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\$ 330,551.31
55,694,759.34
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\$1.50 per Annum **\$1.50**

Victoria Times.

Twice-a-Week.

VOL. 21.

VICTORIA, B. C., FRIDAY, OCTOBER 26, 1900.

NO. 26.

aries Completed

and Aldermen at Northern Meeting.

Market Building Twenty-Five

and its conference presenting the Great committee room

to the further conference

to making an arrangement

of the road service might be

that any lease of land

of the ferry, Aid. Bodwell would not

that the business grant the expense of \$50,000 to \$175,000

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Mr. Wheeler, who was present, stated

for British Columbia for Liverpool, Eng

of the market reduced the lease at \$10 a year, with an additional lease of 25

to keep this not less than \$25-

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was settled upon to be paid the city for the removal

of the first year of 1901, was

the question of the ad being prolonged

to Victoria thus losing the terminus. Mr. allow of the inser-

in such an event, ty from its obligat-

as amended to per-son only with the

SISTER CA'LINE. Stanton. Siddle-Sister Ca'line

ron me, ez I swing de hall;

ter Ca'line is out ill' de preacher take er kic de stable er ewing em double any folks-dis ain' ble!

home'ards-'bout de day; gin' Sister Ca'line at take my bref- de she'f, hop so lively, I'll de it!"

Warned Of Danger

Refugees From Huichow Tell of the Success of the Rebels.

In One Fight a Hundred of the Chinese Soldiers Were Killed.

(Associated Press.)

London, Oct. 23.—The Globe this afternoon announces that Great Britain has based from the English contractors the harbor works of Ching Wan Tao, now in course of construction, for a period of eight months, with the object of landing men and stores there and using the beach railroad thence to Tang Ho, where it joins the main line to Pekin.

Success of Rebels.

Hongkong, Oct. 23.—The situation at Canton is comparatively quiet. It is reported that the consuls have received letters warning them of danger.

Refugees from Huichow say the rebels are welcomed everywhere. They take nothing without payment and are treated as guests instead of enemies. Their leaders are supposed to number ten, each commanding a separate band.

The one operating in the How Lang Hinterland is a mere stripling, but is everywhere successful. He is reported to have defeated a large body of Imperial troops, killing a hundred of the Chinese soldiers.

The surmises of four of the rebel chiefs are Fong, Si Ho, Ching and Chan. No Date Fixed.

Pekin, Oct. 21, via Shanghai, Oct. 23.—The Fourteenth United States Infantry has departed from this city. It was escorted beyond the walls by the other American troops.

The Royal Welsh Fusiliers have also departed.

The date of the meeting of the foreign ministers with Prince Qing and Li Hung Chang has not yet been definitely fixed. Some of the ministers have not received instructions from their governments, two are absent from the city and one is ill.

The French Proposals.

Paris, Oct. 23.—At a cabinet council today M. Delcasse, minister of foreign affairs, announced that the ministers of the powers at Peking met recently to officially examine the French proposals as a basis for peace negotiations, and showed themselves favorable thereto.

The Withdrawal of Legationers.

Vienna, Oct. 23.—An official detailed report of the Thomann incident in Peking at the beginning of the siege, made by Capt. Thomann's successor, Lieut. Winterhalter, confirms the report published by the London Times that Captain Thomann ordered the withdrawal of all the legationers east of Canal street to the British legation. Lieut. Winterhalter describes the order to the spread of alarming reports by the Americans, who declared that Capt. Thomann occupied the positions, excepting the Italian legation, when the rumor proved inaccurate. Capt. Thomann remained in charge of the Franco-German line until his death on July 28.

No Reply From States.

Washington, Oct. 23.—It is the purpose of the state department not to act upon the suggestion contained in the British-German agreement respecting China and give it its adherence for several days at least. The subject is one of sufficient importance to warrant careful consideration.

Berlin, Oct. 22.—Although no formal answers have yet been received from the powers regarding the Anglo-German agreement, Count von Bulow, the imperial chancellor, has been assured by the diplomatic representatives here that their governments will readily accede to the agreement. The agreement is interpreted as another diplomatic victory for him.

It is now asserted that the Russian ambassador to Germany, who was the first representative. Count von Bulow told about the agreement, giving him oral explanations tending to show that its point was not directed against Russia, gave assurances amounting to a declaration that Russia would join in the agreement.

The Frankfurter Zeitung hails the agreement as accentuating the open door, and confidently predicts that the United States will join.

The Hamburg-American line, the North German Lloyd's line, the associations of ship-owners at Hamburg and Bremen, and various chambers of commerce, have telegraphed to Count von Bulow their hearty approval of the agreement.

With reference to the speculations as to the existence of secret clauses in the Anglo-German agreement, the National Zeitung, after careful inquiry, affirms that the clauses exist.

Attitude of States.

Washington, Oct. 22.—The cabinet meeting to-day lasted from 11 till 1 o'clock.

At the conclusion of the meeting it was gathered that the agreement between Great Britain and Germany was specially satisfactory to this government, regarding the open door in China and the maintenance of the integrity of the Chinese coast.

The state department to-day made public the correspondence which has taken place between itself and the French

Wanted a Senatorship

W. C. Edwards Shows That the Charges by H. H. Cook Are Groundless.

Mr. Cook Was Very Anxious to Get Into the Senate.

(Special to the Times.)

Ottawa, Oct. 23.—W. C. Edwards, ex-M.P., was nominated in Russell yesterday. In his speech he said: "I pledge you my word of honor that H. H. Cook came to me three times and threatened to make it hot for the Liberal party if I did not do my best to get him a senatorship."

There are others in Ottawa who have a similar story to tell.

Speeches by Ministers.

London, Oct. 23.—Hon. W. Mulock addressed a meeting in the interest of C. S. Hymn, the local candidate, last evening. The weather was inclement, but a large crowd was present.

Chesley, Oct. 23.—Hon. William Paterson addressed a meeting in the interest of J. E. Campbell, Liberal candidate in West Bruce, last evening.

Assisting Liberals.

Kingston, Oct. 23.—H. L. Laycock, former leader of the Patrons of Industry in the Ontario legislature, is assisting the Liberal candidates in this district.

Nominations.

Brooklyn, Oct. 23.—The Liberals of South Ontario yesterday nominated W. Ross, of Port Perry, as candidate in place of Leonard Burnett, former member, retired.

St. Genevieve, Oct. 23.—The Conservative Conservatives nominated Dr. Marcotte to contest that riding in their interests.

Sir Charles and Sir Hibbert.

Toronto, Oct. 23.—Sir Charles Tupper reached here this morning from Ottawa whither he had been in consultation with party leaders.

New Glasgow, N.S., Oct. 23.—Sir Hibbert Tupper arrived here last evening.

Branch of Royal Mint

Arrangements Have Been Made For Establishing One in Canada.

Where Gold for Dominion and British Sovereigns Will Be Coined

(Associated Press.)

Montreal, Oct. 23.—Sir Wilfrid Laurier, Messrs. W. S. Fielding, J. I. Tarte, S. A. Fisher and the local candidates addressed a large meeting in Windsor hall here last evening.

It was announced that arrangements had been arrived at by which a branch of the royal mint of Great Britain would be established in Canada, so that gold may be brought from the mines, assayed at the offices here, disposed of at value and coined into Canadian money, and what is not required in Canadian currency may be coined into British sovereigns, which are good the world over.

This announcement was made by Hon. W. S. Fielding.

STUDENTS FINED.

For Mobbing J. A. Dowie—Another Disturbance at St. Martin's.

(Associated Press.)

London, Oct. 23.—When the medical students, arrested yesterday for mobbing Mr. John Alexander Dowie, the Zionist, of Chicago, were arraigned to-day before Mr. Fenwick, the police magistrate, he gave them a good tongue lashing. Fines of 15 were then imposed.

A huge mob awaited Mr. Dowie at St. Martin's town-hall this afternoon, and the "faith healer," who has to be guarded by police, was rushed into the hall through a double cordon of policemen.

The crowd howled and charged, but the police stopped what were really ugly rushes for the doors.

Denied by Mr. Wyndham

No Orders For Railway Material Have Been Placed in America.

British Manufacturers Will Have a Chance of Doing Business After the War.

(Associated Press.)

London, Oct. 24.—The recent reports from South Africa that large contracts for railway and mining material had been placed in the United States owing to the lower prices and quicker delivery obtained there than from British manufacturers are causing indignation in a section of the press, especially the statement that Major Girouard, military director of railways in South Africa, had placed contracts in America.

Replying to a remonstrance from a private correspondent, Mr. Wyndham, parliamentary secretary of the war office, states that no orders have been placed by Major Girouard in America. He adds that he is confident that the alarm ascribed to British manufacturers lest they do not have an opportunity of profiting by the business which will follow the war, is unfounded. The Cape government and the Witwatersrand companies, however, cannot buy in the most expensive and slowest markets, and while anxious to favor British industries, the conductors of the latter must be less conservative and turn out their orders cheaper and quicker if they want to keep the South African market.

BRUSH WITH RAIDERS.

Lt.-Col. Hennessy and Forty-five Sikhs Killed.

(Associated Press.)

Simla, Oct. 24.—Lt.-Col. Hennessy and forty-five Sikhs were killed in a brush with Mahsud raiders at Jandolay yesterday.

FILIBUSTERING EXPEDITION.

(Associated Press.)

Kingston, Jan. 23.—The Gleaner publishes a report to the effect that a filibustering expedition, headed by a well known Haitian exile, is being prepared here for the overthrow of the government of Gen. Simon Sam, the president of Hayti.

PRIVATE WIRELESS TELEGRAMS.

(Associated Press.)

London, Oct. 23.—Signor Marconi, according to the Daily Mail, has invented a means of ensuring the privacy of wireless telegrams by a system of "tuning" the transmitting and receiving instruments together.

Col. Otter's Report

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Prince Christian Victor III.

(Associated Press.)

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POLICE FIRE ON RIOTERS.

Another Disturbance at Wilkesbarre When Workmen Were Starting For Home.

Wilkesbarre, Pa., Oct. 22.—This evening there was another riot at the Stanton washery of the Lehigh & Wilkesbarre Coal Co. When the workmen started to go home, under the protection of the coal and iron police, fully five thousand people had gathered.

A telephone message was sent to police headquarters in this city for help, and Chief of Police Kline and a number of officers responded. The men who had been at work were placed on a small mine locomotive, but before the locomotive could get under headway someone fired. The police returned the fire, but no one was struck. Another volley from the windows followed. The glass in the locomotive was broken, but no one was wounded.

Two of the workmen of the locomotive jumped off and were knocked down and kicked, but were rescued by the police.

Miners' Terms.

Hazleton, Pa., Oct. 23.—President Mitchell of the United Mine Workers to-night, in an interview, said that if all the companies will notify their employees that an actual advance of 10 per cent. will be guaranteed until April 1st, and that the sliding scale will be abolished, he believes the terms will be accepted by the mine workers.

Appeal for Funds.

Shamokin, Pa., Oct. 22.—For the first time since the anthracite coal strike a public appeal for aid was made here this afternoon by a committee calling on the business men and collecting money and provisions for impoverished families of strikers.

FATAL FIRE AT MONTREAL.

Was Caused By the Explosion of a Coal Oil Lamp.

(Associated Press.)

Montreal, Oct. 20.—The fatal fire which occurred here in the house of Olivier Leblanc, a cooper, residing at 27 Archambault lane, resulting in the deaths of five children from suffocation and the serious injury to two others, was caused by the explosion of a coal oil lamp in the hands of the father, while attempting to pour oil into the reservoir when lit.

The dead are: Rosa, fourteen years; Fortunat, eleven years; Rosana, eight years; Leo, five and a half years, and George, four years, all children of Olivier Leblanc.

The serious injured are: Olivier Leblanc, burned about the hands, face and leg; Aurora, aged three years, badly burned about the body (may die). The mother was slightly injured.

CRISIS THREATENED.

Scarcity of Money Seriously Affecting Commercial Industries in Sweden.

(Associated Press.)

London, Oct. 24.—A dispatch to the Daily Mail from Stockholm, Sweden, says: "The extraordinary scarcity of money which has been growing more acute for a month, is so seriously affecting commercial circles as to threaten a crisis. The balance of foreign trade continues against Sweden, and the repeated contraction of gold loans abroad fail to palliate the situation. Industries are daily launched, but adequate capital is unavailable and the newspapers are filled with appeals from manufacturers in desperate straits for money. Rural people, attracted by the industrial activity, are flocking to the towns and consequently the demand for houses is so great rents have advanced 20 to 30 per cent. The civil servants have already been granted 20 per cent. increase in pay to meet the hard times, and it is expected employers generally will have to follow suit."

THE QUEEN'S HOLIDAY.

Her Majesty Will Visit the Italian Mediterranean Shores.

(Associated Press.)

New York, Oct. 24.—The Queen did not pay her customary visit to the south of France last winter, and the shopkeepers of the French Riviera suffered financially in consequence, says the London correspondent of the Tribune. They are looking to the towns and consequently the demand for houses is so great rents have advanced 20 to 30 per cent. The civil servants have already been granted 20 per cent. increase in pay to meet the hard times, and it is expected employers generally will have to follow suit."

SHE SHOT HERSELF.

(Associated Press.)

Chicago, Oct. 23.—With a laugh of scorn at a friend who had questioned her bravery to commit suicide, Miss Gertrude Wade shot and probably fatally wounded herself last night. She was falling merrily to a number of friends when the question of bravery was raised and acted on at once.

SUING FOR DIVORCE.

(Associated Press.)

London, Oct. 23.—Countess Russell, wife of Earl Russell, whose matrimonial and other difficulties have been aired in the papers is Mollie Somerville, whom the Earl married in Nevada several months ago.

RETURNING FROM PHILIPPINES.

(Associated Press.)

San Francisco, Oct. 23.—At the military headquarters here it is stated that the first installment of the volunteer army now in the Philippines will leave Manila on November 1st. From that time until next June the transports will bring home about 25,000 men at the rate of from 4,000 to 5,000 a month.

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MONEY SAVED TO THE CONSUMER

The Government's Preferential Tariff Effects a Great Saving to the Purchasing Classes.

Alert Victoria Business Men Tell of the Beneficial Effects of the New Customs Regulation—Continental Trade Diverted to Britain.

The effect of the reduction in the tariff from 25 to 33 1/2 per cent, which came into effect on the 1st of July, is already being felt by the wholesale houses and the retailers of this city. Inquiry instituted by a member of the Times staff among the classes affected led to an expression of the greatest satisfaction by representative men in all branches of trade at the action of the government. The opinion was generally expressed that not only had the reduction in the tariff enlarged the purchasing power of wholesalers, and given a corresponding relief to the pockets of the consumer, but it has actually diverted trade which formerly went to some of the Continental countries to the marts of Britain, further cementing the ties which bind Canada to the Motherland.

The effect of the tariff is perhaps more marked in Victoria than in other parts of the Dominion, owing to the fact that this province, according to its population, is a greater customer of British goods than some of the eastern centres. As many lines are already brought round the Horn and landed in Victoria much cheaper than the same commodity could be laid down in Toronto or Montreal, and as the wholesale houses in the latter cities are greater customers of the Canadian manufacturers, the advantages of the preferential tariff are felt even more appreciably here than in the East.

