

The Semi-Weekly Colonist.

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VICTORIA, B. C., FRIDAY, OCTOBER 22, 1909

FIFTIETH YEAR

PREMIER McBRIDE ANNOUNCES RAILWAY POLICY

Election Takes Place Nov. Twenty-Fifth

Canadian Northern Will Build From Yellow Head Pass to Tide Water —Ferry Connection with Is- land, Thence to Barkley Sound via Victoria

Canadian Northern to build from Yellow Head Pass to Kamloops, via North Thompson river; from Kamloops to Westminster and Vancouver, and from a point near Vancouver to English Bluffs.

Fast passenger ferry service to Victoria and car ferry to island with terminals here and terminals at tidewater on Barkley Sound.

Government to guarantee interest at 4 per cent, upon \$35,000 of the cost per mile of the railway, holding against this a first mortgage upon the line in British Columbia.

Such was the arrangement with the Canadian Northern as announced last night.

CONCRETE PROPOSITION DEALING WITH RAILWAYS

"I have recently been carrying on negotiations with the Canadian Northern Railway company for the extension of their line to the Pacific coast. As it is well understood it has been my intention to submit no railway policy to the people of British Columbia until I was in a position to announce a concrete proposition in the nature of a contract with a responsible organization for the immediate construction of a road.

"This I am able to do in respect of two lines of railway and it has therefore seemed advisable to dissolve the House and ask the approval of the people of the province which the government has made. The House will, therefore be dissolved tomorrow, nominations will be held on the 11th of November and the election on the 25th of the same month. This will give ample time to all parties to make arrangements and I feel the utmost confidence that the people of the province will by their votes endorse the record of our administration and will support us in the policy which we will follow in the future.

WHAT THE PROVINCE RECEIVES AND GIVES

"We have entered into a contract with the Canadian Northern Railway for the construction of a road from the Yellow Head Pass to Kamloops by way of the North Thompson river, from Kamloops to Westminster and Vancouver and from a point near Vancouver to English Bluffs. To make a first-class connection with Victoria both for passengers and freight and to build a railway from Victoria to Barkley Sound. The distance in all will be about 600 miles. To assist the company in the construction of this road, which will cost at least about \$50,000 per mile, the government will ask the legislature to guarantee interest at 4 per cent upon \$35,000 per mile. For security the province will hold a first mortgage on the line of railway in British Columbia and will have a covenant from the Canadian Northern Railway company, indemnifying it against any loss that might possibly occur. By the time this railway is finished the Canadian Northern will have at least 5,000 miles of railway through a highly productive country. I may mention that this company has already obtained guarantees from provincial governments of interest on its bonds and has never yet defaulted in its interest so that provinces giving the guarantees have never been called upon to pay a single dollar. I am confident that this experience will be repeated in British Columbia, and that we will secure the construction of this highly important railway without the outlay of any public money whatever.

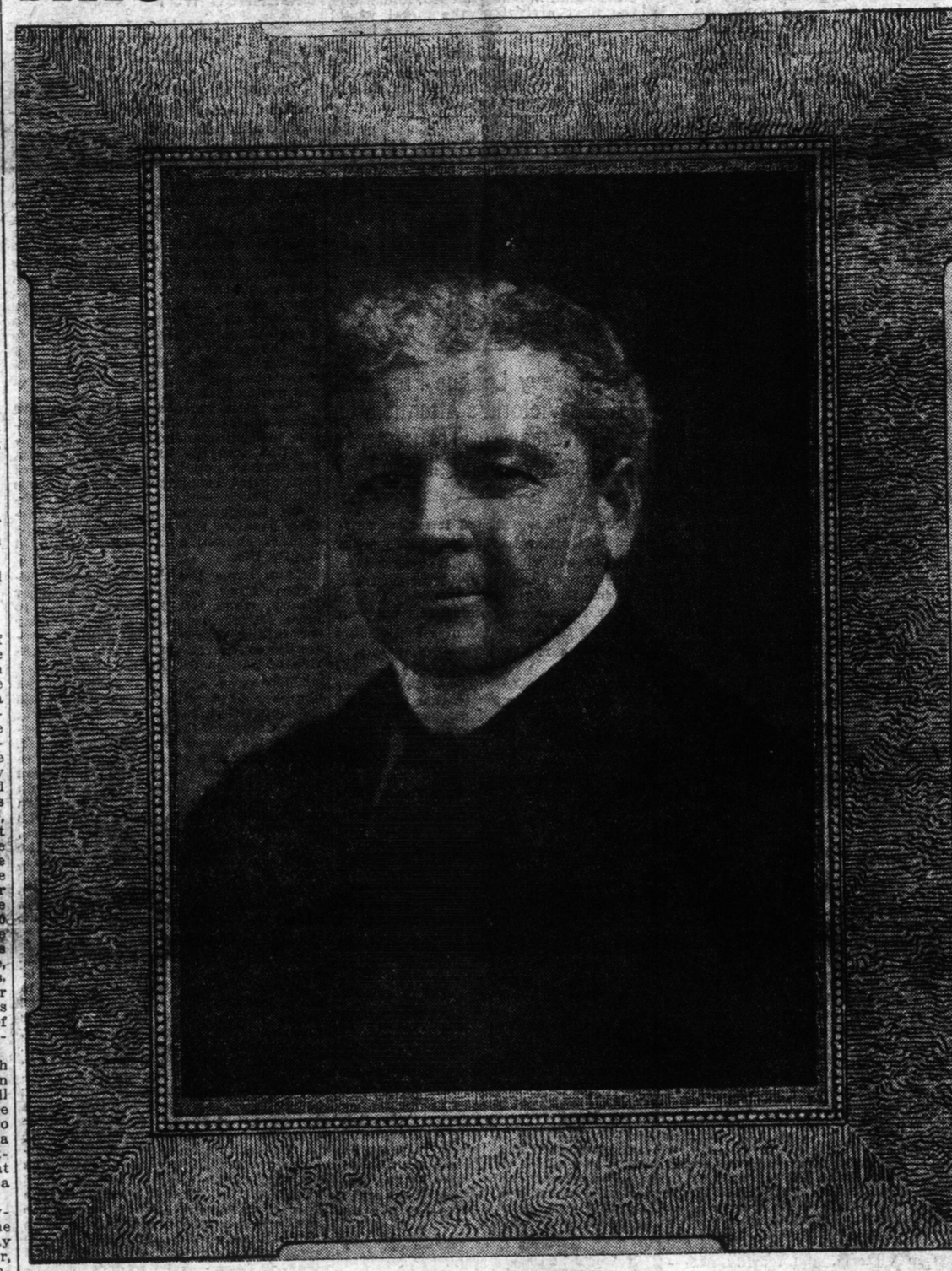
NO ASIATIC LABOR AND STANDARD WAGES

"The railway is to be first-class in every respect. No Asiatics are to be employed and the standard rates of wages are to be made. Work will be begun within three months after the consent of the lieutenant governor has been given to the bill and the whole line will be completed from Yellow Head Pass to Barkley Sound within four years. From Yellow Head Pass the Canadian Northern will extend to Edmonton, a large part of the line being already completed and will be in connection with the whole Canadian Northern system, which will be by that time a transcontinental railway in the fullest sense of the term.

BOUNDARY COUNTRY TO HAVE ROAD ALSO

"An agreement has also been reached with the Kettle River Valley Rail-

THIS PREMIER DOES THINGS



HON. R. McBRIDE

To Be Completed Within Four Years

Vice-President Mann, of Canadian Northern, Says Work Will Com- mence Upon Two-thirds of Line Simultaneously — Passenger Steamers to Victoria.

Work upon the Canadian Northern in this province will commence within three months of the signing of the proposed railway bill. It will commence simultaneously along about two-thirds of the line and with the island section included will be completed within four years from its inception.

Passenger ferry steamers between Victoria and the mainland will be provided, and a modern car ferry will be provided to ply between the terminal point on the mainland and Vancouver Island. A passenger station and terminals in Victoria are embraced in the plan.

