provinces, brought to our ports in their own vessels. The treaty stipulation entered into by our government was in harmony with the laws which were then on our statute books and are still in force. I recommend immediately legislation in that direction conferring upon the executive power to suspend, by proclamation, the operation of all laws and regulations permitting the transit of goods, wares and merchandise in bond across or over the railways of the United States to or from Canada."

Reasons For United States' Threats. Sir, this was the language, the peremptory language, of the President of the United States. Now, it is perhaps not out of place to say, it is extremely important to make clear what was the intention of this message. President Cleveland to hold such a threat over our heads. The cause was the fact that we would not agree to the Canadian government, the Canadian people, would not agree to the abrogation of the treaty of 1815. Under the treaty of 1815 American fishermen are granted certain privileges in Canadian waters. They are allowed to make use of the shores of Nova Scotia and New Brunswick for certain purposes—for food, repair and shelter. They are not allowed to make use of that coast to buy goods or to land their fish. The Americans have been applying for a treaty to be given to the two privileges, the privilege of buying bait in Canadian territory and the privilege of landing their cargoes of fish. We have refused unless we were given some compensation. We have always been ready to negotiate with them. We have told the American fishermen again and again: "We will share with you our advantages, you will share with us our disadvantages. In the case of Nova Scotia we have a basis for our operations of fishermen, and Canadian fishermen have the advantage of being able to land their fish themselves with bait, and to land their cargoes of fish. The American fishermen have the advantage of having a market in their own territory. We have told them again and again: "Yes, we are willing to agree with you; give us the opportunity of sharing with you your markets, and we will give you the privilege of sharing with us the advantages of our markets. We have a fair proposition." (Cheers.) But it never was accepted; it never was accepted. But because we would not agree to sell our birthright, we were threatened with the withdrawal of the bonding privilege. (Hear, hear.)

Demands of American Road. Nor is that all. A few years afterwards, in the session of the Congress of 1862, a report was brought down to the Senate from the committee on interstate commerce, again dealing with the bonding privilege. This was the report, why this threat was held over our heads was not on account of the fishery question, but on account of the railway question. The American railways wanted to have certain privileges upon our territory, that we were not prepared to give them, and because we would not give them these advantages, because we were not ready to make part of the soil of Canada a railway part of the American territory, again we were threatened with the removal of the bonding privilege. This was the condition of the report, as I have referred to: "The committee therefore recommends that either such a license system shall be established as will be applicable to the Canadian railroads doing business in the United States, or that the American territory be not injurious to the general trade and commerce of the country be adopted, which will secure to American railroads an equal chance in competition with those of the state of Maine." The privilege thus conferred by us is already essential to the prosperity of that company. This road could not run without it. The C. P. R. therefore lives and prospers by our support upon it. We furnish it with feeders and traffic essential to its existence; yet it was built and maintained as a military road along the northern border, and as a link binding together the Canadian provinces, with a view to the strengthening of the Dominion against us in the event of a war with England.

Must Be Independent of U. S. "Lucky, sir, up to this moment we have retained our western section? Why do you not continue building by the government the railway from Winnipeg to the Pacific ocean? We came to the conclusion to have that railway built and operated by a company for the reason that we do not believe, under existing circumstances, and for many years, perhaps for many generations to come, it will be possible, with such activity as may be developed in that section of the country, successfully to operate it as a government road. I may be biased or prejudiced on that question. I formed my opinion some few years ago, and perhaps I am not so well informed as your personal experience which went far to form my own conviction in this regard. In the fall of 1896 Mr. J. R. Booth of this city invited me to visit his railway, the Canadian Pacific, which was in the process of construction. I accepted the invitation. The road had been built almost to the shores of the Georgian bay, perhaps within half a mile of it. When we left the train was walked to the shore of the lake, a bleak shore with not a building upon it. Mr. Booth said: "This is the terminus of my railway." I asked Mr. Booth, "Where is the trade center of this area? I have to create a trade. I have to collect it from Port Arthur, from Duluth, from Chicago and from both sides of the lake. I will have to build elevators. I will have to buy wheat in order to furnish freight to my railway."