As between the dealer and the consumer, all those interviewed were of one opinion. The chief advantage to the dealer lay in the fact that with a reduced tariff he was able to handle a correspondingly larger volume of business on the same capital as was required for the lesser trade under a non-preferential tariff.

As an offset to this the dealer figures his percentage of profit under the present system on a tariff "one-third less than it was some time ago," which means a substantial reduction on an aggregate of trade running into thousands of dollars.

On the other hand, the consumer is the direct beneficiary, as the dealer is enabled to give him a yard of cloth or carpet (or indeed any article of British manufacture with the exception of liquors) at a reduction represented by the increase in the preference.

The reporter in a number of instances inquired why it was that with the added preference on British goods there was not a more marked difference in the retail prices of a number of articles. He was told that almost concurrently with the coming into operation of the increased preference there had been a stiffening of prices in almost all lines of British manufacture, in some cases so sharp as to increase prices in spite of the reduced tariff, to a figure higher than that obtaining before the preferential tariff came into operation. Had the tariff not been modified, he asserted, the increase would have been most marked.

Weller Bros. Mr. Otto Weller, of the big furniture house of Weller Brothers, had no hesitation in saying that the amount his firm would save in a year on the volume of business done would be about \$5,000. This, of course, related only to crockery, cutlery, carpets, etc., the lines imported from England, as the furniture lines were nearly all of Canadian or American manufacture. The consumer, in so far as these lines were concerned, were that much ahead, though on small lines, such as cutlery, he might not appear to be saving very much.

Hudson's Bay Company. James Thomson, manager of the Hudson's Bay Company, also spoke in terms of satisfaction regarding the reduction, which was a step in the right direction. Although it had been in operation only

TELEGRAPHIC TICKS.

The Peruvian senate in secret session approved the extradition treaty with the United States with a slight amendment fixing \$200 as the minimum limit of the sum allowing extradition.

The remains of Sir Roderick Cameron, of Staten Island, New York, who died at Hyde Park hotel, London, on October 19th, have been embalmed and will be forwarded to New York on Saturday next.

The departure of the provincial delegates to participate in the proceedings of the forthcoming constitutional convention at Havana, caused an immense demonstration at Santiago de Cuba. It is estimated that they were escorted to the

A SUCCESSFUL MEETING.

Held by Ralph Smith at Alberni—Messrs Sloan and McInnes Declared to Meet Him on Platform.

(Special Correspondence of the Times.) Alberni, Oct. 22.—Messrs. Smith and Woodman arrived here on Saturday and held a meeting in the evening, which was largely attended. Great disappointment was felt because Messrs. Sloan and McInnes, who had been in town for several days, refused an invitation to be present and left a few hours before Mr. Smith arrived. The meeting was most successful, the audience listening with close attention to the speeches of the Nanaimo men, and frequently breaking out into enthusiastic applause. At the conclusion Mr. Smith moved a vote of thanks to Mr. Smith, which was carried unanimously.

Mr. Woodman dealt at length with the cheap labor question, and incidentally gave some interesting details of Mr. Sloan's actual practice, stating that that gentleman had passed the white labor bill in his own town and got the lumber for his \$20,000 house at the mills on the Mainland, where Mongolians were employed.

Mr. Smith, who received quite an ovation, expressed his regret that Mr. Sloan had not stayed to meet him on the platform. The reason, he said, was that Mr. Sloan was unable to do his own business, and that Mr. McInnes preferred to say what he had to say behind his (the speaker's) back. Mr. Smith handed the convention that nominated Sloan without gloves. It was a fake convention to which men had been bought by Sloan's friends. Sloan had got his nomination from Sloan, and Sloan, the straight Liberal, headed by Dr. McKechnie, the president of the Liberal Association, had withdrawn. Sloan had asked Colonel Prior to support him, promising that he were elected he would support the Conservatives. Sloan had told him (the speaker) that he would be hard on either side, but would give an independent support to whichever got in. (Laughter.) He himself had been asked to run by the Trades and Labor Congress, and had been endorsed by a mass meeting at Nanaimo. If elected he would have the organized labor of the Dominion behind him, a power which no government could afford to ignore. Mr. Sloan had on the other hand no experience whatever. His platform was before them, but that was not his own work. The face was the face of Sloan, but the hand was the hand of McInnes. W. W. B. was written large all over it. Mr. Smith concluded by stating that he had been all over the district, and he had seen them that Sloan would be defeated. (Loud applause.)

Smith at Cumberland. Nanaimo, Oct. 23.—A crowded and enthusiastic audience greeted Ralph Smith at Cumberland last night. The labor candidate spoke for nearly two hours, and Cumberland will give Smith a large majority.

WELCOMED EVERYWHERE. Ralph Smith is Gaining Supporters—Enthusiastic Meeting at Courtenay.

(Special to the Times.) Nanaimo, Oct. 24.—Ralph Smith has no reason to feel dissatisfied with the reception that he has met with in the people of the constituency, not only in one section but in all, nor to entertain any apprehensions as to the results of the polling. Everywhere he has been welcomed, even by his opponents, for the simple reason that his speech was the honest speech of a free trader and opponent alike. Whatever may be said of the canvass, it is clear to all who have followed the campaign attentively that Mr. Smith has succeeded in impressing the electors with his thorough earnestness. It is true he has met with some questioners who were ready to impute the worst motives to him, as at Alberni, the other evening, for example, when the redoubtable Hildesoe tried to heckle him and made a dismal failure of the job.

Mr. Smith will speak to-night at Ennisman's River, and on Thursday he will return to Nanaimo. It is quite likely that he will deliver another address to the electors of the city before the polling day.

The Sloan party, it must be admitted, have been sparing no effort to reach the electors. Mr. McInnes is a terrible worker, and the amount of canvassing he can accomplish in a given time is enormous, and compels even the active portion of his staff to work hard. A pleasing feature of the contest is the total absence of personalities.

Even staunch Conservatives freely admit that Captain Olive Phillips Wolley stands no chance whatever of winning the seat. If he saves his deposit, as he is the estimation of sincere friends, he does more than they dare hope for. Hereabouts, he is totally unknown, and as he is taking no steps to make himself better acquainted with the people, it stands to reason he cannot hope to win. Wolley has not opened his campaign yet, but is billed to appear on Saturday evening at the opera house, when he will be god-fathered by Colonel Prior.

The labor candidate is at present pursuing his way from point to point, a well considered plan, which will enable him, by accidents, to speak at all the principal centres before election day.

Union Bay, Oct. 24.—Ralph Smith had a crowded meeting at Courtenay last night, and made the speech of his life, which captivated his audience. Mr. Smith's prospects here are the brightest.

BELLA COOLA. (Special Correspondence of the Times.) Steamer Swan, of Nanaimo, came in on the 10th, bringing mails, and freight. Among the passengers were, Messrs. Maxwell and Stables. It would be a great benefit to the settlement if the representatives could visit often.

At present the wagon road is being improved up the valley, but no outlet to the wharf is yet possible for vehicles. A good road up the valley over which a Cariboo and interior freight might pass is required immediately. The roadbed, gradients, and mountain pass are all that could be desired. The distance from Bella Coola to Quesnel is much shorter than to Ashcroft. It would open up a large extent of fine grazing and hilly country.

The Liberal Candidates

Meet With Another Hearty Reception at the Tolmie Schoolhouse.

Able Addresses Are Delivered by Messrs. Drury, Riley, Hall and Duff.

At Tolmie school house last evening there was a large gathering to listen to addresses by Messrs. Riley and Drury, the Liberal candidates for the district, the speakers being well received. Mr. Drury is improving wonderfully as a public speaker, and shows that he has thoroughly mastered the details of the issues now before the country. Among the speakers last evening was Mr. L. P. Duff, who delivered a most telling address.

Mr. J. Richards was chosen chairman and the first speaker was Mr. Riley, who said that during the course of his life he had been connected with many large contracts but none that would compare with that of speaking to so large and intelligent an audience. He referred to the misleading reports that had been circulated regarding the management of affairs by the Liberals at Dawson, and pointed to the fact that United States citizens were petitioning to have Skagway closed to foreign trade as the Canadians were doing 80 per cent of the business. Such a state of affairs would not indicate that there was any great mismanagement. General charges had been made, but although invited to do so time and again no specific cases had been proved.

Sir Wilfrid Laurier was one of the greatest men that Canada had ever produced. His utterances were worthy of being placed in the text books of the schools. He favored the adoption of a registration system to remedy the abuses arising out of the Chinese and Japanese question and allow as many of them to come to this country as Canadians went to their country. The speaker was strongly in favor of harbor improvement and also the extension of the railway to the northern part of the Island, as it was essential that Victoria should command the trade from that country.

Richard Hall, M.P.P., was the next speaker, and said that things were evenly balanced in this city at the present time. There was only one way to get things and that was by having representatives in sympathy with the government. Vancouver and New Westminster were going to return Liberals, and it would be better for Victoria to do the same. It was a moral certainty that the Liberal party would be returned, and it would be well to have members from this city who were in sympathy with the government.

The administration of affairs in the Yukon was of the best, and although reckless charges had been made none of them were substantiated. He dwelt on the fact that Canada was the only colony which had sent a contingent to South Africa without an act of parliament.

That Canada was a desirable country to live in now was shown by the fact that Canadians who had gone to the United States to live when the country was under Conservative rule, were now returning to this side of the line by the score of thousands. On election day he trusted that both of the Liberal candidates would be returned to Ottawa, and he felt sure that such would be the case.

Mr. Drury followed, and in his opening remarks devoted some time to an explanation of the alleged defection of Mr. Cook from the Liberal ranks. Mr. Cook was a wealthy lumberman and he was angered because the government had increased the dues on timber. The statement that he had been offered a senatorship for \$10,000 was certainly a false one, and had been denied by Sir Wilfrid Laurier.

The Liberal party had done a great deal for Canada, and for this reason they should be returned to power. A most creditable act on the part of the government was the preserving of some of the resources of the country to the people in the contract made with the Crow's Nest Pass railway. He referred to the extravagant contract which the Conservative government had made with the C. P. R., and contrasted it with the contract made by the Liberal government with reference to the Crow's Nest Pass railway. The Intercolonial railway had also been well managed by the Liberal government.

He then referred to the settlement of the Matinec school question and other matters, which he dealt with at length on the previous evening, and as he made point after point in favor of the Liberal government he was frequently applauded.

The last speaker of the evening was Mr. L. P. Duff, who made one of his characteristic addresses. At the present time there was a business proposition to return Messrs. Drury and Riley from this city. His hearers knew the state of things at Ottawa and that members who were in touch with the government were the men who would be best able to serve the interests of the city. There were many matters in which Victoria was vitally interested. Harbor improvement, the settlement of the Songhee reserve, rail connection with the Yukon and the extension of the E. & N. railway to the northern end of the Island. There was a prospect that in the near future a mint would be established in Canada. It was more than probable that it would be located in British Columbia. Victoria was really entitled to it; but how could this city secure it if members were returned who were not in touch with the government. He had not the slightest doubt, however, that Messrs. Drury and Riley would be returned. It would be a serious mistake to return Col. Prior and Mr. Earle to Ottawa, for they were the uncompromising opponents of the government.

Col. Prior did not vote on the question of the Yukon railway construction when that measure was brought up in the House. If he had been in favor of

the measure he would have voted instead of pairing off on that most important question. He knew that the people of this section were in favor of that measure, and yet for three weeks while the bill was being debated Col. Prior sat in his seat in the House and never said one word in favor of the measure. The question would come before the next parliament of Canada, and he wanted to see men there who would work for the measure. He dealt at length with the question of a preferential tariff and showed the great benefit it was to the country, saying that there was not one man in the country who did not realize its good effects.

The speaker dealt at length with the various issues of the campaign, and closed by again advising his hearers to cast their votes for Messrs. Riley and Drury. The meeting closed with a vote of thanks to the chairman and cheers for the candidates.

Paines' Celery Compound

Is Now Being Used by the Wise and Prudent.

It Saves Sleepless, Nervous and Despondent People From Insanity.

BUILDS UP THE DEBILITATED AND BROKEN-DOWN.

Those who are wise are now using the most reliable of all health-building medicines, and are getting back their proper weight, nerve vigor, good appetite and healthy color. No long, anxious waitings and disappointments when Paine's Celery Compound is used.

At this season there are thousands of restless, fretful, nervous, despondent and gloomy men and women. They find it impossible to obtain restful and natural sleep, and, as a consequence, they are almost physical wrecks; some are desperately near the abyss of insanity. It is not safe for sufferers to trifle with their difficulties. The weakened, irritated and nervous system must be toned, strengthened and built up at once.

There is but one reliable and honest remedy before the public that guarantees renewed health and a long lease of life; it is Paine's Celery Compound, the prescription of a noble physician, and strongly endorsed by his professional confreres. Paine's Celery Compound is now within the reach of all classes of our people, and it is a very simple matter to test its efficiency. The expense is trifling. As there are miserable imitations sold by some dealers, see that you get "PAINE'S," the kind that has wrought such marvellous cures.

CLAYQUOT. (Special to the Times.) Carrie C. W. is in with 604 skins, and the Triumph with 558. Carrie C. W. lost one canoe, Johnson, an Indian, is reported to have died on board the Viva, and that another Indian was not expected to live.

Wrecker Kenyon is down from Elk river with some fine samples of free milling quartz. He pounded up 70 pounds, and panned it out roughly, getting \$5.98 in gold. That is going to be the coming country in the spring. Elk river lies only four miles behind Wreck Bay.

Leslie Jones and John Ringland have finished the wharf for Stockham and Dawley. The approach is 130 yards long, and the wharf 30x60.

Wreck Bay is still producing gold in much greater quantities than outsiders have any idea of.

J. W. Jones is back from South Africa.

FOUND DEAD. Body of R. Gray Discovered on the Ross Bay Beach Yesterday Afternoon.

About three o'clock yesterday afternoon the body of a man was found lying on the beach between Clover Point and the Ross Bay cemetery. The discovery was made by J. Black, who was walking along the road above the embankment when his attention was attracted by the loud barking of a dog on the beach. Glancing now he saw the body lying above the high water line. He immediately notified to Henley's for assistance, and after ascertaining that the man was dead communicated with the police. Constable Moutat repaired to the scene and the body was removed to the morgue.

The remains were identified as those of R. Gray, who had lived in a little house in the vicinity for the past five years. He was about 55 years of age, and was, as far as known, unmarried. When found there were no marks upon the body with the exception of a slight scratch on one of the ears, which might have been caused by the dog, as the faithful animal endeavored to arouse his master from his last sleep. He was lying on his side, and there was no indication that Gray had been in the water. He wore an oilskin coat. No suspicion of foul play is entertained by the authorities, and the fact that there were no marks upon the body show that the man did not fall from the top of the embankment, which is about twenty-five feet high.

A post mortem was conducted this morning by Dr. Carter, the result of which will be adduced at the inquest to be held to-morrow morning. Thomas Story has charge of the funeral arrangements.

MANY THANKS.

"I wish to express my thanks to two manufacturers of Chamberlain's Colic, Cholera and Diarrhoea Remedy, for having put on the market such a wonderful medicine," says W. W. Massingill, of Beaumont, Texas. There are many thousands of mothers whose children have been saved from attacks of dysentery and cholera infantum who must also feel thankful. It is for sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

THE RETAIL MARKETS.