The above statements were made to the Colonist last evening by Vice-President D. Mann, of the Canadian Northern. With regard to the projected extension, he said:

GRADE THE BEST OF ANY TO COAST

"We have studied for many years the best route to the Pacific coast. We thought at one time of coming down the Fraser by way of Fort George and on to Bella Coola. The G. T. P. have taken that route down the Fraser to develop that portion of British Columbia. In our judgment easy grades are the most important factor next to traffic in connection with a main transcontinental line. From reports received from our engineers we believe we will secure a four or five-tenths grade both ways between the plains and the Pacific coast. I mean by this an average four or five-tenths grade which means 31 or 28 feet to the mile. The actual grade at no point will exceed five-tenths or 25 feet to the mile both east and west.

"Other roads claiming a four or five-tenths grade have pusher grades along the line such as the G. T. P. have between Tete Jaune Cache and Yellow Head Pass and also on the National Transcontinental at points in New Brunswick. The terms used by railway men are 'actual five-tenths grade' and 'equal to five-tenths grade.' In the latter case a pusher engine is employed at a point to lift the train over the hill. We will have the actual five-tenths grade.

"By the time our road is completed to the coast we will have 5,000 miles of road in operation on the plains which will provide an immense traffic for the new road the moment it is open for operation. Therefore that is

the justification for adopting our present route which enables us to secure the best grades of any transcontinental road on the continent. This means clearer operation than any other road and consequently larger net earnings. Of course we will have a station and terminals in Victoria with passenger and ferry steamers between the mainland and the city of Victoria. A car ferry of the most modern type will also be provided. The point of landing will be carefully looked into and selected.

"Work will be commenced within three months and completed within four years, including the island section between the point where the car ferry lands and Barkley Sound via Victoria. We will send men to Europe to look into the system of car ferries between Sweden and will fully investigate the most modern appliances in this line employed on this continent at such places as Milwaukee, the Detroit river, etc."

PROUD RECORD OF GOVERNMENT

The members of the government are as follows:

- Hon. Richard McBride, Premier and Minister of Mines.
- Hon. F. L. Carter-Cotton, President of the Council.
- Hon. R. G. Tallow, Minister of Finance and Agriculture.
- Hon. W. J. Bowser, Attorney-General and Fisheries Commissioner.
- Hon. E. J. Fulton, Chief Commissioner of Lands.
- Hon. H. E. Young, Provincial Secretary and Minister of Education.
- Hon. Thos. Taylor, Chief Commissioner of Works.

The McBride government was returned to power in December, 1907, with a majority of sixteen in a house of forty-two members, after holding office for four years.

During that time Mr. McBride had given the province a stable government, and had won the confidence of investors generally, so that instead of the depression which had reigned in the class of governments preceding him, good times were experienced, and British Columbia, with its coffers replenished, its finances upon a firm basis, forged ahead.

The prosperity which has reigned during the second term of Premier McBride and his colleagues, which closed last night, has attracted the attention of not only the whole of Canada, but also of the world generally.

During the term which has just closed, by the efforts of the premier, the case for the province for better terms from the Dominion government, was fought to the last ditch, and the effort to make the attempted settlement "final and unalterable" by decree of the Imperial parliament, was defeated. The Grand Trunk Pacific, despite the pledges of the Dominion government, was making no headway across this province until the provincial authorities took the matter in hand, such terms were granted the railway which safeguarded the interests of the province, and provided for an early completion of the road.

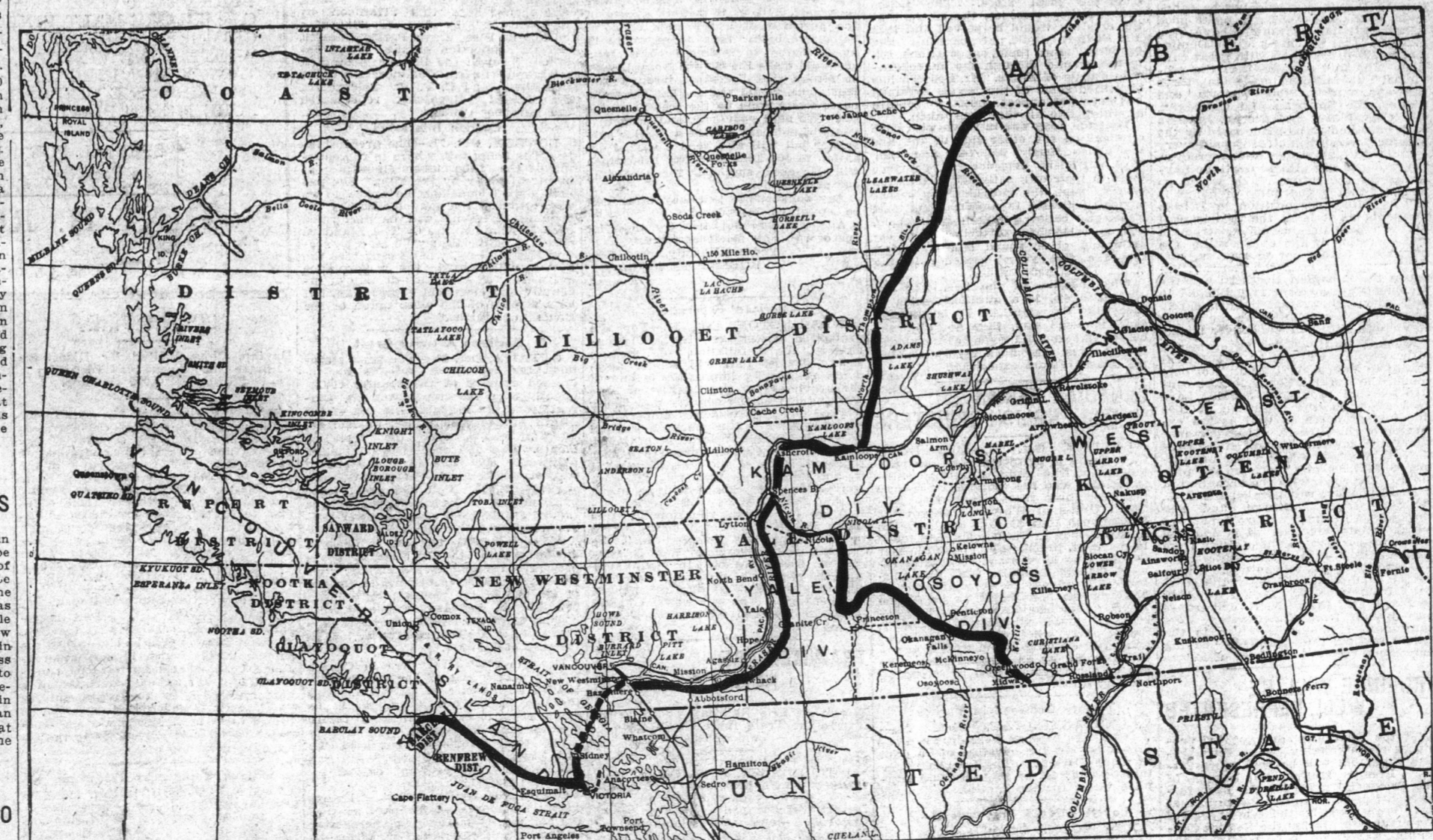
The province, by the act of the provincial government, retains a one-quarter interest in the townsite of Prince Rupert, and steps have been taken to urge the early improvement of that townsite.

The timber resources of the province were conserved, a reserve being placed upon the timber not taken up. A forestry commission was appointed to report upon the question of forest conservation.

A civil service commission was appointed to place the civil service upon a graded and competitive plan. An act was passed setting aside crown lands to provide an endowment fund for a provincial university.

By the construction of roads, trails, and bridges, the province generally has been opened up, and a tide of settlement has set in from Eastern Canada, the United States, and Great Britain.