Would Have to Create Trade. Then, sir, it dawned upon me that no government under such a condition of things, when everything has to be created, could successfully operate a railway in a new country like this. When this railway is taken to Port Simpson there will be the same thing which I found on the Georgian bay in 1896—the bleak shore, nothing upon it—every thing will have to be created, harbors, warehouses and sheds will have to be built, elevators will have to be provided, bleak lines will have to be constructed, possibly boats will have to be built, and managed, steamships will have to be provided and chartered, trade will have to be brought from all points of Asia. Would anyone tell me that government management under such circumstances could do justice to the country in such a big question as that? (Hear, hear.) Would anyone tell me that the management, even where we could put it in the hands of a commission responsible to parliament, having to come here for appropriations for this and for that, would have that elasticity which is a condition essential to the successful management of such a road? Would parliament, for instance, be willing to give power to the minister of railways and canals, or to the commission, to build or acquire steamships, or would parliament give power to send agents across to the coast of Asia, to Japan, to examine and report on the routes, to build, to acquire, and to collect trade? Would parliament, I wonder, in its disposition as I have known it for so many years, be willing to give the government power to go into hotelkeeping and hotel building? I doubt it; and for all these reasons we have come to the conclusion that it is better, and preferable in every possible way, that such a railway should be built and operated by private company. (Applause.) Now, I shall come to this subject again at a later period in my remarks.

Another Point Discussed. Now, sir, I have to pass to another point of this scheme. The public has been made aware already by the correspondence which has been exchanged between ourselves and my hon. friend the minister of railways, that it is proposed to make use of the bonding privilege as it extends from Moncton to the Pacific Ocean, into two sections. One section, that from Moncton to Winnipeg, is to be built by the government; the other section, that from Winnipeg to the Pacific Ocean, is to be built, owned and operated by a company. I know that this line of policy has already been the subject of much criticism. We have seen that it is not to be operated by ourselves, but by that company, they agreeing to pay us a rental of the rate of 3 per cent. per annum upon the cost of the line. Such a contract whereby this line is to be operated, not by ourselves, but by that company, they agreeing to pay us a rental of the rate of 3 per cent. per annum upon the cost of the line, is not a contract whereby this line is to be operated, but by that company, they agreeing to pay us a rental of the rate of 3 per cent. per annum upon the cost of the line. Such a contract whereby this line is to be operated, not by ourselves, but by that company, they agreeing to pay us a rental of the rate of 3 per cent. per annum upon the cost of the line, is not a contract whereby this line is to be operated, but by that company, they agreeing to pay us a rental of the rate of 3 per cent. per annum upon the cost of the line.

transportation of merchandise between the United States and the British possessions should be the subject of revision. The treasury department have given to these laws a construction and a scope that I do not think was contemplated by Congress. A policy adapted to the existing conditions, and part of the construction of the Canadian Pacific railway should be declared, and the business placed on a basis more just to our people and to our transportation system, and on a basis more just to the supervising rates and requiring that they shall be equal and reasonable upon the roads of the United States, we cannot, in fairness, at the same time give the same facilities to our Canadian roads that are free to pursue the practices as to cut rates and favored rates that we condemn and punish if practiced by our own railroads. I am sure that you will present an earlier examination by me of these questions, but submit now these views, in the hope that they may lead to a revision of the laws upon a safer and juster basis."

As to the Western Section. Now, I shall be asked, why do you not retain our western section? Why do you not continue building by the government the railway from Winnipeg to the Pacific ocean? We came to the conclusion to have that railway built and operated by a company for the reason that we do not believe, under existing circumstances, and for many years, perhaps for many generations to come, it will be possible, with such activity as may be developed in that section of the country, successfully to operate it as a government road. I may be biased or prejudiced on that question. I formed my opinion some few years ago, and perhaps I am not so well informed as your personal experience which went far to form my own conviction in this regard. In the fall of 1896 Mr. J. R. Booth of this city invited me to visit his railway, the Canadian Pacific, which was in the process of construction. I accepted the invitation. The road had been built almost to the shores of the Georgian bay, perhaps within half a mile of it. When we left the train was walked to the shore of the lake, a bleak shore with not a building upon it. Mr. Booth said: "This is the terminus of my railway." I asked Mr. Booth, "Where is the trade center of this area? I have to create a trade. I have to collect it from Port Arthur, from Duluth, from Chicago and from both sides of the lake. I will have to build elevators. I will have to buy wheat in order to furnish freight to my railway."