Merchants have been compelled to raise from \$1 to \$2 on bran and shorts this week. The recent heavy demand on the mills has caused wholesale quotations to advance, and for this reason retailers took action accordingly. The feed market otherwise is unchanged and is being kept well regulated. Eggs have taken on winter prices, and the fresh quality are reported scarce at 50 cents per dozen. As yet little poultry has been brought into the market, turkeys especially being very scarce and selling for as high as 30 cents a pound. Quotations otherwise are as have been previously reported, being as appended:

Flour—		
Ogilvie's Hungarian, per bbl.	6.00	
Lake of the Woods, per bbl.	6.00	
Snow Flake, per bbl.	6.00	
Calgary Hungarian, per bbl.	6.00	
Frontier, per bbl.	5.75	
XXX Enderby, per bbl.	5.75	
Grain—		
Wheat, per ton	28.00	30.00
Corn (whole), per ton	27.00	30.00
Corn (cracked), per ton	28.00	32.00
Oats, per ton	28.00	32.00
Oatmeal, per 10 lbs.	40¢	50
Roll'd oats (B. & K.),	54	
Roll'd oats (B. & K.) 7½ sack	80	
Feed—		
Hay (baled), per ton	14.00	16.00
Straw, per bale	50¢	75
Middlings, per ton	22.00	24.00
Brass, per ton	20.00	22.00
Ground feed, per ton	22.00	24.00
Vegetables—		
Potatoes, per 100 lbs.	1.00	
Do. (Ashcroft), per 100 lbs.	1.25	
Cabbage, per lb.	3	
Carrots, per head	5¢	15
Onions, per lb.	2½¢	3
Carrots, per lb.	5	
Tomatoes, per lb.	5¢	14
Turnips, per lb.	2	
Meats—		
Salmon (smoked), per lb.	15	
Salmon (spring), per lb.	10¢	12½
Shrimps, per lb.	80	
Cod, per lb.	80	
Cod, black, per lb.	12½	
Halibut, per lb.	10	
Herring, per lb.	10	
Smelt, per lb.	10	
Flounders, per lb.	8	
Blotters, per lb.	19	
Kippers, per lb.	12½	
Farm Produce—		
Fresh Island Eggs	50	
Eggs (Manitoba), per doz.	30	
Butter (Delta Creamery)	35	
Best dairy	25¢	30
Butter (Delta Creamery)	35	
Cheese (Canadian)	18¢	20
Lard, per lb.	15	
Hams (Canadian), per lb.	17¢	18
Hams (American), per lb.	20	
Bacon (Canadian), per lb.	19¢	22
Bacon (American), per lb.	20¢	22
Bacon (rolled), per lb.	12¢	15
Bacon (long clear), per lb.	14	
Shoulders, per lb.	14	
Beef, per lb.	8¢	18
Mutton, per lb.	10¢	15
Veal, per lb.	12¢	18
Pork, per lb.	10¢	15
Fruit—		
Cocoanuts, each	10¢	15
Lemons (California), per doz.	25¢	48
Lemons (small)	10¢	15
Apples, per lb.	10¢	15
Peaches, per box	1.25	1.50
Grapes, per 2 lbs.	1.25	1.50
Poultry—		
Dressed fowl, per pair	1.25	1.50
Dressed turkeys, per lb.	20¢	30
Gates—		
Venison, per lb.	10¢	15
Duck, Mallard, per pair	75	
Grouse, per pair	1.25	

JAMES REED INJURED.

Mr. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whiskey in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Mr. Reed is one of the leading merchants of Clay Court House, W. Pa. Pain Balm is unequalled for sprains, bruises and rheumatism. For sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of *Dr. J. C. Carter*

See Fac-Simile Wrapper Below.

Very small and so easy to take as sugar.

CARTER'S LITTLE LIVER PILLS.

FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION.

See Fac-Simile Wrapper Below.

CURE SICK HEADACHE.

Doan's Cotton Root Compound

Is successfully used monthly by over 1,000,000 people. Safe, effective, and your druggist for Doan's Cotton Root Compound. Take no other, as all mixtures, pills and medicines are dangerous. Price, 50¢ per box; No. 1, 10 degrees stronger, 85¢ per box. No. 1 or 2, mailed on receipt of price and two-cent stamp. The Doan Company, Windsor, Ont. No. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 sold in Victoria by all wholesale and retail druggists.

APIOL & STEEL FOR LADIES PILLS

A REMEDY FOR IRREGULARITIES. SUPERSEDING BIRTHDAY AFTER PILLS. COCHIA, PENNYROYL, WYO.

Order of all chemists or post free for ten from EVANS & BONS, LTD., Victoria, or MARTIN, Pharmaceutical Chemist, Southampton, England.

recipient. has a pleasing... The Government's Preferential Tariff Effects a Great Saving to the Purchasing Classes. Alert Victoria Business Men Tell of the Beneficial Effects of the New Customs Regulation—Continental Trade Diverted to Britain. The effect of the reduction in the tariff from 25 to 33 1/2 per cent, which came into effect on the 1st of July, is already being felt by the wholesale houses and the retailers of this city. Inquiry instituted by a member of the Times staff among the classes affected led to an expression of the greatest satisfaction by representative men in all branches of trade at the action of the government. The opinion was generally expressed that not only had the reduction in the tariff enlarged the purchasing power of wholesalers, and given a corresponding relief to the pockets of the consumer, but it has actually diverted trade which formerly went to some of the Continental countries to the marts of Britain, further cementing the ties which bind Canada to the Motherland. The effect of the tariff is perhaps more marked in Victoria than in other parts of the Dominion, owing to the fact that this province, according to its population, is a greater customer of British goods than some of the eastern centres. As many lines are already brought round the Horn and landed in Victoria much cheaper than the same commodity could be laid down in Toronto or Montreal, and as the wholesale houses in the latter cities are greater customers of the Canadian manufacturers, the advantages of the preferential tariff are felt even more appreciably here than in the East. As between the dealer and the consumer, all those interviewed were of one opinion. The chief advantage to the dealer lay in the fact that with a reduced tariff he was able to handle a correspondingly larger volume of business on the same capital as was required for the lesser trade under a non-preferential tariff. As an offset to this the dealer figures his percentage of profit under the present system on a tariff "one-third less than it was some time ago," which means a substantial reduction on an aggregate of trade running into thousands of dollars. On the other hand, the consumer is the direct beneficiary, as the dealer is enabled to give him a yard of cloth or carpet (or indeed any article of British manufacture with the exception of liquors) at a reduction represented by the increase in the preference. The reporter in a number of instances inquired why it was that with the added preference on British goods there was not a more marked difference in the retail prices of a number of articles. He was told that almost concurrently with the coming into operation of the increased preference there had been a stiffening of prices in almost all lines of British manufacture, in some cases so sharp as to increase prices in spite of the reduced tariff, to a figure higher than that obtaining before the preferential tariff came into operation. Had the tariff not been modified, he asserted, the increase would have been most marked. Weller Bros. Mr. Otto Weller, of the big furniture house of Weller Brothers, had no hesitation in saying that the amount his firm would save in a year on the volume of business done would be about \$5,000. This, of course, related only to crockery, cutlery, carpets, etc., the lines imported from England, as the furniture lines were nearly all of Canadian or American manufacture. The consumer, in so far as these lines were concerned, were that much ahead, though on small lines, such as cutlery, he might not appear to be saving very much. Hudson's Bay Company. James Thomson, manager of the Hudson's Bay Company, also spoke in terms of satisfaction regarding the reduction, which was a step in the right direction. Although it had been in operation only

LET US REASON TOGETHER.

"If a Canadian finds himself ill-used in a foreign port in any part of the world, whom does he go to for protection and redress? The British consul. That representative of the might and majesty of Great Britain is always to be found in every quarter of the globe. Is it, then, reasonable to ask, as Sir Charles Tupper asks, why should we treat the products of Great Britain in our tariff any better than those of foreign countries? Why should we give them a preference without getting something in return? Well, we do get a good deal in return. Our products are admitted free into the markets of Great Britain. Our citizens find protection and passport in every country they happen to be in, and behind us in every international difficulty we have the most powerful navy in the world. Are these things nothing? How much of her revenue would Canada have to spend if she had to have consuls in every port? The whole expensive diplomatic service of Great Britain is at our disposal on every occasion, whether at Cairo or in the West Indies. Is it common gratitude, not to speak of the common aspirations of empire, to make, as Sir Charles Tupper does, such a tremendous fuss about taxing the goods of the Mother Country less than those of countries which do nothing for us and which tax Canadian goods fifty, sixty, or seventy per cent.? The country will sustain Sir Wilfrid Laurier in his policy of a preference for British goods without 'if and when' the United Kingdom grants our goods greater favors than the admission of Canadian products duty free. Sir Charles Tupper says to the Mother Country: 'Abandon your policy of free trade and then we will give you a preference.' On the other hand Sir Wilfrid Laurier has said: 'We gladly, of our love and loyalty, give you a preference, and we want you to stick to that grand policy of free-trade with the nations of the earth which has made you the greatest trading nation in the world.' 'For which policy should we vote?'

A CANADIAN MINT.

One of the chief charges brought against the government by the Conservatives in British Columbia is that it has done nothing to retain the great wealth of the Klondike country in Canada for the benefit of the people of the West. The Times has shown repeatedly that it was the desire of the administration to build a railway, which would place the merchants of the Coast in close communication with the North over a route entirely in Canadian territory. The Conservatives in the House of Commons and the Senate frustrated and brought to naught this laudable scheme. They have not repented of their great sin against their constituents, and there is no reason to doubt that they would act in the same way again if the opportunity presented itself. In one respect the Conservatives have a very definite policy; in all others they are all at sixes and sevens. It is thoroughly understood that under no circumstances shall any measure be allowed to become law which will add to the prestige of the Liberal party if it is possible to prevent it. Fortunately, in but few cases have they been allowed to have their way. The Conservative senators have a very shrewd idea of the lengths which it is safe for them to go, and they have governed themselves accordingly. A line was constructed which is partly in American territory which seems to fulfill all requirements for the present, until our American friends once more become imbued with the idea of throttling Canadian trade. The government succeeding in making arrangements for the transportation of Canadian goods through this strip of foreign territory, in consequence of which the merchants of British Columbia have been enabled to gain and retain possession of a market which is theirs by right. The diversion of the golden stream to its natural channel was another matter. The miners are nearly all Americans, and, as is perfectly natural, they make for home by the shortest route when they come out with their treasures. Every inducement that could be thought of has been held out to them by our rivals on the Sound. Fast and commodious steamers take them home and they receive full value for their gold on their arrival. The government has had several schemes under consideration to effectual check this tendency, and after consultation with the British government it has been decided to establish a mint in Canada. It was necessary to obtain the consent of the home authorities for the reasons set forth in our dispatch. The gold that is not required for circulation in Canada will be turned into British sovereigns, thus keeping the mint constantly employed. The details have not yet been

made public, but there is no doubt that when they are announced they will be found to fulfill the object for which they are intended to the satisfaction of all. This is news of the greatest importance for the West. The development of the Northwest has merely begun, business is constantly improving, and within the next year we shall probably have a faint idea of what the future has in store for us. But we must keep the government in power which is pledged to stimulate and not to check development.

BRITISH PREFERENCE.

It cannot be denied by the most ardent Conservative that the revised tariff of the Liberal party has contributed greatly to the marvellous prosperity that Canada has enjoyed for the past three years. The Ottawa convention of 1893 laid down as a general principle that customs duties should be levied mainly for the purpose of obtaining a revenue and not for the purpose of protection. In pursuance of this policy, Mr. Fielding introduced his now famous budget of 1897, by which many articles that pressed unduly upon the agricultural community were placed upon the free list, such as barbed wire, binder twine, corn, and also certain articles of a minor character that might be classed as raw materials for manufacturers. In addition to this the tariff was generally revised, the duties being specially lowered upon articles of prime necessity, such as flour, woollens, cotton goods, and some agricultural implements, formerly dutiable at 35 per cent., were reduced to 20 per cent. Mining machinery, an article of special importance to British Columbia, was also placed upon the free list, a boon craved by the sturdy miners that are exploiting our mineral wealth. The tariff further swept away the most objectionable of the specific duties, which from their very nature placed the heaviest burden upon the poorer buyer. Thus the workman under the Tory administration was called upon to pay upon shirts \$1. per dozen, socks and stockings 10c. per dozen, woolen goods, 5 cents per lb., carpets 3 cents to 5 cents per square yard, in addition to the ad valorem duty imposed upon the same goods, being a clear discrimination in favor of the wealthier classes. A very few articles of luxury, such as spirits, were slightly increased, the evident intention of the Liberal government being to deal equally and fairly with all classes of the people.

The crowning feature of the policy of Sir Wilfrid Laurier and his colleagues is beyond controversy, the preferential tariff, by which every purchaser of British goods receives back from the usual and ordinary duties one-third of the amount demanded. Originally the rebate was one-eighth, later increased to one-fourth preference, but the instantaneous and extraordinary success of the policy justified the optimistic budget of this year; by which the British flag is recognized as something more than a sentiment to be shouted for and sung about, but also a commercial factor that other nations must reckon upon. Evolved by the financial genius of the ablest statesmen that ever graced the council board of Canada, the British preference has received the endorsement of the Empire at large, and if submitted to a plebiscite of the electors would be supported by an overwhelming majority.

Apart, however, from patriotic reasons—there is the solid satisfaction of knowing that the Canadian consumer can purchase his British goods at an abnormally reduced rate of taxation as compared with the Conservative regime. Take, for instance, the following articles, taken at random from amongst the mass of importations brought into Victoria:

Table with 4 columns: Liberal Preferential Tariff, Conservative Tariff, Liberal Tariff, Conservative Tariff. Rows include Stockings, Shirts, Woolen goods, Hardware, Cutlery, Agricultural Implements, Bicycles, Plated Ware, Sewing Machines.

What wonder is it that the merchants of this city, wholesale and retail, have wisely taken advantage of the reduced taxation and have placed still greater orders with the British manufacturer, to the benefit not only of the Mother Country, but also of the Victoria consumer? To show the advantage taken of the preference we have obtained the following figures from the Victoria custom house for importations of goods in the year ending June 30th, 1900:

Free goods, \$895,370; ordinary tariff, \$1,814,900; preferential tariff, \$622,671. Now if the importations for the coming fiscal year are the same as in the past year—which in this growing time is scarcely likely—and supposing no greater advantage is taken of the British preference by our merchants than in the past year—which is hardly probable—and assuming the average duty to be 30 per cent., it will be seen that no less a saving than \$62,267 will have been effected for the citizens of Victoria as the result of the patriotic policy of the Liberal government. If the present incumbent of the mayor's chair could announce such a retrenchment during the year 1901, he would be hailed as the greatest financial genius of the province. Yet Mr. Fielding has not only worked this economic miracle in our own city, but its blessings

have been extended to every city, town and village in Canada from Victoria to Halifax. There is nothing greater in the history of confederated Canada, nothing that will give more enduring fame to the memory of Sir Wilfrid Laurier's cabinet, than the splendid record achieved by their patriotic statesmanship in the preference extended by them towards the manufacturers, producers and merchants of Great Britain.

A DEMOCRALIZED PARTY.