Map Showing the New Railways—The Thick Lines
Show the Roads to be Assisted by the Government



Department of this store is certainly an interesting one for all lovers of good literature, and amongst the new arrivals is the splendid new Library. Cloth-bound at 50c a Vol. These are the best reading offered on the marvellous sphere in the literary world.

ODUCES

TEA advertisement with 'DA' logo and price list for various tea products.

and EGGS advertisement with price list for butter and eggs.

Cash Grocery advertisement for Douglas St. Phone 312.

Advertisement for 'rodymine' medicine, claiming to cure various ailments.

Advertisement for a 'Prize' award and a 'Hardware Co., Ltd.' with agents B. C. AGENTS.

Advertisement for 'SPECIALTIES' including vinegar, malt, and other food products.

Advertisement for 'ROSS & CO.' located at 1317 Government St.

Advertisement for 'ALL THIS WEEK' featuring Macaroni for 25c.

Advertisement for 'Canadians Have Hard Times' with details on trade and commerce.

Advertisement for 'Fruit Growers Busy' discussing the apple industry and exportation.

Advertisement for 'MUNICH, Oct. 21' reporting on a powerful bomb explosion.

Advertisement for 'HARTSHORE, Okla., Oct. 21' reporting on a fair building fire.

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LIVE NEWS OF THE PROVINCE

Dr. Spencer Touring. Rev. Dr. Spencer, superintendent of the Local Option League in British Columbia, will visit Kamloops...

Lockup at Sicamous. A lockup is to be erected at Sicamous, which will prove a very convenient to police officers and jail guards entrusted with the duty of conveying prisoners to and from Vernon and other Okanagan points.

Apples for London. The Salmon Arm Farmers' Exchange is this week getting into shape an exhibit of 50 boxes of apples for exhibition at the show of the Royal Horticultural Society, at London, Eng. This display will be superior to others sent in previous years...

A Juvenile Court. After considerable delay the city of Vancouver has at last undertaken to establish a Juvenile Court. This is a most necessary improvement and should be completed with all possible despatch...

With Us Again! Frank Robicheau offers \$100 in cash prizes to the children attending any school in the valley, who send in correct answers to the following: Ann is the oldest of a family of 15 children. There is just one and one-half years between each child...

Business-Like Charity. Charity on a business basis is what the Associated Charities of Vancouver, as expressed in the meeting of the Vancouver organization the other day, has found to be the most profitable, easiest and most in appearance.

Nelson's Car System. The Nelson Street Railway Company has lost no time in looking down to business, as the events of the last two days conclusively prove. On Friday night the chief engineer of the company received a bid of \$9.14 for the \$25,000 bond issue...

A Big Order. Alex McLean, of the Harper ranch, Kamloops, was a visitor to Grand Forks last week in connection with four looking up trees to purchase for that large concern. The Harper ranch has 4,000 acres in cultivation and is owned by the Canadian Cattle Co. Mr. McLean has had many years experience in fruit growing in Oregon and his judgment on such matters gives opinion the weight of authority...

Game Regulations. There is room for great improvement in the game regulations, more especially in regard to the sale of ducks. At the present time there is a man camped on the shore of Shuswap lake who is apparently making a living, and a good one at that, shooting wild ducks for the tables of the city. He is unimpeded by any stock obtainable elsewhere. Hours of work with the glass failed to reveal any fungus, disease or pest whatever—Grand Forks Gazette.

Shareholder in People's National Coal Company Makes Charges Against Directors. WILKESBARE, Pa., Oct. 21.—A preliminary injunction was granted by Judge Holley yesterday against the People's National Coal Co., on the complaint of E. M. Minnick. The concern was formed with a capital stock of \$5,000,000, and the plaintiff alleges that a bogus directors' meeting was held in New York on June 11, 1909, at which \$2,000,000 of stock was issued and divided between D. F. Holl, C. R. Stafford and Abraham Stein; that the \$2,000,000 shares of stock held by Stein were appropriated by him without any consideration. It is also alleged that the treasurer issued several thousands of dollars of common stock, called "treasury stock," without being authorized to do so, and that Stein sold several thousand dollars worth of this stock and appropriated the money. Minnick alleges that subscribers were induced to purchase stock through fraudulent circulars sent forth that the company owned 1,200 acres of anthracite coal lands in Columbia county, Pa. The circulars, it is said, also stated that this property contained 100,000 tons of anthracite coal, and would net the company a profit of from a quarter to a half million dollars per year. Also that there was a coal mine in operation within 500 feet of this tract, when as a matter of fact the nearest coal operations are five miles away.

Patrick McCarren Better. NEW YORK, Oct. 21.—State Senator Patrick McCarren, the Democratic leader of Brooklyn, whose fight for life has supplied the principal element of human interest in the municipal campaign, rallied to such an extent today that his physicians predicted tonight that the crisis was past and that his death appeared imminent.

McBRIDE KEPT ASIASTICS OUT

Sir Charles Rivers - Wilson Complained of Government's Exclusion of Chinese and Japanese From B. C.

ROAD TO RUPERT NOT TILL 1911

LONDON, Oct. 21.—Sir Charles Rivers-Wilson, who is to retire from the presidency of the Grand Trunk railway at the close of the present year, acted today for the last time as president of the board of directors. Addressing the board, Sir Charles expressed a hopeful view of the business situation and said that there had been a marked improvement in the commercial conditions so far during the latter half of this year. He referred to the absence of sufficient help in British Columbia and said that he feared that the lack of laborers to be secured there will make it impossible to fulfill the promise of completing the road to Prince Rupert on the Pacific Coast, before fall.

President Wilson complained that the government authorities of British Columbia had given but little assistance in solving the problem of obtaining laborers and had absolutely refused permission for the introduction of Chinese and Japanese.

Sir Charles says that personally he is opposed to the appointment of an advisory board in Canada, but that he would offer no strong objection to the plan if it should be fostered by a large proportion of the Grand Trunk's shareholders. It was indispensable, he stated, that the financial control of the company should remain in London.

The meeting became noisy when it was proposed to grant Sir Charles an annual pension of \$7,500. A motion to that effect was vigorously criticized and an amendment to reduce the pension to \$5,000 for one year, was adopted.

At this point the temporary chairman announced that a poll would be taken to determine whether the directors were in favor of the motion to increase the pension to \$7,500. The result of the poll was in favor of the motion and accordingly a pension for Sir Charles is assured.

TARIFF WAR NOT HELPFUL TO TRADE

Washington Figures Up What It Would Cost to Exclude France—President May Exercise Power of Exclusion

WASHINGTON, October 21.—Drastic measures, including the exclusion of French goods, are being urged by protectionists against the United States government. Officials regarding the president in the event that it should be regarded as necessary to adopt retaliatory measures against France.

While so far the government has refused to give official information from this country, the intention of the French to operate a maximum tariff against the United States upon the termination on October 31 of the commercial agreement of officials here are willing to admit that there is some danger of the two countries at some time at least, applying their maximum rates against each other.

The exclusion power which President Taft might find it necessary to invoke during the period of March next, when the maximum tariff law could be brought into operation, is furnished in section five of the act passed August, 1890. This section empowers the president, in case American goods are unduly discriminated against by any country, absolutely to prohibit the importation to the United States from that country of any article he may see fit to name.

The application of the maximum rates provided for in the Payne-Aldrich bill to French goods would undoubtedly very materially reduce American importations from that country, and the same would be true of France should she apply her maximum rates to American goods. The result thereof to both countries would be extremely harmful. During the last fiscal year the total imports from France into the United States were \$108,387,337, of which about \$28,000,000 were free of duty. During the same time the exports of the United States to France amounted to \$108,944,252.