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Area of Wheat Production. It is of some interest to follow the area of wheat production on this continent from the early days of the nineteenth century. Wheat growing first began on the shores of the St. Lawrence; from the shores of the old Lawrence it passed to the Genesee valley in the state of New York; from the Genesee valley it passed to the Ohio river; from the Ohio river it passed to Illinois to Minnesota; from Minnesota to Dakota, and from Dakota to Manitoba and the Northwest Territories, where it is now. The wheat area is fast advancing towards the Saskatchewan river, and in a few years it will pass over the Peace river, and to the Pine river valleys. (Cheers.) And when Manitoba and the Red river and the Saskatchewan river territories have been exhausted, wheat production will have been given to mixed farming, then the Peace river and the Pine river territory will become the wheat-producing centres of the world, instead of giving any preponderance to this. It is perhaps better that I should give the language used by the explorers of that day.

Peace River Pass. Before I go into that let me quote the language of Captain Butler, who was the last of the individual explorers to whom I have alluded. In the appendix to his work, "The Wild North Land," Captain Butler, F.R.C.S., writes in the following program language: "But should this Indian pass at the head of Pine river prove to be an examination

Not the Time to Faber. Sir, when the conference met in 1864, which laid down the basis of confederation, it passed a resolution affirming the necessity for the immediate construction of the Intercolonial railway; it passed this resolution without waiting for surveys and exploration of the ground to ascertain whether or not all parts of

this railway would be equally productive. It passed this resolution, as it conceived it to be a work of political necessity, and it had to be built, cost what it might. When, a few years later, upon the accession of British Columbia to the confederation, the government of the day pledged itself, and wisely pledged itself, in favor of the building of a railway, of a highway across the Rocky Mountains, in order to join the new province by the Pacific to the rest of the Dominion, they did it, although they supposed that all that section of the country would not be equally productive, although they did it in the face of the determination that the weaker sections would be carried by the stronger. (Cheers.) If our conception of this railway is the correct and true one, as we contend that it is a work of national character, then it follows that this railway has to be built from ocean to ocean to connect the tidal waters of the Atlantic with the tidal waters of the Pacific; though we know in advance, though we are sure that all sections of it will not be equal in fertility, in resources and in productivity. In that consideration alone there would have been cause sufficient for us to go on with the work, and with our previous explorations, but I have to say this more, that we have a wealth of exploration and information on this subject. We have more information on this subject than any other subject, and by former governments when they decided to build the Intercolonial or the Canadian Pacific. (Applause.) I do not expect even the most fastidious of our critics will ask us why we should have an exploration across the prairies. They are satisfied that we have enough information now to deal with this question so far as the prairies are concerned.

Mountains of Information. But I shall be asked: "What about the Rocky Mountains? What about the depth of the Rocky Mountains is that we have mountains of information. (Laughter and applause.) We have mountains of books, pamphlets, and reports, from traders, from explorers, from engineers. From the year 1850, up to the French settled upon the shores of the St. Lawrence, the constant aim of those hardy pioneers of that day was to reach the western sea, now familiar to us, at that time unknown, and to explore the awe of everything unknown. Samuel De Champlain devoted years of his life to the task, in the hope of finding a passage to the sea. Robert Chevalier de La Salle lost his life in the attempt. Another man, Verandry, took an overland journey to reach the prairies, and his two sons, on the 1st of January, 1745, were the first Europeans to cast eyes upon the Rocky Mountains. Verandry himself lost his life, like Robert de La Salle, in the attempt to get to the Pacific ocean. After the country had passed under the sovereignty of the British crown the task was taken up by Scotch traders established in Montreal, and in 1765 Alexander Mackenzie was the first white man to reach the Pacific ocean across the mountains by the overland journey. Many attempts were frequently attempted to perform the same feat. The last of them was Capt. Butler of the British army, who in the winter of 1872 crossed the continent from Fort Astor on the coast of the St. Lawrence, by way of the Peace river, to the Pacific ocean.