Sir Charles Tupper is still in the prophetic business, and while he has modified his original prediction that he will "sweep the country," the dispatches which we published yesterday from the East showed the truly parlous state in which the party is. Liberals have been aware of the actual condition of affairs for some time. They know there is not a man of prominence, a real leader, with the exception of the Tupper and Foster, connected with the Conservatives in any of the great provinces of the East. They have not a man to lead their forces in Quebec. Sir Adolphe Caron is a political fugitive whom the Conservatives were anxious to relegate into private life, but he refused to be cast aside in this manner and remains to-day practically the only man in the field who has ever been heard of outside of his own province. Conditions are even worse in Ontario. The leaders there have not become reconciled to the presence of Sir Charles Tupper at the head of the party, in addition they are divided into factions, one division of which will have no dealings with the other. Mr. John Ross Robertson, late member for East Toronto and proprietor of the Telegram, has refused to contest the constituency again. His paper asserts its belief that the Liberal government is sure of being returned to power, and gives figures to substantiate its conclusions. The Toronto World, also a strong Conservative paper, owned and edited by Mr. W. F. Maclean, late member for East York, comments as follows on the conclusions of the Telegram:

"Mark E. Nichols, the clever and conscientious political editor of the Telegram, in a calculation of the possible results of the general elections, concedes a majority of 10 seats in Ontario for Sir Charles Tupper. The Maritime Provinces, he thinks, will give Sir Wilfrid a majority of between 8 and 10 seats, while the Great West will leave him with only 5 out of 17. Quebec will give Sir Wilfrid a majority of 25. In short he claims: 'The majority, of 22 seats which Ontario and the West may give the opposition is more than offset by the prospective Liberal majority in Quebec. With 3 seats in reserve, coming out of Ontario, Quebec, Manitoba, British Columbia and the Territories, the Laurier government can rely on a majority of 8 or 10 in the Maritime Provinces. This estimate assures the administration of a second term at Ottawa, with a comfortable majority at its back.'"

The panic in the ranks of the party has made its appearance a trifle earlier than was expected. It has only commenced.

A POLITICAL HUMBUG.

Col. Prior goes down to Esquimalt, a monument erected as a proof of the protection which Great Britain extends to Canada, and talks of the "dear old Motherland" and the "Old Flag," and at the same time tells the electors there that if he is empowered he will bring into force again the policy, the chief end of which was to injure British trade, to shut the products of the "dear old Motherland" out of Canada. He whistles words of affection, and at the same time, if he had the power, he would deal the object of his tender regard a blow plainly intended to cripple her, not because his love for her is not as deep as ever, but because he loves office more, and thinks that is the way to get there. He takes his stand alongside Sir Hubert Tupper, and tells the world that Great Britain has been reduced to the extremity of forcing her wares upon the heathen and the unprogressive at the mouths of cannon and the points of bayonets. He endorses the opinion of Sir Charles Tupper that Canadians would be foolish to allow a measure to remain in force which is designed to take the bread from the mouths of our children and feed it to the starving workmen of Britain. Is there anything in the condition of Canada at the present time to indicate that we have suffered by the coercion we have made to the country to which we owe so much? Is it not the most despicable hypocrisy on the part of the man who is seeking the suffrages of the electors of Victoria to stand up and indulge in endearing words, and at the same time to confess that he is practically of the same mind as our American friends across the Sound, who sell all they can to the United Kingdom, the markets of which absorb the greater part of their exportations, and yet who hail every imaginary indication of her decay and retrogression with great exultation? Col. Prior has a perfect right to advocate any measure he thinks to be in the true interests of Canada; but if he is convinced that the Tupper are right and that the less we have to do with Great Britain, commercially, that we should erect barriers against British trade, that we should sell largely and buy little in the British market, that we should take all we can get and give nothing in return—we say if he believes in making measures to bring about such a condition of affairs he should haul down the Old Flag, as another prominent Conservative, Mr. Sol. White, of North Essex, has done, and stand before the people an honest advocate of a course which can have but one end. His present attitude is that of a political humbug.

MR. COOK.

The Conservatives are comforting themselves greatly over the defection of Mr. H. H. Cook from the ranks of the Liberal party. A few years ago that gentleman was abused even more than the average public man by the men and the newspapers who are so fond of quoting him to-day. He was disappointed in his political aspirations and instead of manfully swallowing his chagrin as multitudes of men on both sides have done before him he has decided to devote his abilities to the task of revenging himself upon the Liberal party. He was anxious to sit in the Senate, and was disappointed. Then he tried to get the Liberal nomination for East York, but it was given to Mr. Rowell. The result of this last blow was that his anger got the better of his judgment, and he made the charge that he was approached by some one on behalf of Sir Wilfrid Laurier and the Liberal party and offered a seat in the Senate in exchange for ten thousand dollars. There are very few people who place any credence in the story of Mr. Cook. The better class of the Conservative papers do not believe it, and take little notice of the charge. The Montreal Gazette called the attention of the Premier to Mr. Cook's letter, and Sir Wilfrid wrote to the editor as follows:

"I am not prepared to admit that a man in public life should be answerable for charges of this character, unless they are supported by some kind of evidence which would give them a color. At first sight, I, however, waive the right of ignoring such an accusation, and I here and now make the statement, for myself and my colleagues, that there is not a shadow of foundation in the charge of Mr. Cook; that I never, directly or indirectly, through an agent or otherwise, made any demand upon him for any sum of money, big or small, or for anything else. I give the material charge the most unqualified and emphatic denial, and challenge the proof of the same. (Signed) Wilfrid Laurier."

Whom shall we believe: The Premier of Canada or a disappointed office-seeker?

THE CROW'S NEST BARGAIN.

We do not blame a man in the heat of a political campaign for making out as good a case for his party as possible or for attacking his opponents with all the vigor, or even with all the venom, in his disposition. Col. Prior is putting up a desperate fight, in keeping with the desperation of the situation in which he finds himself. When he asserts that the Liberals have increased the price of certain commodities, such as coal oil and binder twine, by reducing the duties on them, the electors themselves must see at once the absurdity of his assertion. The Colonel, to put the case mildly, is continually hovering so near the boundary which separates truth from fiction that it would be useless to try to set him straight. In dealing with the bargain made by the Liberal government with the C. P. R. for the construction of the Crow's Nest Pass railway and comparing it with the agreement which the Conservative government proposed to enter into the Colonel made some misstatements, and he must know them to be misstatements, for his relations with that road have been profitable enough and intimate enough to be a guarantee that he is thoroughly acquainted with all the facts. Here are the facts:

When the Conservative Administration was in negotiation with the C. P. R. for the building of a line through the Crow's Nest Pass, it was proposed to give the company a subsidy of \$5,000 a mile, and a loan of \$20,000 a mile. This proposal was not consummated, and when the Laurier government took office it deemed that a much more advantageous bargain could be made by increasing the subsidy and demanding valuable concessions from the company. Ultimately an arrangement on these lines was made, whereby a bonus of \$11,000 a mile was given, but no loan was made. A series of most important concessions was secured, which will be of permanent value to the people of Canada. These include:

Power by the Governor-in-Council to approve and revise all local rates and tolls. Power by the Governor-in-Council to approve and revise all rates and tolls between any point on the C. P. R. system and any point on any line owned by it south of its main line in British Columbia. A reduction in the general rates and tolls of the company as then contained in the lowest freight tariff, as per the following list:

Table with 2 columns: Item, Rate. Rows include Coal and fresh fruit, Coal oil, Cordage and binder twine, Agricultural implements, Iron and wire, Paper for building and roofing, Roofing felt, Paints and oils, Live stock, Woodenware, Household furniture, Grain, Flour.

Running powers over the new line are to be granted to other railways, as designated by the railway committee of the Privy Council.

The government is also to become possessed of 50,000 acres of coal lands, estimated to contain coal to the value of \$20,000,000 at the rate of five cents a ton.

That the government has made a good bargain, far better than the one proposed by its predecessors, will be the opinion of all men who have made a careful study of the merits of the two agreements.



BEAUTIFUL PERFUMES.

We have an assortment of the best quality of Perfumes, that will surely prove an enjoyment to the ladies. The natural fragrance of sweet flowers, bottled and sold for a right price. We are headquarters for fine Perfumes. We invite you to inspect our stock.

Cyrus H. Bows, CHEMIST, 68 GOVERNMENT STREET, Near Yates Street.

Miners From Omineca

Party of Thirty-Five From Thibet Creek Arrive on Steamer Danube.

Preparations For Extensive Operations to Be Carried on Next Spring.

Thirty-five members of the South African Mining Syndicate, who, during the past five months, have been working in Thibet creek, on the Omineca country, making extensive preparations for next season, came down from the North on the steamer Danube this morning, being out for the winter. They left Thibet creek on the 9th inst., taking a pack train to Glenora, where they left their mules and embarked in canoes for the venturesome voyage down the Skeena. The water was low and running swift, and the trip lasted three days.

Charles Booth, a member of the party, and who for seven years worked in this city, says that before starting for the Coast the weather had set in cold. There was a fall of snow which lay on the ground two inches deep, and one lake they crossed was frozen over firm enough to support a team of horses. The party did no mining this year, more than to prospect a little, but this thoroughly satisfied them that Thibet creek was never richer than had been expected, gold nuggets were found to the value of \$60. At the syndicate attempted to accomplish this season was to get everything in readiness as near as possible for the work to follow next year. A sawmill was about the first consideration in the general programme of operations set out upon. This erected, lumber had to be secured for a large flume to extend a distance of two miles from the lake at Berry creek to Thibet creek. Grading for this had also to be done, and this had been all completed, and the frame work for the flume had been constructed when the party ceased operations for the season. An early start will be made next spring at renewing work, and it is expected that the big hydraulic plant belonging to the syndicate will be ready for work within a month from the advent of fine weather.

Mr. Booth says that the two parties building the telegraph line from Athol to Hazelton, and who were to join at a point intervening, are at variance 50 miles, owing to a mistake of the surveyors. At least that is what he had heard from the Glenora. The Athol party had been there building scows for the voyage down the Skeena, and will arrive here soon. The party had run short of provender for their mules, and on this account were compelled to quit work. Thirty-five head of the animals had to be shot in one day, because they were too weak from hunger to work any longer, and there was nothing to feed them.

Mr. Booth says that the French creek party, which a man named Mint was manager, and which was working on French creek, about six miles from Thibet creek, had had a very poor year. The supplies for the South African Mining Syndicate, he states, will be packed in over the trails from Telegraph to Dease lake, and from there forwarded by scow to Porter's Landing, whether they will be taken to the scene of operations by pack mules.

THE GREEN SICKNESS.

Girls who lack sufficient nerve force to develop into healthy womanhood become pale, weak, nervous and irritable. They have chlorosis or "green sickness," and can only be cured when the nerves are restored and revitalized and the blood made rich by using Dr. Chase's Nerve Food, the great restorative in pill form. It makes pale, weak women and girls healthy, and plump. Note increase in weight while taking it.

Father Althoff has asked the Times to state, in reply to a report which he has been circulated, that he had nothing whatever to do with the representations made to secure the release of Whelan from prison.

OUT AFTER BUSINESS.

Victoria Merchants Will Visit Cities on the Island.

On Friday morning at 9 o'clock about thirty of the leading business men of the city will leave for a visit to the northern portion of the Island. They will travel via the E. & N. railway by special train. The first stop to be made will be at Chemainus, where the extensive sawmill will be inspected. The next stop will be at Ladysmith, and after looking over the new town the merchants will visit Extension, going from there to Nanaimo.

On Friday evening a special boat will take the visitors to Union wharf, and from there they will have an opportunity to travel either by rail or stage to Campbell River. After visiting Union, Comox and Courtenay the party will leave on Saturday evening and come home direct by boat.

PAINFUL, FATAL KIDNEY DISEASE

The Symptoms by Which to Know It—The Treatment by Which to Cure It—Dr. Chase's Kidney-Liver Pills.

One of the most common symptoms of kidney disease is the smarting, scalding sensation when passing water, which is likely to come very frequently and at inconvenient times. Then there is the dull, heavy, aching in the small of the back and down the limbs. When these pains are accompanied by deposits in the urine after it has stood for twenty-four hours you may be sure that you are a victim of kidney disease, and should not lose a single day in securing the world's greatest kidney cure—Dr. Chase's Kidney-Liver Pills. Take one pill at a dose, and in a surprisingly short time you will be far on the road to recovery, for Dr. Chase's Kidney-Liver Pills act directly and promptly on the kidneys, and are certain to prove of great benefit to anyone suffering from irregularities of these organs. Don't imagine that you are experimenting when you use Dr. Chase's Kidney-Liver Pills. They are almost as well known as his great Rectal Balm, have made some of the most surprising cures of kidney diseases on record, and have come to be considered the only absolute cure for kidney disease. Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, at all dealers, or Edmansons, Bates & Co., Toronto.

Advertisement for Kendall's Spavin Cure, featuring an illustration of a horse's leg and text describing the cure for spavin.

TO... Mas... SIR... The Ch... Toronto, in honor of night was cal jublat if not of Laurier's and success the receipt procession of the citi tive and Laurier a rages and ciers in and 4,000 2,000 foot They wen between 7 people w were frequ numberl by memb gether th The it was ion resche was set? crowd on Massey h the doors 6.30 o'clo on the st appointing by two pavilion, which Sir his hema ed save he delive in length have beg confess the overt sider of tion, pre Wilfrid by brief, candidate West Yo The R Sir Wilfr been my honored monstra be excell confess does as a province friends I come to I must a different If this p complete to-trove the audi was only however, tration I take i which I This and to form the past of the (Cheers) opport should I have been that qu whether augurate be com price at sentiment with me Dride to years' ex tion, wh stands it is, I pride on the abis there is no is there is Con This e

TORONTO'S MAGNIFICENT DEMONSTRATION

Massey Hall Packed Ten Minutes After Doors Were Opened by Crowd Anxious to Hear the Premier.

SIR WILFRED LAURIER ADDRESSED THREE MEETINGS

The Tariff Reform Policy of the Liberals Reviewed—Sir Charles Tupper's Race and Creed Campaign Compared With the Doctrine of a United Canada.

Toronto, Oct. 16.—The demonstration in honor of Sir Wilfrid Laurier here to-night was probably the greatest political jubilation in the history of the city, if not of the country. The Liberals had laid themselves to make Sir Wilfrid Laurier's reception a remarkable one, and succeeded brilliantly. A feature of the reception was the monster torchlight procession by the various Liberal clubs of the city, with students taking an active and prominent part. Sir Wilfrid Laurier at the head of a string of 50 carriages and escorted by half a dozen soldiers in khaki, headed the procession, and 4,000 men in line, four abreast, with 2,000 torches between them, followed. They went through the principal streets between 7 and 8 o'clock. Thousands of people were on the streets and there were frequent outbursts of applause. Innumerable Roman candles were let off by members of the procession, and altogether the sight was a magnificent one.

Thousands Couldn't Get In.

It was 8.30 before Sir Wilfrid Laurier reached Massey hall and the meeting was set going. Notwithstanding the crowd on the streets and the procession, Massey hall was packed 10 minutes after the doors opened, which took place at 6.30 o'clock, and many hundreds were on the streets around the hall clamoring hopelessly for admission. The disappointment was lessened considerably by two overflow meetings held in the pavilion, and in Association hall, at which Sir Wilfrid Laurier spoke, though his remarks were necessarily limited. He delivered a brilliant speech an hour in length. Several other halls could have been filled with disappointed people. The other ministers spoke also at the overflow meeting. Mr. Lindsay, president of the Ontario Reform association, presided at Massey hall, and Sir Wilfrid Laurier's speech was preceded by brief addresses from the six Liberal candidates for the city and East and West York.