DEATH OF R. J. SKINNER

Former Member of Provincial Legislature and for Many Years Timber Inspector

FOOTBALLER DYING

Midshipman Playing With Naval Academy Temporarily Injured in Game

ANNAPOLIS, Md., Oct. 21.—Hope for the recovery of Midshipman Earle D. Wilson, quarter back of the navy football team, who during the game at Villa Nova game last Saturday, was practically abandoned yesterday. A statement was issued from the naval hospital to the effect that at a consultation of seven physicians and surgeons it was decided that an operation was not advisable.

It was added that the patient's condition is very serious, and there is little hope of recovery. Wilson was injured in stopping a long run of the opposition team after a score had been made and another touch down was being worked down field. Wilson by a flying tackle through two instancing men, who were helping Barry, stopped the play within a few yards of the navy's goal.

SUNDAY SCHOOL WORK

Proceedings at Convention in Progress at Saskatoon—Many Papers and Addresses

SASKATOON, Sask., Oct. 21.—Yesterday morning the Sunday School convention opened at 2 o'clock with devotional exercises by Rev. W. Armstrong. Lamented by Rev. W. Armstrong, the report of the department of education by H. J. Ross, and the report of the department of education by Rev. McMillan.

The most important address last night was that of the Rev. J. H. Murray of Saskatchewan University. The visitors were entertained at a banquet provided by the Sunday school workers, after which the evening session was begun with a peace service under the leadership of Prof. Excell.

BERMONDSEY IS TEST CONSTITUENCY

Elections in London Suburb Will Be Held With Lett as a Stew in the Wind of Public Opinion

LONDON, Eng., Oct. 21.—All eyes in London are on the suburb of Bermondsey, famed for its leather tanneries and tanneries, in connection with the by-election there.

The by-election is caused by the death of Dr. George Joseph Cooper the Liberal member, who has represented the constituency since 1906.

FRAUD ALLEGED

Shareholder in People's National Coal Company Makes Charges Against Directors

WILKESBARE, Pa., Oct. 21.—A preliminary injunction was granted by Judge Holley yesterday against the People's National Coal Co., on the complaint of E. M. Minnick. The concern was formed with a capital stock of \$5,000,000, and the plaintiff alleges that a bogus directors' meeting was held in New York on June 11, 1909, at which \$2,000,000 of stock was issued and divided between D. F. Holl, C. R. Stafford and Abraham Stein; that the \$2,000,000 shares of stock held by Stein were appropriated by him without any consideration. It is also alleged that the treasurer issued several thousands of dollars of common stock, called "treasury stock," without being authorized to do so, and that Stein sold several thousand dollars worth of this stock and appropriated the money. Minnick alleges that subscribers were induced to purchase stock through fraudulent circulars sent forth that the company owned 1,200 acres of anthracite coal lands in Columbia county, Pa. The circulars, it is said, also stated that this property contained 100,000 tons of anthracite coal, and would net the company a profit of from a quarter to a half million dollars per year. Also that there was a coal mine in operation within 500 feet of this tract, when as a matter of fact the nearest coal operations are five miles away.

Flannelette nightgowns, at 65¢ Special

Advertisement for flannelette nightgowns at 65¢ special price.



Undervest, high neck, long sleeves, 35¢ and 50¢ Special

Advertisement for undervest and nightgowns at 35¢ and 50¢ special price.

Advertisement for 'Campbell's' clothing, located at 1010 Government Street.

Latest Arrivals In Exclusive Coats And Costumes

OUR STOCK of exclusive coats and suits is now complete, and we offer for your inspection the latest European models, embodying all that can be desired by the particular dresser. All are hand-tailored—simple in design—and most effective in style. Exceptionally good line of suits at

\$15, \$17.50, \$21 and \$25

You will observe these prices are very moderate—they are within reach of all. To see one is to buy one. All our coats are appropriately designed for stormy, cold weather, broadcloths, novelty chevrons and fancy mixtures.

We are also showing a particularly smart and complete line of misses' coats and suits conveniently priced.

The Ladies' ANGUS CAMPBELL & CO. 1010 Gov't St.

Advertisement for Angus Campbell & Co. clothing store.

Mrs. Hubbard Killed. WASHINGTON, Oct. 21.—Mrs. Gardner Hubbard, mother of Mrs. Alexander Graham Bell, was killed yesterday when her automobile collided with a street car.

Ottawa Growing. OTTAWA, Oct. 21.—The assessment commissioner's report gives Ottawa a population of \$3,350, an increase of 10% over last year. The total assessment, exclusive of government property, is over \$55,000,000, an increase of nearly \$5,000,000 compared with last year.

Nelson Grand Jury. NELSON, Oct. 21.—The grand jury at the fall sittings yesterday made a new presentation to Chief Justice Hunter, which filled every available seat and all standing room in the building.

Empress of Ireland Repairs. MONTREAL, Oct. 21.—G. M. Bosworth, of the C.P.R., yesterday stated that the heavy expense of winter repairs received by the Empress of Ireland were not as serious as at first feared. The repairs will be made at Quebec, requiring about a week's time, after which the ship will be ready to resume service.

Canal Returns Increase. OTTAWA, Oct. 21.—Canal traffic returns since the opening of navigation show an increase over last year of eleven million tons, the Soo alone contributing ten and a half million tons of that increase. The Trent canal alone shows a decrease.

Intercultural Finances. OTTAWA, Oct. 21.—The Intercultural railway commission reports an increase in the gross earnings for the first six months of the fiscal year of 1909. The heavy expense of winter operation will, however, cut this down, but it is hoped to come out even on the year. There is a deficit from last year which cannot be reduced by any profits this year.

Maine Central Directors. PORTLAND, Maine, Oct. 21.—Four more Boston and Maine directors were added to the directors of the Maine Central railway at the annual meeting today of the stockholders of the latter company, which were Messrs. A. Lawrence and Alex. Cochran of Boston, Edgar J. Rich of Winchester, Mass., and Earl A. Ryder of Arlington, Mass.

Japanese Meet Cartwright. OTTAWA, Oct. 21.—The Japanese merchant commission paid its respects to Sir Richard Cartwright yesterday, holding a short conference with him in respect of trade matters. In their quest of knowledge of Canadian affairs they have visited all the local schools from the highest to the lowest grade, the civic water plant, government departments, work of international marine signal company, and the parliamentary library.

No Outside Employment. OTTAWA, Oct. 21.—The government has taken action to put an end to the complaint often voiced by Ottawa that the public servants have in spare moments been employed by outside firms for temporary employment. At least one department has issued orders that no permanent employees of the government shall accept employment at exhibitions or fairs, and it is understood that similar instructions will be issued by the other departments.

Arrow Lake Murder Case. NELSON, Oct. 21.—Koolenay Frank, an Indian, aged 45, was placed on trial yesterday at the assizes on the charge of murdering Antoine, another Indian, at Grassy Point on Lower Arrow lake, on August 18. A. M. Johnson, for the defense, succeeded in shutting out an alleged confession made to Chief Constable Devitt at the time of the arrest, and the case will go on tomorrow.

Plucky Capture. STUBURDY, Ont., Oct. 21.—At noon yesterday V. J. Roy, a young man of Markstay surprised the crown officials of Stuburdy by delivering to them a young man named Jeanette, who had escaped from the jail at Bryson, Que., in August, where he had been committed to a six months' term for safe cracking in the store owned by Roy's father at Otter Lake, Que. Jeanette, who is a native of the island, was sworn in as a constable on Monday, and he left for the timber

Undervest, high neck, long sleeves, 35¢ and 50¢ Special

Advertisement for undervest and nightgowns at 35¢ and 50¢ special price.



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Schooners Missing. ST. JOHN'S, Nfld., Oct. 21.—Two Newfoundland schooners with eleven persons on board are missing and it is feared they may have perished.

C. N. R. at Hamilton. HAMILTON, Ont., Oct. 21.—The city hall officials were informed yesterday that the Canadian Northern had completed its survey for entrance into Hamilton from the West.

Japanese Visitors. OTTAWA, Oct. 21.—The visiting Japanese merchants spent a busy day. They called on Sir Richard Cartwright and afterwards visited the parliamentary buildings, a number of public schools, the marine signal station and the city water works.