Rocky Mountain Passes. In that year, 1872, the Canadian government passed a systematic and scientific exploration of that country of the whole northern region. From Lake Abitibi westward to the Pacific ocean, from the year 1872 to the year 1880 no less than 28 expeditions were organized to visit, explore, and report upon that country. Their reports are all available to us now, and during that time the sum of no less than \$5,000,000 was expended in the exploration of the Pacific coast, especially examined at that time, and that was the northern section of the Rocky Mountains. Several passes, all the passes north of the Kicking Horse Pass, were made, and especially the Peace River Pass. Mr. Marcus Smith, Mr. Cambie, Mr. Hunter, Mr. Gordon, Mr. Betsli, and several others, all engineers of eminence, crossed and reconnoitred that country, and became as familiar with it as they were with the streets of Ottawa. Anyone who to-day would care to look into the reports now accumulated in the archives of the railway department, will know that country just as they know his own home. These explorations show conclusively that the best of all these passes may be found either in the Pine River Pass in the Peace River valley, or in the Rocky Mountain district."

The Pacific Terminus. Now, sir, as to Port Simpson, which is to be the terminus of this railway, it is also important to know what is the character of the country at that point, and the country at the time which I have spoken. Mr. Fleming, in his report for 1878-79, says: "Port Simpson is possibly the best harbor on the mainland," adding that it is one of the best harbors of the world. A corresponding reduction being made in the breadth of sterile country to be crossed in the Rocky Mountain district."

Good Water Power. A feature of this region, which will not be noted from an industrial point of view, is the existence of many waterfalls and rapids, which may be doubt be utilized with the advantage of the creation of economical power. The country comes to be opened up, not expected, of course, a rapid succession of early settlers as fast and exhaustive exploration of territory assigned to them, and it may be very conservative. It is a fact that the Dominion has over 25,000 square miles of fertile land, or over 16,000,000 and 228,000,000 acres of spruce forest. The farming country in Quebec, the country east of Lake Abitibi, the province of Quebec, has also a possession of early settlers as fast as two hundred years ago. The province has a port on Lake Abitibi, and it is the province of Quebec, a district which is estimated to be worth \$100,000,000. The province has a port on Lake Abitibi, and it is the province of Quebec, a district which is estimated to be worth \$100,000,000. The province has a port on Lake Abitibi, and it is the province of Quebec, a district which is estimated to be worth \$100,000,000. The province has a port on Lake Abitibi, and it is the province of Quebec, a district which is estimated to be worth \$100,000,000.

Will Tap Famous Oil Mines. To recapitulate what I am stating, it is established that the railway is to be built across the Rocky Mountains, and that the terminus will be found in the prairie territory to the best land in Saskatchewan river and the Red river territory. It is established that the railway will be built across the Rocky Mountains, and that the terminus will be found in the prairie territory to the best land in Saskatchewan river and the Red river territory. It is established that the railway will be built across the Rocky Mountains, and that the terminus will be found in the prairie territory to the best land in Saskatchewan river and the Red river territory. It is established that the railway will be built across the Rocky Mountains, and that the terminus will be found in the prairie territory to the best land in Saskatchewan river and the Red river territory.







ENGINEERS HOLD THEIR MEETINGS

PRESIDENT SPEAKS OF SOCIETY'S AIMS

Paper Prepared by City Engineer Topp is Well Received by the Visitors.

(From Friday's Daily.) At 2:30 o'clock this afternoon the first annual convention of the Pacific Northwest Society of Engineers was opened in the parliament buildings...

About forty members of the society, including their wives, arrived in the city on the morning of this date. They represent the various departments of the engineering profession...

To a Times representative this morning President Thompson explained the aims and objects of the society. He pointed out that it was virtually in its infancy, having been organized about a year ago...

"Well, this question was taken up, its various features thoroughly analyzed in the paper and afterwards discussed. Thousands of copies were printed, and it attracted the attention and consideration of engineers all over the continent..."

One meeting, Mr. Thompson said, was occupied in a discussion on the balancing of marine engines, out of which was evolved a plan along which those manufacturing engines in steamers could work to avoid subsequent vibration...