Sir Wilfrid's Address.

The following are some portions of Sir Wilfrid Laurier's speech: "It has been my privilege of late weeks to be honored in my native province by demonstrations which I thought could not be excelled, but I must say that I shall confess that in this instance Ontario does as much for me as was done by the province of Quebec. I have told my friends in my native province their welcome to me could not be surpassed, but I must say I will have to tell them a different tale when I go back. (Cheers.) If the parallel is to be made, absolutely complete it will be made complete when tomorrow the Conservative papers say the audience was frigid and the house was only half full. Far be it from me, however, to suppose that this demonstration intended for me personally, I take it to be a tribute to the cause of which I happen at

ent from what it was four years ago. Four years ago when the people were called upon at the polls the country was in the throes of an agitation which threatened the very life of the nation. The country was in the throes of an agitation, which if it had been solved as the Conservative party wanted to solve it, would have been a fatal wrench, if not a fatal wrench, upon the constitution of Canada. That question was settled—negotiation the lines proposed by the Conservative party. It was settled on the lines proposed by us and upon the lines which appealed to the hearts and consciences of men wherever they were, whatever might have been their education, whatever was their race or whatever was their religion. Upon this principle we have endeavored to carry on the government for the last four years. All questions which have been brought before us for settlement we have endeavored to meet, not by appeals to one class or one race or one religion, but by appealing to the hearts and consciences of all Canadians, irrespective of their race or creed. I said a moment ago there is no burning issue before the country to-day, but I say in my place before the people of Ontario to-day before this assembly that there is a deep chasm between the policy pursued by the Liberal government and the policy of the Conservative party.

Liberals are Nationalists.

The chasm is this: I claim this, and I claim it rightly, we are national, and therefore not sectional. (Great cheers.) In 1879, you remember, the national policy was introduced, and then there were some of those disloyal grunts, that I think we find here to-night (applause), who said this would injure the connection with Great Britain. The Tories said: "So much the worse for British connection." Now in 1900 you will find the high priest of loyalty, with knife in hand, like Shylock, ready to cut off his pound of flesh from the mother land. (Cheers.) That is the Tory loyalty of the present day. But again I say, with this I find fault. I fall with some joy, indeed, the fact that the old days have over now, when we shall not hear as the supreme argument, "O, you are disloyal," but that the Conservative party are prepared to hencforth discuss the position upon its merits and not upon sentiment.

From Business Standpoint.

We have heard from Sir Charles Tupper, who has posed for years as the "high priest of loyalty," that there is no sentiment in trade, and that we must discuss all these questions from a business point of view. I agree with Tupper; let us discard the long used argument of loyalty; let us look upon this, not as a sentimental question, but as a question of business. Let us look at it, if you will, from a purely utilitarian point of view. Why should you introduce a British preference? First of all, putting aside the question of gratitude to Great Britain, examining it simply as a business proposition, as a political proposition, I am prepared to discuss it upon that very basis. Was there or was there not an advantage to the people of Canada in giving a preference? When we introduced the British preference in 1879, it was evident that the national policy, which had been introduced by the Conservatives in 1873, had not been an unmitigated success. It had turned out a policy of expectation. It had turned out a

Great Disappointment.

I appeal to the Conservatives, then, to bear witness with me that the national policy had ended up a policy of failure. Do they not remember in 1894 Sir John Thompson, who then occupied the position of premier of this country, stated in this very city that the mauling branches of the tariff had to be lopped off? An attempt was made to reform it, but it ended in national failure. In the campaign of 1896 one of the issues brought before the people was that the national policy had relieved the people of extraordinary burdens not required

by the necessities of the revenue. The object of the national policy was to give to the manufacturer and the farmer a home market. This was the object of the national policy in 1879. That object was not reached in 1896. Now I say before you a position which does not appear in the discussion, that there is no reform so difficult of operation as the reform of a protective tariff.

How Tariff Was Reformed.

We had to look into that and to look into that carefully. If we had introduced a reform all over the tariff, it is probable this country would have been flooded by American goods, and our manufacturers would have had a severe struggle before them. But, scanning the whole field, we found, and we came to the conclusion if we were to give a preference to British products, the manufacturer would not be injured, and the consumer would have the benefit of the preference. (Cheers.) Now, have not our predictions been verified? Have not our prognostications been found to be that is to say? First, the manufacturer has not been injured, as I have evidenced before you. I do not want to bring any evidence of this proposition. The manufacturers of Toronto, the manufacturers of Ontario, the manufacturers of Canada, have never been so prosperous as they are at the present time. (Cheers.) And now, sir, the consumer has the advantage of the reduction, because whether the consumer buys the English product, or whether he buys the Canadian product, or whether he buys the American product, he buys it at the price of British product, determined by the British preference. (Cheers.) This is the position, and therefore upon those two grounds we were right in our conclusions.

Was that the only thing to be done by the British preference? No. There was something else, we wanted to find a market for our products in the United Kingdom. Sir Charles Tupper and his friends, and I will come to that later, pretend that their object is to create a market in Great Britain for our products. I agree with him that, there should have been such a market, and if we could have it upon the terms which are suggested I would be glad of it, but we cannot do it. What has been the result of our policy? We held that if we were to give a preference to British products, as trade invites trade by the sole fact that we bought more from the English people, the English people would buy more from us. That has been proved true to the letter also. "We buy more from the British people to-day. It may be that this increase has not reached the ratio that we would like, but at all events to-day we buy more from the British merchants, and the British people buy more from us, than they ever did at any time in Canadian history. (Cheers.) And there is another fact which you must not lose sight of, gentlemen. It is this: That by the sole fact that we have introduced a British preference, by the sole fact that we have shown what we wanted to do for Great Britain, that we showed where our heart beats—there is not a merchant to-day in Great Britain, there is not a man in Great Britain who buys anything, who will not buy a Canadian product if he can get it in preference to any foreign products in the world. Nay, for there is something else to be done. It is a law of economical trade that if a country will sell to another country without buying from her—that is to say, if all products, all exchanges, are to be paid in gold, and not in exchange itself, then the exports of the consuming country must diminish and decrease. The Americans to-day insist upon selling to the English people, but they will not buy anything in return from them. Their policy is to buy nothing at all from them, and the consequence is that while they must take their payments in gold, we are willing to take payment in the change of goods. Therefore, at the present time, Canadian products that is to say, farming products, at all events, are gradually

Displacing American Products in the British markets. (Cheers.) But

Sir Charles Tupper and his friends tell us it is not enough. We should have something more, we should have a preference; and they go further, and they say: "It is the fault of the prime minister of Canada, of Laurier, that we have not a preference by law in the British market." They go the length of saying if I had so wished in 1897, when I was in England, I could have obtained from the British government, and the British people, a renunciation, the abandonment of their present free trade system, and forced them to adopt a preference in favor of our products. You have heard the statement by Sir Charles Tupper. He has made it in my presence several times. I must say, in all candor, that I feel very proud of the compliment that I could have swayed the British government, that I could have swayed the British people, and forced them as it were to give up their free trade system and adopt our preference. I must say that I feel extremely grateful to Sir Charles Tupper when he supposes I could have such an influence on the British people. (Cheers and laughter.)

Britain Must Have Free Trade.

I admit that I would be only too proud to believe Sir Charles Tupper's ideas are right, but my ideas are not so large as those of Sir Charles Tupper. I will say it without vanity that the people of Great Britain showed every consideration to me. But I cannot claim that I have power enough to sway Lord Salisbury, to sway Mr. Chamberlain, or the Duke of Devonshire, and the whole of the British people from the old system of free trade, which has done so much for Great Britain during the last fifty years. (Cheers.) Moreover, the question has been settled once and forever by the letter of the Duke of Devonshire, with which we are all familiar, which says no such offer has ever been made to me. (Cheers.) I go further, I go to the policy of Sir Charles Tupper and his friends, which was enunciated in the resolution just referred to. What is their policy? It is that we should obtain from Britain, a preference in her markets for our products. I must say that it is to say that whereas at the present time Britain opens her docks to the products of all nations, it should put a customs duty upon the products of all foreign nations. I need not tell you, gentlemen, that I would be pleased to have such a preference in Britain. Perhaps the day may come when we shall have it. There was a time in 1890 when I thought such a preference could be obtained with a revenue tariff, but my visit to Britain forced me to the belief that we can't have it on a revenue tariff. This year, this very year, upon the floor of the House of Commons in London, Mr. Chamberlain denied that he has ever made a proposal involving a duty by England on foreign imports. Mr. Chamberlain then said: "All I have done is to follow the lines of my predecessors, and to say that if there is to be any kind of fiscal arrangement with the colonies, the only form which I myself thought would be viewed with the slightest favor in this country would be an imperial Zollverein, in which there should be free trade for the whole empire." (Applause.) Now, sir, this is the condition. If there is to be any arrangement it is to be absolute free trade within the empire. But we are not prepared for that, gentlemen. Is there a man in this audience, let him be ever so staunch a free trader, who believes at this moment we can dispense with a customs tariff? We cannot do it. The time may come, I hope the time will come, for my part, when we will come to the point laid down by Mr. Chamberlain, and we will have a commercial union all over the British empire. If you were to have a system of free trade all over the world, over all the British empire, you would have one of the greatest factors for the happiness of this country, and for the civilization of the world at large which, perhaps, the world has ever seen. But, sir, we are far from that. We are very far from that, indeed. Of one thing I am sure, that you cannot build up the commercial unity of the British empire if you are to have one section of the empire putting on a duty against the others. If you are to have that commercial unity, and last thing, you must do is to try and make the barriers of trade as free and easy as it is possible to make them within the empire. (Cheers.) In the meantime if we continue our system of giving a preference to the British government in our market, I agree with him that, there should have been such a market, and if we could have it upon the terms which are suggested I would be glad of it, but we cannot do it. What has been the result of our policy? 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A BUSY SEASON



Is anticipated; we have secured our stock early, and have bought largely, so we are prepared to meet all comers, and are never taken unawares.

We are making a drive just now with our "DIXIE" CEYLON TEA, at 35 CENTS PER POUND. Try it; it is the ideal of perfection.

NEW PRUNES 4 lbs. 25 cts.
EASTERN HERRINGS 25 cts. box
CREAMERY BUTTER 25 cts. lb.
GRANULATED SUGAR 17 lbs. \$1.00
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Bleached and unbleached Cottons, Sheetings, Ducks, Drills and Cantons; also full stock in all other lines.

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Wholesale Dry Goods, Victoria, B. C.

is not my way of governing the country. That is not my way of settling difficulties. I told you a moment ago that I would not swim with the current, I would endeavor to guide the current and on that occasion I tried to do so. But, sir, a moment came in this question when President Kruger

Sent His Inevitable Ultimatum,

and there was a wave of indignation passing all over the British Empire, and then I said there is no longer any hesitation, we must act, and we did so on the 14th of October, and within three weeks our boys were on the ocean. (Cheers.) Nor is that all. I have told you a moment ago that I am of French origin myself. May I not be pardoned to remember that among those boys who sailed from Quebec on the 31st of October there were boys of my own blood. (Cheers.) There were boys of my own blood who in South Africa showed that the blood of the great nation that is in their veins has not degenerated. (Cheers.) They fought for the Queen with the same valor as their ancestors had fought for the King of France, and we have cemented upon the soil of South Africa the unity of the Canadian nation. (Cheers.)

Tupper's "Too British."

Referring to Sir Charles Tupper's denunciation of himself as "too British," according to an interview in La Presse, Montreal, and his denial of having said so when speaking in Ontario, Sir Wilfrid Laurier said: "Well, gentlemen, Conservatives who are in this audience, this is your leader. Is that your policy? I won't believe it. Is that your policy? That is your leader, I know, but is that your policy? Am I to be denounced in my own blood and creed and race as being too English, and am I to be denounced among you, gentlemen, as not being English enough? (Cheers, and applause.)"

Gentlemen, we cannot build up a nation with such a policy as that. (Prolonged cheering.) I am of French origin and I tell Sir Charles Tupper and his followers that neither I nor my fellow countrymen will be "Uttered down" by the land of our birth. (Cheers.) I am of French origin, but I have said again and again, and I need not repeat it to you, that I am a British subject. A British subject I am, I assure you. I claim all the rights of a British subject. I assume all the duties of a British subject as well. (Cheers.)

One Policy All Over Canada.

This is the policy I intend to maintain. This is the policy I have followed in Quebec; this is the policy which I have tried to inculcate among my fellow countrymen of the same race as I am myself. Now, gentlemen, if we are to become a nation, we must once and for all cease these appeals to creed and race. (Cheers.) We must fight upon lines which appeal to all races, to all creeds and all colors, to all Canadians. Have we not been separated long enough? (Tremendous cheering.) And the time is not come when a man can say: "I am a Canadian, first, last, and all the time?" (Renewed cheering.)

Turning to the motto over the platform, Sir Wilfrid read out the words, "Peace, friendship and fraternity." (Loud applause and cheering greeted this.) I used these words at Montreal," Sir Wilfrid continued, "among my fellow countrymen of my own race. (Applause.) I use them again among my fellow countrymen of Ontario. (Continued applause.) The words are not mine. They are the words of Lafontaine, addressed to the Reformers of Ontario, or Upper Canada, in 1841. The times are different, but the cause is still the same—(applause)—and the battle has to be once more won. I rely upon you, my fellow countrymen, to win it again—once more on the 7th of November."

Inspiring Closing Scene.

As Sir Wilfrid ceased, the audience rose in a mass, cheering, applauding and waving handkerchiefs and flags. This outburst continued for several minutes, after which all sang vigorously, "For he's a jolly good fellow."

Sir Richard Cartwright and Mr. Fielding followed, speaking at length.

Section 17, Range 2, Cowichan District, B. C.

NOTICE.

Whereas the Crown Grant, No. 1189, for the above named land was on the 8th day of September, 1871, issued in error to one Modeste Brabant as therein described; and whereas application has been made for the issue of new Crown Grant to the said land in favor of August Brabant, the deceased owner;

Now notice is hereby given that the said August Brabant intends three months after date to apply for the cancellation of the said Crown Grant No. 1189, and for a corrected Crown Grant to be issued to him in place thereof.

All persons claiming adversely are hereby notified to file their claims with the Chief Commissioner of Lands and Works at Victoria, B. C., on or before the 9th day of November, 1900.

Dated at Victoria, B. C., this 8th day of August, 1900.

AUGUST BRABANT.

NOTICE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease the following described land on the Huxtable River, Coast District, for a fishing station. From a stake marked "G. Mc G. N. W.," on or near the S. E. boundary of Balmoral Canaling Co.'s land, S. E. along the Huxtable 40 chains, thence east 10 chains, thence north 40 chains, west 10 chains, the place of commencement, containing 40 acres more or less.

GEORGE MCGREGOR,
Port Essington, B.C.
Sept. 14th, 1900.

NOTICE.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license of the following Oyster Beds, commencing at the place of commencement, west 10 chains on the shore of Barclay Sound, as follows:

Tract I. Commencing at a stake driven near the mouth of Otavacat river, running 10 chains north on the shore of Barclay Sound; thence at right angles (5) five chains north; thence at right angles (10) ten chains east; thence at right angles (5) five chains back to the point of commencement.