Y. M. C. A. Building at Manila. MANILA, Oct. 21.—The handsome new building of the Young Men's Christian Association, erected at an expense of \$125,000, was opened tonight. Congratulatory cable messages were received from the offices of the various civic organizations of San Francisco. The communication speaks in favorable terms of the construction of the management of the plant at Mare Island.

Comments Mare Island Yard. WASHINGTON, D. C., Oct. 21.—Commendation of the present plan of administration of the navy yard at Mare Island is contained in a letter reaching the navy department yesterday from the California promotion committee, transmitting a communication signed by the officers of the various civic organizations of San Francisco. The communication speaks in favorable terms of the construction of the management of the plant at Mare Island.

Arrested on Suspicion. NEW YORK, Oct. 21.—An Austrian youth, said by the police to be Fred Felch, 18 years old, was arrested on the streets of New York yesterday on technical charge of carrying concealed weapons. A youth of the same name and general appearance disappeared from the farm of John Lachapelle, near Albany, N. Y., after Lachapelle had been murdered in a carriage house on Tuesday night last. His head was crushed with a hammer. The prisoner's name is Fred Felch, and he is believed to be the same as the man who was arrested.

Ontario Tug Burned. TOBRAMONT, Ont., Oct. 21.—Yesterday morning the tug Winnana, of Midland, owned by Capt. White, was burned to the water's edge. The Winnana was a comparatively new tug, and was partly covered by insurance. The cause of the fire is unknown.

Found Dead in Rig. COBALT, Ont., Oct. 21.—James McGee, the district representative of the Singers Sewing Machine company, was found dead in his rig near North Cobalt, where he had been working for several years. He was found by a party of five men.

Heavy Flour Shipments. MINNEAPOLIS, Minn., Oct. 21.—Every shipping record in the milling history of Minneapolis was broken yesterday when the Great Northern cars, containing 110,560 barrels of flour. The mills have been in operation for the last ten days, and the industry is active beyond precedent.

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The Colonist.

The Colonist Printing & Publishing Company, Limited Liability 27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

One year \$1.00
Six Months75
Three months50
Sent postpaid to Canada and the United Kingdom.

THE RAILWAY GRANTS

It ought to have been possible to discuss the equitable claims of the province upon the Dominion in the matter of railway construction without introducing party politics. We are told that "the conveyance which is now condemned as the work of a former Conservative government of the province and Conservative government of the Dominion." As a matter of fact the Dominion did not condemn the conveyance, but of this we shall say something later. We do not know what the political complexion of the provincial government was when the "Act relating to the lands of the Province" was passed. Our recollection of the matter is that federal lines had not then been introduced into local politics. But we are unable to see what bearing this has upon the case. For ourselves we are prepared to admit that the bargain was as good as could have been made at the time, and that the majority of the people of British Columbia thought that they were doing very well in securing railway construction on the terms reached between the two governments at that time.

Again we are told that we do not say what we think ought to be done. To our way of thinking it is a good plan to diagnose a case correctly before venturing to prescribe a remedy. We have endeavored in all good faith to show how the account stands between the province and the Dominion in the matter referred to. We do not deny that the Dominion had a perfect right to keep all the land it received from the province; we are not so absurd as to ask a reconveyance of it. We have already pointed out that some of the land has already passed out of the possession of the Dominion and hence it cannot be reconveyed. We did take the position before the Peace River lands were selected by the Department of the Interior, that it would be a graceful and generous act on the part of the Dominion government to waive its right to that land under the Act of 1884; but our view did not prevail. It was stoutly opposed by the Liberal press of the province and not a public man on the Liberal side of politics backed up the suggestion. We then proposed that if the Dominion government did not feel able to vacate its rights under the Act referred to, it might select lands which would not be the first to be occupied by settlers, because, as we pointed out, the cost of the administration would fall upon the provincial government and it would have no revenue from the land out of which to meet it. This view was not accepted. The Minister of the Interior, as he had a perfect right to do, sent his surveyors into the country and selected what is, if not the best land in the northwestern part of the province, among the best, and is certainly the most conveniently situated for purposes of colonization. The title to the 3,500,000 acres passed automatically to the Dominion, and the only thing in which the present federal ministry can be held chargeable for anything in the premises is the selection of the best available land instead of that which is more remote in the west, and ought not in any way to be considered as effecting the equitable claim which we are trying to establish.

The case, as we are endeavoring to present it, and as we hope it will be understood by the gentlemen who speak this evening, is not that the bargain was an unreasonable one in its first place, nor that the present or any preceding federal ministry has done anything in the premises that it was not entitled to do, but only that British Columbia, in order to secure railway construction in this province has given to the Dominion land which is today equal in value to \$120,000 a mile, more or less, for every mile of railway constructed under the agreement by virtue of which it is given. We would like the speakers this evening, if they can see their way clear to do so, to consider this proposition and say whether or not it is correct. If it is correct, the people of Canada cannot be made to understand it any too soon; because it is a very common thing when aid to railways in British Columbia is asked from Ottawa, to be told that millions were expended in building the Canadian Pacific Railway, whereas, in point of fact, the land given by the province to the Dominion for railway purposes is worth at least twice the cash subsidy given by the Dominion to that railway and to the E. & N. Railway. In other words, British Columbia does not stand towards the Dominion in railway matters in the attitude of a poor relation.

In this connection, the relative merits of the Conservative policy as illustrated in the assistance given to the Canadian Pacific and the Liberal policy, as exemplified in assistance to the Grand Trunk Pacific Railway, are not proper subjects for discussion. They are in every way proper in a political campaign. It would be quite legitimate for a Liberal paper to show, if it could

that Sir Wilfrid Laurier's policy was better for the country than that of Sir John Macdonald, although we had supposed the policy of the two administrations in that behalf to be somewhat in the nature of ancient history. The people of Canada have endorsed both. We are looking to the future. We are going to hear tonight, we hope, what attitude the supporters of Sir Wilfrid Laurier take towards railway construction in this province, and in our humble judgment, we think it important to draw the attention of the speakers to what the province has done, and what it received for doing it. We would have supposed that the speakers would welcome the suggestion of the line of thought above referred to; that if they propose to urge upon the Dominion government a policy of liberal aid to railway construction, they would welcome the case as we have presented it, and we venture to say that they will welcome it as establishing an equitable claim for consideration.

THE SPANISH SITUATION.

The report that the King of Spain has quarrelled with his Prime Minister because the latter did not give him an opportunity to pardon Ferrer, the Barcelona revolutionist, whose death has created such a turmoil, discloses, if correct, a very extraordinary state of things. It seems remarkable that the King should not have known what was going on; and yet we can appreciate that, in the midst of the strenuous times now prevailing in Spain, the Sovereign might easily have been unaware of the trial and sentence of Ferrer. Alfonso has not yet exhibited any very great amount of statesmanship, but he has not appeared to lack in ordinary common sense, and certainly the execution of Ferrer appears to have been an act that no man of good judgment, able to take an unbiased view of events, would for a single moment have thought to sanction. Premier Maura seems to be a reactionary of an extreme type. He appears to believe in a policy of severity and repression, and that there can be nothing more fraught with danger to the nation. On the other hand, we had supposed that Alfonso was progressive in his views, and closely enough in touch with modern ideas to realize that the blood of martyrs is the seed of revolution.