This morning they were met by Mayor McCandless and officers of the Tourist Association, and taken for a drive to the principal points of interest about the city, which will be seen at its best...

After luncheon this afternoon they inspected the James Bay reclamation improvements, including the new wall and the King Edward's work in the harbor...

Evening Session. In the evening the association met in the city hall. Before the reading of the paper prepared by C. H. Topp, city engineer...

G. H. Topp and Mrs. C. H. Topp, Victoria, B. C., and W. J. Ware, Port Angeles, Wash. The officers are R. H. Thompson, president; J. M. Clapp, first vice-president...

(From Saturday's Daily.) Yesterday afternoon in the executive room in the parliament buildings the Pacific Northwest Society of Engineers assembled for their first business meeting...

He referred to the progress which the United States had made. It was due in great measure to the inventive genius of the people of that country and to the engineering ability of its citizens...

If he had his life to live over again he believed he would choose some branch of engineering as his life work. British Columbia owed much to the engineers. They had perhaps done more than any other class to build up this province...

He hoped to see the association, as a result of this first visit, become more interested in British Columbia and come in and develop its latest resources. Chas. Hayward, president of the Tourist Association, felt gratified that Victoria had been chosen as the place for the first meeting of the association...

He traced the various stages through which the different professions had passed in reaching their proper position. Civil engineering had been the least advanced of the learned professions...

The organization which was represented was organized in order to afford the means of differentiating the qualified engineer from the mere pretender. The work of the engineer was cumulative...

The engineer must know nature and her laws, and other southern states with the Douglas fir of these parts. This was given by Naval Constructor Hibbs, at present in charge of the construction of the battleship Nebraska, at Annapolis yard...

The speaker closed his able and finished address by stating that he would be satisfied if at the end of the year the members, through the aid of his organization, would have found a full milestone from the position they occupied at the beginning of the year...

After this address which was heartily applauded, a vote of thanks was accorded His Worship the Mayor, Chas. Hayward, the president of the Tourist Association, and the citizens of Victoria for the welcome accorded the association, and the provincial government for its kindness in giving them the use of the parliament buildings...

The meeting then adjourned until the evening, in order that a trip might be taken up the Arm on the launch Kootenay. Evening Session. In the evening the association met in the city hall...

THOUSANDS OF FAIR WOMEN HERALD PRAISES FOR PE-RU-NA.

[Catarrhal Dyspepsia and Nervous Prostration Makes Invalids of More Women Than All Other Diseases Combined.]



Systemic catarrh causes nervousness, poor appetite, tired feelings, Pe-Ru-NA cures catarrh wherever located.

Pe-Ru-NA a True Friend to Women. Miss Florence Allan, a beautiful Chicago girl, writes the following from 79 Walton Place:

Pe-Ru-NA Makes You Feel Like a New Person. Miss Marie Coats, a popular young woman of Appleton, Wis., and President of the Appleton Young Ladies' Club, writes:

LETTERS FROM WOMEN.

Miss Anna Prescott's Letter. Miss Anna Prescott, in a letter from 116 South Seventh street, Minneapolis, Minn., writes:

"I was completely used up last fall, my appetite had failed and I felt weak and tired all the time. My doctor advised me to try Pe-Ru-NA and the relief I experienced after taking one bottle was truly wonderful. I continued its use for five weeks, and am glad to say that my complete restoration to health was a happy surprise to myself as well as to my friends."—Anna Prescott.

"As a tonic for a worn out system, Pe-Ru-NA stands at the head in my estimation. Its effects are truly wonderful in rejuvenating the entire system. I keep it on hand all the time, and never have that 'fired feeling' as a few doses always makes me feel like a different woman."—Florence Allan.

Pe-Ru-NA will be found to effect an immediate and lasting cure in all cases of systemic catarrh. It acts quickly and beneficially on the diseased mucous membranes, and with healthy mucous membranes the catarrh can no longer exist.

"When that languid, tired feeling comes over you, and your food no longer tastes good, and small annoyances irritate you, Pe-Ru-NA will make you feel like another person inside of a week. If you do not derive prompt and satisfactory results from the use of Pe-Ru-NA write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice gratis. Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O."