Tract II. All that land situate below high water mark on the shore of Barclay Sound, commencing at a stake driven near the mouth of Otavacat river, running 10 chains north; thence at right angles (10) ten chains east; thence at right angles (10) ten chains north; thence at right angles (10) ten chains back to the point of commencement.

Tract III. All that land situate below high water mark on the shore of Barclay Sound, commencing at a stake driven at the mouth of Otavacat river, running 200 twenty chains in the northwesterly direction; thence remaining (10) ten chains in a southerly direction from shore into the water; thence (20) twenty chains in a southwesterly direction; and thence back to the point of commencement.

Tract IV. All that land situate on the shore of Barclay Sound, commencing at a stake driven into the shore of the bay next to Lottin's wharf, running (10) ten chains east; thence at right angles (5) five chains south; thence at right angles (10) ten chains north; thence at right angles (5) five chains north back to the point of commencement.

Dated this 27th day of September, 1900.

W. A. DIEB.

WANTED—We will pay \$12.00 a week salary to either a man or woman to represent the Midland Monthly Magazine as a subscription solicitor. The Magazine is the same size as McClure's or the Cosmopolitan. It is now in its sixth year and is the only Magazine of this kind published in the great Central West. A handsome premium given to each subscriber. Send 10 cents for a copy of the Midland and premium list to the Twentieth Century Publishing Co., St. Louis, Mo.

FOR SALE—Cheap, wood sawing outfit, engine, boiler, saw frame and chopper; also a thirty-horse power boiler. Apply William Godfrey, No. 9 Princess avenue, Victoria.

WANTED—Second hand two horse tread power. State condition and price expected to A. C. Times Office.

HELD IN QUARANTINE.

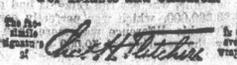
Steamer City of Seattle With Her 278 Passengers Now at William Head.

Steamer City of Seattle which arrived at Vancouver from Skagway yesterday morning with a case of smallpox aboard, is now in quarantine. She arrived at William Head at 7 o'clock last evening, and to-day is anchored in the bay some distance out from the wharf. Dr. Watt, quarantine officer, is aboard, and there has been no communication between the ship and shore all day. Consequently to get any further information about the sickness aboard or of the personnel of the thirty-five Victoria-bound passengers is an impossibility.

It is understood, however, that the steamer will not be held as was the Walla Walla; the American passengers will be either held aboard or sent to the Port Townsend quarantine station. None other than the Canadian passengers will be allowed to land at William Head, and this will be left an optional matter with the owners of the steamer.

CASTORIA

For Infants and Children.



Warranted Purely Vegetable.

THE FIGHT OPENS AUSPICIOUSLY

The City Campaign Inaugurated Last Night by a Mass Meeting of Government Supporters.

Masterly Exposition of the Policy of the Administration by Messrs. Drury and Duff—Mr. Riley Scores the Opposition.

The opening mass meeting of the campaign, so far as the city is concerned, was held last night in the A. O. U. W. hall, the building being well filled with electors, who had braved the inclemency of the weather in order to hear the candidates discuss the political issues of the day. Every elector present was well rewarded, as for two hours Messrs. Riley, Drury, Hall and Duff laid before them the most substantial reasons why Victoria should return to Ottawa two supporters of the present administration. Messrs. Riley and Hall contented themselves with brief addresses, both of which were well received, the facetious way in which the first named handled his opponents and scored their tactics creating much amusement and putting the audience in good humor to receive the good Liberal doctrine which was afterwards dispensed to them.

Of the speeches of Messrs. Drury and Duff there was but one opinion expressed on all sides. In these younger members of the fighting line of the party in this province, the government have two of the ablest champions of their policy in the west. Mr. Duff is by no means a tyro in public speaking, and therefore his magnificent effort last night hardly came as a surprise. But the speech of Mr. Drury, whose oratorical talents have hitherto been untried, completely captivated the audience, his trenchant arraignment of the opposition policy and his admirable logic winning him many supporters among those who have hitherto given their allegiance to the Conservative party. In the event of his election, now generally conceded, Victoria will not lack an able champion to plead her cause even on the floor of the national parliament and among her ablest statesmen.

Chairman's Address.
A. G. McCandless took the chair and said that the state of the weather and the fact that there were several other attractions in the city no doubt accounted for the fact that there were not more people present. As an independent voter he felt that he could not vote for the Conservative ticket, and it was not for the interest of either the city or country that any one should do so. He was firm in his belief that the Liberal government had done more for the country in the past few years than the Conservative government had done in all the years it was in power. There was a general increase in prosperity all around. He referred to the preferential tariff and other good measures that had been enacted by the Liberal government. He was not prepared to say that the government had done full justice to British Columbia, but it had done more than the Conservative government. The bill to construct the Yukon-Teslin railway was defeated by Senator Macdonald and Messrs. Earle and Prior. If that road had been built it would have killed Skagway and built up a good business for this section. There were many reasons why the present government should be continued in office, and members should be returned from this city who were in sympathy with the government. He was opposed to Messrs. Prior and Earle. He was proud that they were not in sympathy with the government and for that reason they would be unable to do anything for the country. The chairman then introduced Mr. George Riley.

MR. RILEY.
Mr. George Riley, who was received with great applause, referred joyfully in opening to the appeal for support for Messrs. Prior and Earle because of their great services to the city. He said he believed that he could do more in six months than Messrs. Prior and Earle had done in twenty years. He had gone to Ottawa last year and with the assistance of Senator Templeman had secured the settlement of the right of way question through the Songhees Indian reserve, which was the entering wedge to the settlement of that whole matter. "Now," continued Mr. Riley, "these candidates claim to be gentlemen. Yet false copies of the Montreal Star, bearing the title of the Toronto Globe, and enclosing the names of the Conservative candidates in this city are being peddled about by the secretary of the association. Col. Prior says he is not a party to it. He is a party to it. A man who would do that is no gentleman, and I would be very sorry to ride in the train to Ottawa with him." (Loud laughter.) He offered an apology to Mr. McPhillips. He had always accused that gentleman of talking too much, but feared he might drop into the same trap. Mr. McPhillips had claimed that the Liberals had appropriated the term from the Liberal-Conservatives, but the facts proved the Tories to be the sinners in this respect. Mr. Riley said he believed the city was on the eve of great prosperity. The elec-

tors would be called on in a few days to say whether they wished this to be the terminus of the Great Northern railway. If elected he would favor not only this step but also the extension of the Island road to Cape Scott. The subsidy for this road had been practically pledged last year and would have been granted had the parties been ready to go on with it. Were that done Victoria would corral the northern trade. (Applause.) Every day, almost, the papers contained accounts of large consignments of gold arriving in Seattle from the Yukon. Tupper, he said, would have been granted had the parties been ready to go on with it. Were that done Victoria would corral the northern trade. (Applause.) Every day, almost, the papers contained accounts of large consignments of gold arriving in Seattle from the Yukon. Tupper, he said, would have been granted had the parties been ready to go on with it. Were that done Victoria would corral the northern trade. (Applause.)

The speaker also mentioned the establishment of a mint and the claim Victoria had for that institution. "Will we be likely to get it," he asked, "if Earle and Prior are elected? Not much. I would almost like to see Mayor Gordon elected in Vancouver if Victoria elects two Liberals for reasons of a similar nature." He also referred jocularly to the candidature of Mr. Dewdney in New Westminster, "And the Sea Queen Wakes" is running for Nanaimo. He concluded, "but it won't 'wake' worth a cent." (Laughter and cheers.)

RICHARD HALL, M.P.P.
Richard Hall, M.P.P., said that although he was a member of the legislature, speaking was not in his line, and he would as leave be in South Africa and let a Boer take a snip shot at him as he made a speech.

He referred to a remark made by a Conservative after the election of 1896. Meeting a friend who said that although the Liberals had been returned, they would only be there for four years. "For four years," replied the other, "now that they are in power they will remain there for twenty-five years." "And so they will," commented the speaker, "if they continue to administer affairs in the same business-like way as they have for the past four years."

Continuing, he said that the aggregation of men at the head of affairs were certainly business men. In connection with preferential trade, he said, business between nations was regulated by the same conditions and influences as private business.

So admirably had affairs been administered that 400,000 or 500,000 had been added to the population of the country, and taxation had not fallen any heavier than before, although expenditure had increased.

Victoria particularly required friends at Ottawa just now, when the harbor needed attention and the island railroad extension was under contemplation. Regarding the sending of the contingents, he repudiated the suggestion that the government was unwilling to send troops. The government was thoroughly loyal. Sir Wilfrid Laurier had acted with independent haste, but had a public opinion, and when he found it favorable helping the Motherland the contingent was about in three weeks. The Conservative candidates were making a great deal of a contention that Canada was the eleventh of the colonies to offer aid to the Motherland. But they forgot to say that Canada's contingent was the second to go. (Applause.)

Briefly itemizing the reforms instituted by the administration, the speaker instanced the abolition of sub-letting of contracts, the doing away with pieces of work, the establishment of a conciliatory board of arbitration, the establishment of penny postage, and the increase in the tax on the Chinese. The Liberals had raised the tax as much in four years as the Conservatives had in eighteen years, and he fully believed that if returned they would evolve a settlement of that troublesome question as satisfactory as that of the Manitoba school question. (Loud applause.)

Concluding, Mr. Hall remarked that although it had been claimed that electors should not be governed by motives of self-interest, no one need be conscience-stricken in supporting the Liberal candidates, as they would be voting for the best government Canada had ever had. (Loud applause.)

MR. DRURY.
R. L. Drury met with a rousing reception, and in opening condemned the tactics of the opposition as evidenced by the distribution of the Globe edition of the Star. He next took up the report of remarks of Col. Prior in regard to the Crow's Nest Pass railway, in which he was said to have stated that the C. P. R. had not received an acre of land, and the Liberal government had given it to Messrs. Cox and Jaffray. He had called on Colonel Prior, and that gentleman had utterly denied making the statement. Any reference to the granting of the lands of the Crow's Nest by the Dominion government was absurd, as the grant had been made by the local government, the B. C. Southern. What Col. Prior had said was that the Conservatives offered \$1,500,000 and a loan of \$20,000 per mile, whereas the Liberals had given \$3,000,000, which was perfectly correct. Yet this difference was more than made up by the securing of 50,000 acres of the coal grant and by the reduction of the freight rates from 10 to 33 per cent. These remissions in freight rates more than made up the difference in the two

figures. The government's action had been the first check that great corporations, the C. P. R., had received. (Applause.)

He also spoke of the Great Development of Trade under Liberal rule. It was a striking fact that for the first time in years the manufacturers had this year not an exhibit at the Toronto Industrial Exhibition, owing, as Manager Hill said, to the fact that they were too busy in filling orders to prepare goods for exhibition.

Not only was this the case, but the day carriages were running night and day, indicating not alone activity in a certain branch of business, but that the people were prosperous, because pianos are an article of luxury which are only purchased when people have ample means to support them.

In the districts their opponents had led the electors to believe that their binder twine was taxed to day more than ever. The government had entirely removed the duty, and besides the factory at Kings-ton penitentiary, and there was the recent competition in this article.

They did not tell the farmers that the price of twine was due to natural causes—to the war and other causes—and that every ship chandler in the city could tell them the same thing.

It was not necessary whether or not the prosperity of the country should be employed for election purposes. If it was the opposition themselves had made it an issue, because they have predicted that under Liberal rule the country's prosperity would be ruined. (Hear, hear.)

Their opponents, however, should not be treated too seriously, as Sir Hibbert Tupper himself had stated at Brandon that during the heat of a campaign he would not believe anyone on campaign, a statement which was not in view of the fact that at Sydney in 1896 his venerable father had asked to be judged for all time by a prediction that the Conservative party would sweep the country.

He also touched upon The Unpleasant Surprise which Sir Hibbert Tupper had at Brandon, when, after repaming the old in Vancouver if Victoria elects two Liberals for reasons of a similar nature."

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But he would now refer only to the local management of the post office. Under the management of Mr. Mulock the population of the Dominion, the unit of representation is somewhere between twenty and twenty-five thousand. A redistribution of seats must take place before the close of the next parliament, and if the interests of Victoria are not protected by the use of every weapon which our armory affords; if we should commit the unpardonable fault of sending two opponents of the administration to represent us in the House of Commons, we may, not unnaturally, look forward to the serious risk of losing the favored position which we now occupy.

But you are asked to support these gentlemen out of gratitude for their public services. What are these services? Let the point then out. Sir, when the life and works of Lieut-Col. Edward Gawdon Prior and Mr. Thomas Earle were to be written, they will doubtless contain many interesting things, but you will search the volumes in vain for the record of any public act which has redounded to the advantage of the citizens of this community. (Laughter and applause.)

But since they appeal to their services, let us look at

The Plain Facts in connection with the most vital question, so far as the city is concerned, which has come before parliament since the construction of the C. P. R.

Let me briefly recount the circumstances. The gold discoveries in the Canadian Yukon in 1897 gave rise to an enormous trade with that portion of Canada. A struggle immediately ensued between the coast cities of this province and the American cities of the Pacific coast for the control of that trade. The American cities succeeded in some way in enlisting the support of their National government, or the officers of the government, and the efforts of our merchants were hampered and at first completely nullified by the harassing and vexatious restrictions and regulations imposed at Skagway. A cry went up from this province for relief. A demand was made for the establishment of a means of commercial transportation into our own territory in the Yukon which would relieve us from the necessity of crossing American territory at Skagway. The Canadian government yielded to the demands of this province. They formed a policy, they laid that policy before Parliament. That policy was this: The construction of a railway having its southern terminus at a port in British Columbia to Teslin Lake by way of Telegraph Creek, and the provision of transportation facilities from Teslin Lake to Dawson City. In order to carry that policy into effect, the government, before parliament opened, entered into a contract with McKenzie & Mann, the well-known railway builders, for the construction of a railway from Telegraph Creek to Teslin Lake by September, 1898, and the provision of transportation facilities to Dawson City. The

policy of the government was to construct a railway from an ocean port in British Columbia, but time was the first consideration. You remember the urgent appeals that went forward from this city urging that delay would be fatal. The government, responded to those appeals, they decided to commence construction of the work at the middle point, and they entered into the contract I have mentioned, which provided for the construction of the line from Telegraph Creek to Teslin Lake by the 1st September, 1898. Now, gentlemen, there is no reasonable doubt as to our rights of navigation of the Stikine for commercial purposes. The United States government could make regulations to prevent smuggling into their own territories; but they could not impose customs duties; they could not prevent the transshipment of cargoes; and they could not impose regulations which would interfere with the right of navigation of that river. If the policy of the government had gone into effect, we should have had established and in operation on the 1st of September, 1898, a transportation route to Dawson, which for all commercial purposes was an all Canadian route. (Applause.)