THE A.-Y.-P. EXPOSITION

Now that the Alaska-Yukon-Pacific Exposition has closed its doors after a successful financial history, it is fitting to say something about it, and the first question which arises is: Was it worth while? There can hardly be any doubt on that point. At the outset it was said that the Exposition would advertise the Pacific Northwest as it never had been advertised before. This promise has certainly been made good in the fullest sense, and we have no doubt whatever that the whole northwest country has profited immensely by it. Probably Seattle has experienced the more immediate advantage, but there will be certain drawbacks that will result from it and will in some slight measure offset the great advantages. Some individuals may find that they have not realized quite as much as they expected, but on the whole that city must have gained vastly, and it is certain to gain very much more for the good results of these things will continue. There will be no reaction elsewhere on the coast; every other place is "all the good." Our own city has directly profited much by the Exposition and will profit much more in the future. Victoria has gained very greatly in reputation this year by reason of the good accounts taken home by the tens of thousands of visitors who came West to see the Exposition and took in this city en route. The whole Pacific Northwest is under a debt of gratitude to the men who had the courage and enterprise to plan such an Exposition, and the executive ability required to carry it through successfully. President Childberg and Director-General L. A. Nadeau have shown themselves to be of more than ordinary ability, and they had under them a corps of exceptionally able assistants. It was a very ambitious undertaking and deserved the success with which it has been crowned.

It is fitting to say that Canada was well represented at the Exposition. We believe it was in the columns of the Colonist that the first request was made to the Dominion government to see that the Dominion was properly represented, and therefore we take the greater pleasure in saying that every reasonable expectation in this respect was fully met. The Canadian Pacific and the Grand Trunk Pacific ably

seconded what was done by the government. Through the courtesy of the official in charge of the Canadian Building, and also through the efforts of Mr. R. Marpole, of the E. & N. Railway, who secured space in the Canadian Pacific exhibits for that purpose, Victoria and Vancouver Island were afforded an opportunity for advertising, which the Vancouver Island Development League turned to excellent account.

CLAIMING A NATION.

We have heard very much of Germany's designs on the British Empire, but if Baron Kurd von Strantz is to be believed, the country at which the ambitions of the Vaterland are aimed is nothing more nor less than the United States of America. The Baron says: "Baron Kurd von Strantz, a prominent member of the Pan-German party, has rediscovered America. He declares that the people of the United States are suffering under a pitiable delusion regarding Great Britain as their mother country, and claims that Germany is entitled to that distinction. There are, he declares, not less than thirty million people in the Republic of German extraction, and these constitute an absolute majority as compared with the other nationalities which make up the American body politic. He exhortates these teeming millions for forgetting that they are sprung from the land of poets and philosophers, and calls upon them to assert themselves even at this late day. They should insist, first of all, upon the recognition of the German language on full terms of equality with English in the schools, courts and legislatures of the nation. Britain still dominates the Republic intellectually, but that is because the German movement is only beginning. It will not reach its full momentum until three-quarters of the American citizenry of German descent recover their nationality."

The San Jose Mercury has a correspondent who says that the Kaiser is preparing a campaign against the South American Republics, which some readers may recall the Colonist as saying would be by no means improbable. This would compel the United States to assert the Monroe doctrine. What would happen in such an event if Baron Kurd von Strantz knows what he is talking about?

A correspondent is informed that the award of the German Emperor in the San Juan question was given on October 10, 1872.

Canadian foreign trade is forging ahead at tremendous speed, but the wonderful progress which the country is making is correctly reflected by the trade returns.

The Honorable John Johnson having founded the Honorable Stanley Ketchell into a condition of temporary insensibility, it was eminently fitting that all the steamers on the Mississippi should be tied up for want of deck hands.

It is understood that the Dominion government will ask Parliament to sanction the expenditure of \$18,000,000 on the improvement of Montreal harbor, the payments to be in annual instalments of \$1,500,000. This is a pretty heavy appropriation, but Montreal is a very important harbor.

The Montreal Gazette very wisely says: "As to Imperial defence, the problem is still unsolved, though solution is gradually disclosing itself." There is no doubt that most people have been in just a little hurry to form conclusions on this exceedingly important question.

We will do the best we can with letters in hand from correspondents, but will not those who are good enough to write us remember that there is a limit to the amount of type that can be got into a column, and also a limit to the patience of readers. We would not think of writing an editorial on a single point at the length which some correspondents think it necessary to dilate.

It is said that Mr. Mackenzie King and the Department of Labor are endeavoring to perfect a system of conciliation boards for the several Canadian industries, the object being to develop a close and sympathetic understanding between employers and employed, whereby strikes may be prevented and a resort to conciliation proceedings under the Lemieux Act rendered necessary only as a last resort.

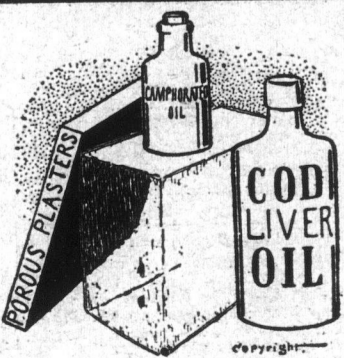
In the Automobile, which is the leading periodical in America devoted to motoring, Mr. Ernest McGaffey, Secretary of the Vancouver Island Development League, has an admirable article entitled "Autoing on Vancouver Island." It is beautifully illustrated and needless to say it is well written. Such an advertisement as this could not easily be secured by a money payment. The magazine printed it because of its merit.

The System is Weak

at this season of the year. Most people need something to increase vitality. Bowes' splendid preparation, FERRATED EMULSION OF COD LIVER OIL

is a grand remedy—a food as well as a bracing tonic. It increases weight—makes you strong and hearty. Pleasant to take. Per bottle \$1, at this store only.

CYRUS H. BOWES, CHEMIST
1228 Government Street Near Yates Street



Through no other means than right prices and fair dealing could we secure our volume of trade.

Wire Spark Guards Are Here Now

Choose Yours From the Best Assortment We Have Shown

IF YOU have been one of many who have been disappointed in their enquiries for wire spark guards during the past few days—owing to our selling out of the lower priced styles—the news that we now have a complete range will be welcome news.

We now have one of the most complete showings of wire spark guards it has ever been our good pleasure to show and we invite you to see this exhibition. We have the bright finish, have them in copper and in brass and in an attractive black and brass. Prices are easy considering the excellent style and quality of these guards.

Bright Finish Spark Guards

Made of best quality of wire—closely woven. A serviceable guard that will last for years—
Size—24 x 30 inches, at each \$1.75
Size—30 x 30 inches, at each \$2.00
Size—36 x 30 inches, at each \$2.50

Copper Wire Guards

Made of copper wire, closely woven. Attractive in appearance and very durable—
Size—24 x 30 inches, at each \$1.75
Size—30 x 30 inches, at each \$2.50
Size—36 x 30 inches, at each \$3.00
Size—36 x 36 inches, at each \$4.00

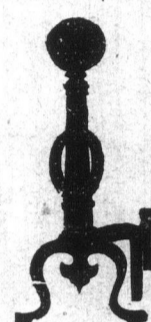
Brass Wire Spark Guards

Made of closely woven brass wire and of course attractive and durable as brass is—
Size—24 x 30 inches, at each \$6.00
Size—30 x 30 inches, at each \$6.50
Size—36 x 30 inches, at each \$7.00

Black and Brass Wire Guards

These are just about the most stylish wire spark guards we have ever shown. Made of black wire with brass trimmings—
Size—25 x 31 inches, at each \$2.50
Size—31 x 31 inches, at each \$3.00
Size—37 x 31 inches, at each \$3.50

We Show a Very Complete Range of Fireside Furniture



OUR OFFERINGS in fireside furniture aren't surpassed elsewhere in B. C. The showing is unusual in size and variety of styles shown. The latest shapes and the newest finishes—best creations of both local and foreign makers are shown.

Visit our balcony and see the offerings. There is something there that'll improve your fireplace—make it even more attractive than it is at present. And at little expense, for these pieces are fairly marked. A grate fire is necessary these evenings. Start the winter season right, by having a properly furnished grate.