ITINERARY ALTERED. Both Parties of Chambers of Commerce Delegates Will Come Here Together.

According to advices just received the Western Itinerary of the delegates from the Congress of Chambers of Commerce of the Empire, expected here in September, is now definitely fixed.

Some days ago the question of arranging cheap rates from different points on Vancouver Island, the Mainland and the Sound during the exhibition came up for discussion at an executive meeting of the B. C. Agricultural Association.

Under arrangements as previously advised, the delegates were to travel in early on Friday morning. So the city was to step off in the train in Vancouver and on to the steamer, for Victoria, arriving in the Capital on the evening of Tuesday, September 8th.

The second party was to have arrived at Vancouver on Wednesday evening. It was to spend Thursday in Victoria, and return to Vancouver on Friday morning.

This communication gives the executive of the Agricultural Association the greatest satisfaction as it assures a large attendance from Vancouver Island points during the fair.

It is not generally known how much the city owes to the C. P. R. That could only be properly told when the room became darkened. "This country has undergone so many changes," he continued, "that it would be wasted were it not for its roads."

A slight change in this programme has now been made. The first party will remain in Vancouver until Wednesday to allow the second party to catch up, and they will all proceed to Victoria together, spend Thursday in the Capital, board a steamer that night for a cruise of the East Coast of the Island, and reach Vancouver again on Friday afternoon.

The date of this meeting was July 10, 1903. E. P. COLLEBY, P. L. S.

Turning to the business side of the hotel project, however, the speaker said it was highly probable that the scheme was a good one. He could easily understand how it would be a good business proposition.

With the lights turned off, views of the reclamation work were thrown on a canvas while the paper prepared by Mr. Topp was read by the secretary.

The commissioners appointed to inquire into matters appertaining to the Treadgold concession, left for Dawson on the steamer Princess May on Thursday night.

At the conclusion of a vote of thanks was accorded Mr. Topp, and on motion it was unanimously decided to ask him to forward a copy of the paper, together with any additional information as to the cost of the different parts of the work, to the secretary.

After Herbert Cutburt, of the Tourist Association, had exhibited additional views of some of the attractive features of the city, the association adjourned.

Mr. and Mrs. Ward, of England, are registered at the Dominion hotel.

The Paterson Shoe Co. Ltd. (WHOLESALE AND RETAIL.) Boots and Shoes, Rubber Boots, Etc. We are the largest exclusive dealers in Boots and Shoes in the province...

Tyee Copper Co. SMELTING WORKS AT LADYSMITH Prepared to purchase ores as from August 1st. Convenient to E. & N. or Sea.

The "West End" Grocery Co., Ltd. 42 GOVERNMENT STREET. PHONE 56. The Saunders' Grocery Co., Ltd. 39 AND 41 JOHNSON STREET. PHONE 25.

J. Piercy & Co., Wholesale Dry Goods, VICTORIA, B. C. Sole Agents for the celebrated Jason Unshrinkable Underwear.

MINERAL ACT. CERTIFICATE OF IMPROVEMENTS. NOTICE. Little Bantam Fractional Mineral Claim, situated in the Chehalis Mining Division of Victoria Mining District.

MINERAL ACT. CERTIFICATE OF IMPROVEMENTS. NOTICE. Black Prince Mineral Claim, situated in the Victoria Mining Division of Redfern District.

Gatarrh Taint. MORE LIVES ARE BLIGHTED BY CATARRH THAN BY ALL OTHER DISEASES. IF THERE IS A HINT OF CATARRH TAINT Apply Dr. Agnew's Catarrhal Powder without delay.

BLAMES TURKS FOR FAILED TO MAKE GOOD THREE DETACHMENTS OF REPORTED TO HAVE BY INSURGENTS London, Aug. 10.—Mr. House of Commons today...

Straw Hat Bleach, 100. GYRUS H. BOWES, CHEMIST, 98 Government St., Near Yates St. VICTORIA, B. C. TELEPHONES, 425 AND 450.

One Hundred Young Men and Women Wanted to attend our school and prepare for an office position paying not less than \$30 per month...