But you must remember that that was only the beginning. The government proposed, in view of the extreme urgency and the vital importance of the matter to the people of this city, to begin the construction of their railway at the middle point. But they were pledged by the most explicit declarations to extend that railway southward to a point in British Columbia, that was supposed to be the mouth of the Stikine. The government said the United States government cannot do that without violating the Treaty of Washington, and even they will hesitate long before they will tear up without notice a solemn treaty with Great Britain. They said our biddings privileges at Skagway are matters of grace and favor only, but our rights on the Stikine are absolute rights, guaranteed to us by the obligations of a solemn international compact between the United States and Great Britain. But the government said, "We have taken care that if we should be harassed, we shall have a remedy. We shall ask parliament for an appropriation to survey the route to an ocean port in British Columbia, and if our rights should be impeded or threatened we shall forthwith commence the construction of the railway from Telegraph Creek to the Pacific Coast, and we shall complete it without delay."

That, sir, was the policy of the government. Before I proceed further let me say that it is not open to the opposition in this city to question the wisdom of the policy of the government. I will call themselves as witnesses. The first witness is Sir Charles Tupper, and his evidence is contained in an interview published in the Mail and Empire this morning in Ontario in January 27th, 1898. He stated that the route chosen is the best that could have been selected. "When I was in the West," he said, "I made enquiries, and I reached the conclusion that Canada ought at the earliest possible moment to have communication with the Yukon. I impressed it upon the British Columbia government that it should co-operate with the Dominion government to secure the construction of

a link between the Stikine river and Teslin lake. At Winnipeg, I declared that the undertaking was necessary, and when I returned to Ottawa I went immediately to Mr. Sifton. I impressed upon him the absolute necessity of opening up the route to the Yukon by the trade. I said to him, 'You heard my arguments against government concession on the Crow's Nest Pass railway. I am willing to withdraw all that if you will go ahead and give that principle a railroad. As a matter of principle I am opposed to government construction, but here is a case in which I quite concede the country ought to be prepared if necessary, to build the road in order to secure an all-Canadian route and to secure the trade of the Yukon for Canada.'"

"As to the arrangements made with Messrs. Mackenzie & Mann, Sir Charles Tupper said that they were men who had the capital, resources and energy to carry it out. They were probably the only men in Canada who could put the undertaking through in the time that it was specified."

"Sir Charles considered that the government ought to have acted with more promptness, that much valuable time had been acted upon the project, and an advanced state now. The fact that a trail was to be put through six weeks so that the distance between the Stikine river and Teslin lake may be covered in three days is in his judgment of great importance. He thinks places for the accommodation of the flood of traffic that will go in."

"The completion of the road by September is slower work than might have been done with the question being crapped up earlier. Still it will be of the utmost importance to the government, Sir Charles gives the government credit for acting with vigor as it is shown and asserts that the opening of the Canadian route was strongly urged by him upon both governments interested as the proper course to pursue. He does not anticipate any trouble with the United States in transferring cargoes from the ocean boats to river boats at Wrangle. If, however, such should happen, Canada has Fort Simpson to fall back upon, which will be equally serviceable."

Further evidence is contained in a speech delivered in the House of Commons in the session of 1898. "In my judgment, from the first moment the great importance of that Canadian Yukon field attracted public attention, there has been a most determined effort on the part of the United States of America and of citizens of that country to grasp and turn to their own advantage all the enormous benefit that is to be derived from the furnishing of supplies to the people who go there, and to provide for their transport into and out of the country. Therefore, when my attention was directed to this subject, I gave it the most careful consideration in my power, regarding it not as a party question but as one of vital importance to every Canadian; and have felt it my duty to examine the question in light of all the information I could get while on the Pacific coast, where I was receiving a great deal of attention. I came to the conclusion that the route by the Stikine river and Teslin lake was not only the best route but the only available route for the construction of a railway to the present season."

"The next witness in this case is the Victoria Colonist, a consistent witness for the Colonist has continued to the present day to denounce the conduct of the opposition in defeating that measure—I am reading from an editorial published in February, 1898: 'Hon. Clifford Sifton has decided to take the task of constructing the Stikine-Teslin railway to the hands of superhumans. That is strong language, but not too strong. Few people can grasp the magnitude of what Messrs. Mackenzie & Mann have undertaken. We believe they will succeed, but only those who have made actual calculations of what must be done in order that the 150 miles of railway may be completed by September 1st can have any idea of the magnitude of the undertaking. The actual work of building the road is not a very serious matter. If the contractors were given two years in which to do the work they would accomplish it without any very great difficulty, but it is to be remembered that they have practically only four months and that during this short period everything used in constructing the railway, except the right of way and the ballast, must be taken up the Stikine river. This is what will make the undertaking exceptionally difficult; and if the contractors can manage to carry out their bargain they will deserve the first place among railway builders. We venture to say that no man ever before undertook to build 150 miles of railway under such circumstances in the same length of time. Fortunately, both contractors are men who have energy and experience to assist them in their tremendous undertaking, and the fact that they have put up a very substantial guarantee shows that they believe themselves able to do what they are attempting.'"

"My next witness is the British Columbia Board of Trade. This is the message which was sent from Victoria to the Senate of Canada on this subject: 'The B. C. Board of Trade begs to draw your attention to the fact that unless the Lake Teslin road is built this year untold loss will be entailed upon the merchants and shippers of this province, and that if the Northern trade is not directed immediately into purely Canadian channels, a permanent and irretrievable loss would be sustained by the Dominion, and we must enter our earnest and emphatic protest against any legislation that may retard the works now going on.'"

"The next witness I will call is Col. Prior. He also is a consistent witness. He has Always Stated that had he been in the House of Commons when the vote on this measure was taken, he would have supported it. And that attitude he has assumed and maintained consistently and has never repented of."

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But you must remember that that was only the beginning. The government proposed, in view of the extreme urgency and the vital importance of the matter to the people of this city, to begin the construction of their railway at the middle point. But they were pledged by the most explicit declarations to extend that railway southward to a point in British Columbia, that was supposed to be the mouth of the Stikine. The government said the United States government cannot do that without violating the Treaty of Washington, and even they will hesitate long before they will tear up without notice a solemn treaty with Great Britain. They said our biddings privileges at Skagway are matters of grace and favor only, but our rights on the Stikine are absolute rights, guaranteed to us by the obligations of a solemn international compact between the United States and Great Britain. But the government said, "We have taken care that if we should be harassed, we shall have a remedy. We shall ask parliament for an appropriation to survey the route to an ocean port in British Columbia, and if our rights should be impeded or threatened we shall forthwith commence the construction of the railway from Telegraph Creek to the Pacific Coast, and we shall complete it without delay."

That, sir, was the policy of the government. Before I proceed further let me say that it is not open to the opposition in this city to question the wisdom of the policy of the government. I will call themselves as witnesses. The first witness is Sir Charles Tupper, and his evidence is contained in an interview published in the Mail and Empire this morning in Ontario in January 27th, 1898. He stated that the route chosen is the best that could have been selected. "When I was in the West," he said, "I made enquiries, and I reached the conclusion that Canada ought at the earliest possible moment to have communication with the Yukon. I impressed it upon the British Columbia government that it should co-operate with the Dominion government to secure the construction of

a link between the Stikine river and Teslin lake. At Winnipeg, I declared that the undertaking was necessary, and when I returned to Ottawa I went immediately to Mr. Sifton. I impressed upon him the absolute necessity of opening up the route to the Yukon by the trade. I said to him, 'You heard my arguments against government concession on the Crow's Nest Pass railway. I am willing to withdraw all that if you will go ahead and give that principle a railroad. As a matter of principle I am opposed to government construction, but here is a case in which I quite concede the country ought to be prepared if necessary, to build the road in order to secure an all-Canadian route and to secure the trade of the Yukon for Canada.'"

"As to the arrangements made with Messrs. Mackenzie & Mann, Sir Charles Tupper said that they were men who had the capital, resources and energy to carry it out. They were probably the only men in Canada who could put the undertaking through in the time that it was specified."

"Sir Charles considered that the government ought to have acted with more promptness, that much valuable time had been acted upon the project, and an advanced state now. The fact that a trail was to be put through six weeks so that the distance between the Stikine river and Teslin lake may be covered in three days is in his judgment of great importance. He thinks places for the accommodation of the flood of traffic that will go in."

"The completion of the road by September is slower work than might have been done with the question being crapped up earlier. Still it will be of the utmost importance to the government, Sir Charles gives the government credit for acting with vigor as it is shown and asserts that the opening of the Canadian route was strongly urged by him upon both governments interested as the proper course to pursue. He does not anticipate any trouble with the United States in transferring cargoes from the ocean boats to river boats at Wrangle. If, however, such should happen, Canada has Fort Simpson to fall back upon, which will be equally serviceable."

Further evidence is contained in a speech delivered in the House of Commons in the session of 1898. "In my judgment, from the first moment the great importance of that Canadian Yukon field attracted public attention, there has been a most determined effort on the part of the United States of America and of citizens of that country to grasp and turn to their own advantage all the enormous benefit that is to be derived from the furnishing of supplies to the people who go there, and to provide for their transport into and out of the country. Therefore, when my attention was directed to this subject, I gave it the most careful consideration in my power, regarding it not as a party question but as one of vital importance to every Canadian; and have felt it my duty to examine the question in light of all the information I could get while on the Pacific coast, where I was receiving a great deal of attention. I came to the conclusion that the route by the Stikine river and Teslin lake was not only the best route but the only available route for the construction of a railway to the present season."

"The next witness in this case is the Victoria Colonist, a consistent witness for the Colonist has continued to the present day to denounce the conduct of the opposition in defeating that measure—I am reading from an editorial published in February, 1898: 'Hon. Clifford Sifton has decided to take the task of constructing the Stikine-Teslin railway to the hands of superhumans. That is strong language, but not too strong. Few people can grasp the magnitude of what Messrs. Mackenzie & Mann have undertaken. We believe they will succeed, but only those who have made actual calculations of what must be done in order that the 150 miles of railway may be completed by September 1st can have any idea of the magnitude of the undertaking. The actual work of building the road is not a very serious matter. If the contractors were given two years in which to do the work they would accomplish it without any very great difficulty, but it is to be remembered that they have practically only four months and that during this short period everything used in constructing the railway, except the right of way and the ballast, must be taken up the Stikine river. This is what will make the undertaking exceptionally difficult; and if the contractors can manage to carry out their bargain they will deserve the first place among railway builders. We venture to say that no man ever before undertook to build 150 miles of railway under such circumstances in the same length of time. Fortunately, both contractors are men who have energy and experience to assist them in their tremendous undertaking, and the fact that they have put up a very substantial guarantee shows that they believe themselves able to do what they are attempting.'"

"My next witness is the British Columbia Board of Trade. This is the message which was sent from Victoria to the Senate of Canada on this subject: 'The B. C. Board of Trade begs to draw your attention to the fact that unless the Lake Teslin road is built this year untold loss will be entailed upon the merchants and shippers of this province, and that if the Northern trade is not directed immediately into purely Canadian channels, a permanent and irretrievable loss would be sustained by the Dominion, and we must enter our earnest and emphatic protest against any legislation that may retard the works now going on.'"

"The next witness I will call is Col. Prior. He also is a consistent witness. He has Always Stated that had he been in the House of Commons when the vote on this measure was taken, he would have supported it. And that attitude he has assumed and maintained consistently and has never repented of."

of British poets, Rudyard Kipling. (Applause.)

He hoped later in the campaign, at a meeting in the theatre, to deal with a number of local issues.

But he would now refer only to the local management of the post office. Under the management of Mr. Mulock the population of the Dominion, the unit of representation is somewhere between twenty and twenty-five thousand. A redistribution of seats must take place before the close of the next parliament, and if the interests of Victoria are not protected by the use of every weapon which our armory affords; if we should commit the unpardonable fault of sending two opponents of the administration to represent us in the House of Commons, we may, not unnaturally, look forward to the serious risk of losing the favored position which we now occupy.

But you are asked to support these gentlemen out of gratitude for their public services. What are these services? Let the point then out. Sir, when the life and works of Lieut-Col. Edward Gawdon Prior and Mr. Thomas Earle were to be written, they will doubtless contain many interesting things, but you will search the volumes in vain for the record of any public act which has redounded to the advantage of the citizens of this community. (Laughter and applause.)

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Esquimalt Is Out Solid

All the Voters Turn Out to Listen to the Addresses by the Liberal Candidates.

Messrs. Drury and Riley Enthusiastically Received at the Naval Station.

The night was not pleasant one, the rain was coming down in torrents, but at 8 o'clock last evening every voter in the Esquimalt polling division was in the Blue Ribbon hall to listen to addresses by the Liberal candidates for this district. Some may have gone there to criticise, but all went away thoroughly convinced that for the welfare of the country it would be necessary to return Sir Wilfrid Laurier and his party to power.

The speakers of the evening were Messrs. Riley, Drury, Lt.-Col. Gregory, Gordon Hunter and E. J. Deane, in the order named. They were attentively listened to, and as they made point after point in favor of the best government Canada ever enjoyed, they were vociferously applauded. And the applause was unanimous.

Victor Howard was chosen chairman, and after briefly explaining the object for which the meeting was called he introduced Mr. Riley. The speaker gave several reasons why the Liberal party should be returned to power, and exploded some of the arguments advanced by the other side, among them being the statement that the government was opposed to the farmers. The government had made every effort to have the duty on binding twine reduced. That commodity had gone up in price owing to natural causes. He told how the Conservatives had made such a deal with the C. F. W. that Canada was practically at the mercy of that corporation. In the matter of the Crow's Nest Pass railway, the charter had been sold to the C. P. R. and they had a complete monopoly on the land. But the Liberal party was working to have freight rates reduced and it would only be a short time until their efforts would be crowned with success and then some of the money that has been given to the giant monopoly will be returned to the farmers of the country.

Mr. Drury followed, and made a most telling speech. Col. Prior would appear before the same audience to-night, and there were some things he would not touch upon. For instance, a few years ago the Colonel admitted that he did not know how the Manitoba school question would be settled. The Liberal government had settled that question, and now he would like to know if Col. Prior approved of the way in which it had been settled. If he does not approve of it he would like to hear his reason for not doing so.

In regard to the British preference he would like to know if Col. Prior approves of it. It is an issue in this campaign, and Conservatives are entitled to say whether they appeal to the voters to approve of it.

In regard to postage the speaker said that Mr. Mack was an energetic man, and took control of the mail facilities in an energetic manner in 1896. There was a deficit of \$800,000 at the time, and that was cut down to \$47,000 last year.

In the registration of voters the Liberal party had also saved the country millions of dollars, and the speaker cited instances to show the way in which this was done.

The Conservative gerrymander act was an outrage of the worst type. It was an idea that had been borrowed from the other side of the line.

When Sir Wilfrid Laurier brought in his bill he promised to restore the rights of the country, or tried to, but the Conservative Senate threw it out.

The Liberal government had abolished what is known as the "sweating" system, and if the Conservative party approves of the department of labor they must give the Liberal party the credit for establishing that department. They have also placed a practical farmer, Mr. Fisher, at the head of the agricultural department.

In his last budget speech Mr. Fielding was proud to point to the fact that our securities were from \$2 to \$3 above other Colonial securities; and this had all been accomplished under a Liberal government.

The condition of the finance department under Conservative rule year after year was deficit after deficit; but all this had been changed under the rule of the Liberal government.

The speaker was surprised to see what was going on under the superannuation act. Under the last government the pensioners were drawing thousands of dollars, and they were not men that needed it. It was an abuse of power. He had met these men day after day, and they were in perfect health.

Every man who had been appointed to a post in the Yukon by the present government had been branded as a rascal, but none of the charges had ever been proven. In this connection the speaker called attention to the able speech recently delivered by Hon. Mr. Sifton at Brandon, in which these charges were dealt with at length.