Here's a New Drapery Material You'll Like

A Material That Drapes Easily and Gracefully—Lasting Colors

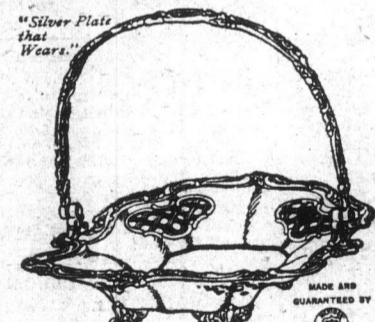
WE HAVE a new wool drapery material on our second floor that you'll like. It's an all wool material with straight basket weave and is one of the latest materials for curtains or furniture coverings. Self colors in pretty shades of green, crimson and golden brown. Colors are lasting. The peculiar weave causes this to drape easily—hanging in nice, graceful folds. Come up to the second floor and let us show you this. Priced at, per yard, \$2.

Warm Bedding Fill Your Wants Here

THE FROST of these fall nights reminds one that the season for warmer bedding is here—that the time for even more and warmer bedding is not far hence. In the bedding line it is better to be prepared than otherwise and we suggest that you inspect our bedding offerings at an early date.

We show one of the most complete ranges of blankets and comforts to be found anywhere. Our blankets are all guaranteed and our comfort offerings include such world-famous makes as the McLintock Down Quilts and the Maish cotton comforts.

Values unbeatable in all. Shown on second floor.



Cake Basket Times

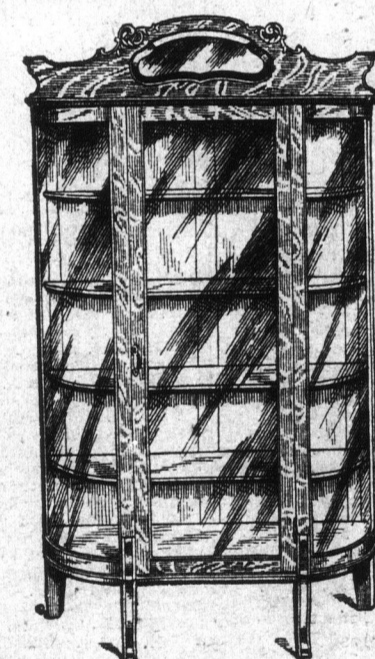
Cake basket times are again dawning—the cake basket is growing in popularity. New designs are appealing to the homekeepers. Artistic patterns and silver plate that is superior are combined in our offerings. Let us show you our cake baskets at—

\$4.00 \$4.50 \$5.00
\$6.00 \$8.00 \$10.00

While in the silverware department don't fail to see the grand assortment of silver mounted oak pieces we are showing. We have never had a better assortment to offer. Prices are right, too.

We have just remodeled the silver shop and now have one of the most attractive stores in the city. Pleased to have you visit us.

The Newest Styles in China Cabinets—Here



MOST every woman delights in dainty china and few women there are who wouldn't like to own one of these dainty cabinets in which to keep their treasures of china. We show a big assortment of china cabinets in the several woods and finishes and in wall and corner styles. Cabinets to suit your other furniture and your room are to be found in our stocks. The price range is broad also.

We have two cabinets in early finished oak which we wish to move out of our showrooms in a hurry. We have but one of each style in stock and that's the only reason for this reduction in price—they are "lonelies."

One style has 4 shelves and a very attractive leaded glass door. Glass ends. Made of oak in the popular Early English finish. Special value at \$22.50

Another is an Early English finished oak cabinet with 4 shelves. Has glass door and ends—door of pleasing design. Special value at \$25.00

For Thanksgiving Get a New Dinner Service

THE THANKSGIVING feast deserves a dinner service worthy of the occasion. Why not get that new service you have been promising yourself in time for the Thanksgiving dinner?

We have a great choice of moderately priced dinner services that are unusually pleasing in decoration. The choice of colorings and patterns is broad and the ware is of excellent quality. Our sets in semi-porcelain are daily finding enthusiastic new owners. Let us show you our offerings in these.

If the stock pattern idea appeals to you you'll find many patterns from which to choose here. There's no obligation to purchase incurred in asking to be shown.

See Our Ladies' Desks



Ladies' desks in new and very stylish designs are now shown on the third floor. The recent additions are pleasing.

Useful items these, in the home. A convenient place to store your writing materials and a comfortable place to do the writing should appeal to you. Then these coupled with a desk of artistic design makes a furniture piece that should find a place in your home. Let us show you our offerings in ladies' desks.

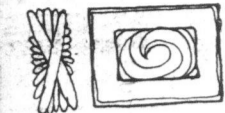
Here is a splendid desk style—Has drawer, shelf beneath and the top section is conveniently arranged for the storage of papers, envelopes, pens, etc. Made of oak and nicely finished in Early English finish. Priced at \$15.00

SOLE AGENTS FOR THOSE FAMOUS McLINTOCK DOWN QUILTS

WEILER BROS.

HOME FURNISHERS SINCE 1862, AT VICTORIA, B.C.
COR. GOVERNMENT AND BROUGHTON STREETS.

SOLE AGENTS FOR THE OSTERMOOR MATTRESS PRICE \$15



After the victory which had been unw...

and Russia at a time which had saved Europe, self against victorious treaty of peace she to which she had abless Napoleon was qu make this concession that the Duchy of Ha of the English King ations. Russia was young Tsar Alexander inflicted upon him b garded merely as a lu the King of Prussia declaring war agains assistance. But the more ambition than have the glory of de handed he did not Russian allies and se The result was the Auerstadt-Jena, usual name only, in which completely defeated for the Emperor of the Russia, seeing the fally, was willing to r was the famous mee at Tilsit, on a raft up the Russian boundar was reached by me between the two me west and Alexander former outlined his declaring all the ports ships. Thus it came alone against them resolution of our na moment. With a her set herself to work tion with which she

Her efforts were part of the common the absolutism of wh sonification and their ing enamored. They to be allowed to try who not only profess countries to his favor his personal belongi right to say with w ness. The first sig Spain, where Napole as king. The story paign will be told of be sufficient to say to the European p France were not in

Meanwhile the pe der the Napoleonic found their trade ru trade with England ancient liberties bet them. There was Germany, Austria a tense resentment, w tunity to make itse courage Austria-t perhaps it would b impatience of the trian emperor to re country. Napoleon what he called the with defeat. Russia that she would no commerce, and Na his great expedition astrously in the re story of this also m cation, as in this se may be called the with. After this s France. Dr Charl was something awe of Europe. The P the other German p with the advancing led by Wellington s The Britons crosse The Swedes came

Napoleon collect men of France had campaigns. His n chiefly of boys and advanced to meet h Prussians and their a new spirit. The courage. At first N two fierce battles a him; but a new con Previously after a had scattered in di again. When they they fought with clu a people fighting t poleon realized the the work he had u armistice, but at th threw her sword war was resumed. of Leipsic, which h of the Nations."

The battle began on the first day th Napoleon himself future was at stake day he exclaimed, tourne pour nous." anything decisive t the 18th the Allies courage and discre Napoleon ordered a ing of the 19th he of saving some of

RAILWAY POLICY SHOULD BE ENDORSED

Liberal Leader Announces That if Good Bargain Has Been Made For Road It Should Be Supported

That if the premier announces a policy of railway development in British Columbia it should receive support, was the declaration of John Oliver, leader of the Liberal party, at a rally held last evening at Institute hall. He remarked that it was hoped that the bridge and Northern railway had decided upon its route through the Yellow Head. He alluded to the North Thompson river, and thence through the canyons of the Fraser. If this was so, and the premier could obtain the road on reasonable terms, Mr. Oliver asserted that it merited official endorsement.

Senator Bostock and Ralph Smith, M. P. The hall was about three-quarters full and Mr. B. Jackson acted as chairman. In the announcements of the gathering Frank Oliver, minister of the interior in the Dominion government, was announced as one of the speakers, but a telegram read at the meeting explained his absence, which was due to his not having received the invitation, until he was on his way back east from Vancouver.