Then the speaker read from pamphlet No. 6 to show how Sir Wilfrid Laurier was misrepresented in regard to sending Canadian troops to the front.

Sir Charles Tupper made a serious mistake when he said that Sir Wilfrid Laurier was "too English for him." It was said to excite race prejudice. The bold contrast was the remarks of Sir Wilfrid Laurier, who came out strongly in favor of making this empire one of the brightest jewels of the constellation of which we form a part.

Lt.-Col. Gregory followed, and in preference said that he proposed to deal only with the corrupt methods of the Conservative party. He touched briefly on the miserable fiasco that young Charles Hibbert Tupper made at his Brandon meeting a few days ago, and said that it was

important that the Liberal party should remain in power in order to maintain political purity.

For eighteen years the Conservative party had been in power, and the party had grown very corrupt. It was simply a reign of scandals, and for years it had been kept in power by a series of election frauds.

He told of the election frauds that had been perpetrated in Manitoba in 1896, and also in other parts of the Dominion. He read voluminous extracts from evidence taken in connection with these frauds, and the eyes of the few Conservatives in the hall were opened, and their faith in their party began to ooze out. As case after case of election frauds were cited they wavered, and before the doughty Colonel had concluded those who had gone to the hall to ask questions were converts to the cause of Liberalism.

The speaker finally said: "Now, gentlemen, can you say that this is all accident? I tell you it is not, and there is no honest man who can come forward and say that it is."

Never under Conservative rule was Canada looked upon as one of the leading nations, but to-day such is its position. The government is to-day using the union label, and he was sorry that more union men were not taking an interest in the government.

The union label could not be purchased. It could only be secured by adopting union work, and a union scale of wages. Mr. Gordon Hunter followed, and said that it was important to consider who would be in power during the next five years. No government had given such satisfaction as the Liberal government, and they would certainly be returned to power. It was well to return members from this district who would be in harmony with the government. We wanted railroad connection, and to this end it would be necessary to have the ear of the government. It was a cogent reason that men should be sent who would get in touch with the powers that be. Sir Wilfrid Laurier will be the first man to ask for an appropriation to erect a monument on Parliament Hill to our fallen heroes. And this will be his answer to Sir Charles Hibbert Tupper's charge that he is "too English for him."

The National Policy of the Conservative party fostered monopolies, but it would take some years to get rid of the incubus.

The speaker concluded by again urging the return of members who would be in touch with the government.

F. J. Deane was the last speaker of the evening, and in an address he told of the many good things which the Liberal party had done for the country. Chief among them was the establishment of a labor bureau, which would go far towards establishing a fair rate of wages. And then, too, labor men had been appointed to travel over the country and see that the workmen were getting their just dues.

The meeting broke up at 11 o'clock with a vote of thanks to the chairman and cheers for the candidates.

KIDNEY DISEASE AND BACKACHE.

Mr. Patrick J. McLaughlin, Beauharnois, Que., states: "I was troubled with kidney disease and dyspepsia for 20 years and have been that bad I could not sleep at nights and suffered terrible agony. I tried all sorts of medicines but got no relief until I began using Dr. Chase's Kidney-Liver Pills. They made a new man of me and the old troubles seem to be driven out of my system." One pill a dose, 25 cents a box.

THE S. S. ASSOCIATION.

Inter-denominational Rally to be Held in This City.

The convention of the provincial branch of the Inter-denominational Sunday School Association will be held in this city on the evenings of the 27th, 28th and 29th of November. The president, Noah Shakespeare, will occupy the chair.

The first two meetings will be held in the lecture room of the St. Andrew's Presbyterian church, when the Rev. W. Leslie Clay, of the St. Andrew's church, seconded by the Rev. Mr. Hastings, of the Emmanuel Baptist church, will move an address of welcome. The principal business at these meetings will be the reading of papers on subjects affecting the interests of Sunday school work, by Mrs. Gordon Grant, Mrs. Loeis, and Mrs. J. M. Campbell, A. B. McNeill, L. Tait and Dr. Wilson.

On the evening of the 29th addresses will be delivered by the Rev. W. C. Merritt, of Tacoma, and the Rev. E. S. Rowe, of the Metropolitan Methodist church. An excellent programme of music will be rendered, and a question box will also be a feature of the proceedings.

It is the intention of the convention to organize a district association.

The incessant rain is interfering somewhat with progress in the construction of the new swing on Rock Bay bridge. The operations were commenced several days ago, but the present inclemency of the weather makes working conditions anything but favorable. Should this city be blessed with sunshine for the next few weeks there is a possibility of the work being completed within a month. The new swing will be a counterpart of its predecessor, as far as external appearance goes, but it will be much stronger, strength and durability being necessarily the main objects.

The water commissioner reported that the cost of lighting the new pumping station would be in the neighborhood of \$12 a month. Received and laid on the table.

C. H. Topp, city engineer, reported as follows: I have the honor to submit the following report for your consideration: Communication from R. Porter & Sons re permanent sidewalk on the northwest corner of Johnson and Douglas streets. I walk in question after the building is complete. Total estimated cost, including granite curb, \$300; city's portion, \$170.

Communication from James Pottinger re sidewalk on Michigan street, between Douglas and St. Lawrence streets. The city engineer reports and recommends the construction of the same, 500 feet in length. Estimated cost, \$80.

Petition from W. I. Bowden and others re improvement of the old Esquimalt road. Upon visiting the above locality, I find it with gravel, and would therefore recommend the same be done at an early date. Re catch basins and connections with surface drain at the intersection of Osmont and Store streets. This morning the old box on the east side of Store street caved in, rendering the roadway in a very dangerous condition and should have immediate attention. I would therefore recommend connections be made with the brick drain at once. Estimated cost, \$70.

Petition from F. A. Jackson and others re sewerage extension on Avalon road westerly. I have taken levels over the locality in question and find it is not suitable for sewer extension in that direction for several reasons, as the same is not in accordance with the sewerage plans, etc. I would therefore recommend no action.

The report was taken up seriously, the matter being being laid over for future consideration, and the report will be acted on at once.

The following petition from Sir Henri Joly de Lothier and over a hundred others was then read and evoked considerable discussion. It was as appended: We, the undersigned residents and property holders, beg to protest very strongly and to demand your proposed action in destroying the broom on Fairfield road, be-

The Railway By-Law

Council Pass First Reading and Set Second Reading For Special Meeting.

Sir Henri Joly and Others Petition That Broom May Not Be Cut.

Railway matters occupied the attention of the city council but a few minutes last night. First the petition of the ratepayers approving of the Great Northern railway scheme was read and passed upon. Then the motion of Ald. Beckwith asking leave to introduce the by-law "to aid a railway company to be incorporated for the purpose of constructing, maintaining and operating a line of railway through certain streets of the city of Victoria and on the Mainland of British Columbia, and for the further purpose of constructing and operating a car ferry service between Sidney and a point on the said Mainland at or near the mouth of the Fraser river," was read, passed without comment. It was put through its first reading without discussion, but the second reading was deferred for a special meeting of the council to be called for Thursday evening for its consideration. Ald. Yates and Brydon wanted to have the second reading proceeded with at once, as they thought the council in favor of the principle of the measure, while Ald. Williams, Cameron and other members of the council, the latter showing that to do so would require two-thirds vote of the board, which he did not have.

A. T. Goward, local manager of the B. C. Electric Railway and Lighting Company, wrote in regard to installing some circuits on Government street at the council enter into a six months' agreement in the matter.

Ald. Kinsman, however, moved that the offer be not accepted and his motion carried.

J. Jackman in another communication drew attention to the statement that in the cases in connection with the bridge suits had been settled, except that of Bigger. The writer said that there must be a mistake somewhere, as Mr. Bigger has received his award of \$1,900, and he asked how a person could claim a second award. The letter was received and referred to the city solicitor for report.

Alex. Muir asked for a rebate in taxes paid in May last; the letter also being referred to the city solicitor.

Heleen Chapman reported the destitute circumstances of the Keelers, who are known to the city council for many years, and asked that some relief be given in the case, it was becoming very serious.

The matter was left in the hands of the mayor to deal with, as was also a communication from John S. Evans, secretary of Maple Lodge, who asked if it was proposed to erect monuments in memory of the fallen heroes in South Africa. If so he would be pleased to donate the proceeds of an entertainment to be held towards a worthy cause.

Ald. Hall remarked while speaking about monuments, he might say that the Burns memorial drinking fountain yet remained uncompleted. The city had done all the work that was asked of them long ago, yet the bronze figures of Highland Mary and Robert Burns had not been mounted.

Ald. Hall cleared himself from any blame in the matter, as it rested with the Caledonia Society.

D. S. Morrison, on behalf of residents of San Juan avenue, asked that improvements and repairs be done on that street and incidentally reporting that big holes were being created through the removal of sand from the thoroughfare. The letter was received and referred to the city engineer for report.

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tween Moss street and the cemetery. The broom, during the early summer, is one of the greatest attractions of our city for visitors, and no city in Canada or on the Pacific Coast can boast of anything so beautiful. When we have been provided with so very great an attraction, why should we, as a governing council, seek to destroy it? On a number of our suburban roads and streets this forms a natural and beautiful boulevard, and we consider that your honorable body should adopt some permanent plan towards the conservation of this probably the greatest attraction in the early summer months. We are, however, strongly of opinion that the broom should be kept within bounds, and that an experienced gardener should be employed every year to prune and keep it within bounds; limit of height could be adopted, say six feet, and the broom pruned down to that.

The future of Victoria depends very greatly on its being made and kept attractive as a place of residence, and nothing is of more importance in this way than the conservation of its natural trees and shrubberies. We beg, therefore, to urge very strongly your honorable body to lay down a permanent plan for the treatment of our broom, having it properly pruned every year, so that it does not infringe on either the roads or the sidewalks, and is not allowed to grow too high.

Ald. Kinsman thought the best thing to do with the broom was to trim it up and make a kind of hedge of it, and Ald. Hall was of the same opinion.

Ald. Williams moved that the prayer of the petition be carried out.

Ald. Yates drew attention to the funny thing of the council getting a petition from prominent residents to cut down the broom, and he pointed out that it afforded hiding places for highwaymen, and from another source a request to trim the broom and make a kind of hedge of it. He would suggest that those so fond of it should be given a twig to plant in their own gardens. He moved that the petition be received and filed and that the original decision to cut down the broom be adhered to. He remembered of talking with the man yesterday who brought the first broom to Vancouver Island. Then there were but a few plants, now it has grown broadcast and can be seen out as far as Methosin.

Ald. Beckwith was in favor of cutting down some of the broom, but Ald. Stewart wanted to see it all cut down.

Ald. Cameron said that perhaps a compromise might be effected. It was a very different matter with those who drove in carriages by the broom and those who were obliged in winter to pass it and were made wet through coming in contact with it. He would suggest that at least the broom be cut two feet back from the sidewalk. The matter was finally disposed of by referring the petition to the park committee and city engineer.

Annie B. Flemming and about thirty others wrote complaining of the insufficiency of light at the corner of Chambers and North Chatham streets, and asked that the upper part of the latter street be widened. The first matter mentioned, that of a light, was referred to the electric light committee, and the latter to the streets committee.

Ed. Murton and twelve others asked for the removal of the present slippery sidewalk of that street, for a six-foot walk in substitution thereof, and for an electric light. The petition was referred to the electric light committee and city engineer for report.

The report of the Craigflower road committee was next read, as follows: At a conference held with owners of lots abutting on Craigflower road, or their representatives, the following offers were made, viz.: Mr. Hall would accept for portions of lots 141, 142, 143, 144 and 129, \$4,125, the number of feet taken being 15,773, equal to about 2 1/2 lots.

Mr. Fell for 612 feet of lot 130, equal to about 1 1/2 lots, for \$1,200. Mr. Semple for portion of sub-division 2 of lots 104, etc., would accept rebate of tax for present year on this lot, viz.: \$120, and would move his fence back; amount of land taken, 200 feet. accept compensation for lot 127, on same basis as Mr. Semple's offer, viz.: \$120, amount of land taken being 64 feet.

Mr. Blaquiere, for sub-divisions 3, 4 and 12, of 104, etc., values his four lots at \$500, and wants payment at the proportionate rate, viz.: \$1,100; cost, proportionate value being \$215.25.

Mr. and Miss Ellison, for sub-divisions 6, 7, 15 and 16, of 104, etc., value their lots at \$475 each, and will take the proportionate amount for land taken, with cost of removing house from lot 6 to lots 7 and 8 added; amount of land taken being 4,545 feet; proportionate value, \$441.67; cost of removing house, \$100.

Thos. Bedding, for sub-division 24 of 104, etc., will accept compensation at rate of assessment for land taken, viz.: \$14.45, and will move his building, if found necessary, at his own expense.

Total amount of compensation, as detailed above, \$2,040.

The following were neither present nor represented at the conference, viz.: F. J. Peatt, G. B. Ordano, Thos. Shortbolt, Fanny Westwood.

Ald. Beckwith moved that the report be received and laid on the table, and this course was the one approved.

The electric light committee reported that there was no money available for two electric lights asked for in different parts of the city.

The fire wardens' report recommended that a hydrant be placed in position at the corner of St. Charles and Fairfield roads. Carried.

The standing committee on finance recommended the payment of accounts amounting to \$4,168.

The committee which was appointed to inquire into and see whether some equitable arrangement could be made between the corporation of the city of Victoria and the owners of lots fronting on Broad street assessed for the extension of Broad street from Pandora to Corcoran streets, reported as follows: That, in the opinion of your committee, the city, by virtue of your committee, was benefited. That in view of such benefit it would be fair and equitable that the city should assume and pay one-third of the cost of such extension.

That the owners of all lots assessed for such extension should, after a by-law has been passed, carrying the above recommendation into effect, be notified of the same and called upon to pay such portion of the remaining two-thirds of the cost of the said extension as shall then be due; and in the event of their or any of them refusing so to do, your committee would

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recommended that the amounts due by all present in court was the Thomas Keith referred to. Bail was fixed at \$500, for such extension belonging to the said refusing owners, in accordance with the provisions of section 10 of the Broad Street Local Improvement Assessment By-Law, 1892.

After some discussion the report was adopted and the meeting then adjourned.

NOTES FROM NANAIMO.
(Special Correspondence of the Times.)

Nanaimo, Oct. 24.—Magistrate Yarwood last night in the police court accepted Mr. D. G. Macdonell's suggestion that all examinations in the case of Thomas Keith against J. H. Watson, Vancouver, charged with criminal libel, be waived, as his client was ready to admit he was the writer of the article complained of; and that the person the present in court was the Thomas Keith referred to. Bail was fixed at \$500, for two sureties of \$250 each, the defendant entering his own recognizances to appear at the next court of competent jurisdiction.

John Joseph Kent, a lad of 19, was convicted last night of house breaking at the Five-Acre lots, and of other delinquencies, and was sentenced to six months' imprisonment.

Mr. Joseph Martin arrived on Monday and spent yesterday in the city.

J. H. Hawthorthwaite, who met with a slight accident at French creek on Monday, is improving rapidly and will be around again in a day or two.

E. P. Bremner, Dominion labor commissioner, has postponed his visit to Extension mines in consequence of the death of his brother-in-law.