Senator Bostock dealt almost altogether with the policy of the Dominion government, to which he alluded in laudatory terms. He referred to the difficulties of dealing with the land question in British Columbia. The policy of the Dominion government, however, was successfully grappling with these. The railway development in the upper country was due to the policy of subsidizing carried out by the Ottawa authorities. He referred to the telegraph line having been constructed from Ashcroft to Dawson and its usefulness. The speaker alluded to the construction as an instance of the Dominion government policy in opening up the country.

The Liberal Leader. John Oliver, the next speaker, after paying a tribute to his predecessor, J. A. Macdonald, said that he hoped that he was not as low down in the sphere of humanity as was alleged by his political opponents. He alluded to the fact that he had been accused of only possessing the canting attribute of obstructive criticism. In defence of this he said that his party had many things to find fault with. It was true he said that British Columbia had advanced very materially during the last ten years, but it had not advanced proportionately with the other provinces of the Dominion. The fault of this was due to the present government. As collectors of the revenue they had been very successful in raising the prosperity of the province was due to the Dominion government.

Continuing Mr. Oliver stated that thousands of acres of land had been alienated on the route of the Grand Trunk Pacific. When the line was completed the land would be held by speculators at high figures, and the common sense of the province would be retarded. From this he drew the conclusion that if the land was to be made productive it was most possible to do so through the agency of a Liberal policy. The policy of the Liberal party offered every inducement to settlers to live upon the land and to make it productive.

Elaborating on his theme, the speaker said that the bulk of the revenue derived from the resources of the province was going outside to buy necessaries of life. People in Victoria were complaining that they had to pay \$50 per ton for coal which was produced so near at hand. This was due to the fact that the coal operators were allowed to sell their coal at a price of consumption cheaper than they sold it at home.

In municipalities the revenues at present derivable were inadequate to meet the requirements. Municipalities wanted better terms. When the line had been shouling for better terms, he and he should hardly turn a deaf ear to municipalities. He thought that the provincial assessments should be turned over to the municipalities, and that thus sufficient revenue to meet their requirements should be raised.

Mr. Oliver stated that he was willing to meet Premier McBride and discuss the question of better terms. The premier, he said, had manifested the amount of his confidence with the Dominion government to the tune of twenty-five and a half million dollars.

Since 1903, when the McBride government had taken office, up to date construction of one mile of railroad, while the Dominion government had aided in the construction of 1700 miles, involving an expenditure by the Ottawa authorities of six and a half millions. Mr. Oliver here showed a map illustrating the railways which the Dominion government had subsidized.

The G. T. P., he stated, had been opposed by the provincial authorities simply because it was being supported by the federal government.

It was at this juncture that the leader of the opposition made the statement which opens this story. Continuing, he said that it was generally believed that the McBride government was about to make a contract with the Canadian Northern. Supposing, he said, it does, and that subsequently the Dominion government does not give any subsidy to that line in this province, why then Premier McBride would lay the blame on the Ottawa authorities. Mr. Oliver interjected his remarks with sarcastic references to the Canadian Northern, and stated that D. D. Mann had already twice broken faith with the province in reference to the construction of railways. Any contract signed with the Canadian Northern would, he stated, be looked on with suspicion by the electorate. The Liberal party had bona fide railway propositions to lay before the people. On the other hand they had nothing but contracts.

Mr. Oliver's statement on the Asiatic question, which he said he intended keeping a live matter, was somewhat nebulous. Conditions which he said his party would impose on the construction of railways in this province were the absolute control of freights and the insurance that employees engaged on the construction would be paid the rate of

wages given to competent white workmen in the district where they labored. The record of the McBride government on the Asiatic question was that they talked white, but voted yellow. The Liberals did not propose to adopt the policy of Premier McBride on this question.

In conclusion, the speaker stated that the Liberals did not want either a condition in British Columbia analogous with that which now prevailed in Great Britain. The Liberals did not want to bring the province to the verge of revolution.

Ralph Smith, M. P. The concluding speaker of the evening was Ralph Smith, M. P., who stated that John Oliver, the newly-elected leader of the Liberals in British Columbia had shown sagacity at the beginning of his campaign by following the policy of the Dominion government. He had hitched his wagon to a star. It was difficult, he said, for Premier McBride to show any legislative act which had contributed to the development of the province. The province of British Columbia had been born under a lucky star. But the success of this province was due to the efforts of the Dominion government. Premier McBride's claim to fame was in that he had done so much for the province that he had done more for it than any other people had done.

Dealing with the land policy of the Dominion government, Mr. Smith made a high tribute to the Hon. Clifford Sifton, whom he characterized as the founder of the policy. Mr. Sifton, he said, was the one man in Canada who had seen the need of settlers—that the necessity of the country was population. Much of the present prosperity of British Columbia depended upon the settlement of the Northwest through the agency of the Dominion authorities. For it was in the Northwest that the products of British Columbia were now finding a market. Not only was the land in the province, and among others the Victoria and Barkley Sound railway were due to the efforts of the Dominion government. The attitude of the McBride government on the question of the Grand Trunk Pacific was in keeping with the rest of their policy.

Before concluding, Mr. Smith said that Mr. Oliver should be supported for the fact that he associated himself with the policy of the Liberal party at Ottawa. There was a party of the Dominion party which he hoped the Liberals of British Columbia would come in line, and that the policy of the Liberal party was a careful and cautious one, and he hoped that the opposition in British Columbia would dissociate themselves from the lavish expenditures pursued by the Tory party in the old land.

One of Mr. Smith's concluding phrases was: "That the time has arrived when the people of British Columbia should come to a knowledge of the folly and absurdity of the cries, 'Better Terms, and Asiatic Exclusion.'"

The meeting came to a conclusion with the singing of "God Save the King."

Legislators May Go Hungry. OTTAWA, Oct. 20.—The wholesale price of pork in Ottawa is now \$30 per barrel of 100 lbs. This is the highest price on record.

Heavy Yield of Oats. CALGARY, Oct. 20.—An authentic statement is made which shows that Mr. Mortman, of Carbon, has harvested 127 bushels of oats to the acre on a fifteen acre field.

Lotbiniere Vacancy. QUEBEC, Oct. 20.—Edmond Fortier and Theodore Dube, both Liberals, were nominated this afternoon in Lotbiniere county for the vacant seat in the commons caused by the unseating of Fortier.

Power House Destroyed. OTTAWA, Oct. 20.—The Hull Electric railway company's power house was gutted by fire yesterday morning. The plant was damaged, and the electric car service temporarily suspended. Arrangements are being made with the Ottawa Electric company for power.

Young Girl's Suicide. OTTAWA, Oct. 20.—Hazel Rockburn was sentenced to six months' imprisonment yesterday for the murder of a young girl alleged that her parents forbade her going to dances, which consequently made her morose and melancholy.

Leniently Treated. BRANTFORD, Oct. 20.—John McGuire, the Grand Trunk yardman, found guilty of criminal negligence in connection with the collision at Mount Vernon a year ago, in which three men were killed, was released today on suspended sentence.

Death of Celebrated Showman. TORONTO, Oct. 20.—M. J. Downs, one of the best known showmen in America, and sole owner of Cole Bros', died in the general hospital this morning after suffering for five months from the kick of a horse at Grove City, Penna. He was 44 years old.

Jury Disagrees. TORONTO, Oct. 20.—After being out since 6:30 last night, the jury in the case of the man who was charged with stealing fares from the Toronto Street railway. Hood will have to be tried again.

Faith Curist Prosecuted. WELLAND, Oct. 20.—C. Beckan, of Cortland, was committed for trial for jolts and medical assistance for his daughter Ruth, aged 5 years, who was ill of diphtheria, which is the alleged cause of her death. Beckan, who is a faith curist, is out on bail.

Charge of Manslaughter. PETERBORO, Oct. 20.—Fred and Harry Jopling, charged with the manslaughter of Arthur Ballard, of Toronto, who is alleged to have been injured by the accused in a fight at Chemung Park on August 23 last, were placed on trial at the fall assizes here yesterday.

Alberta Butcher. CALGARY, Oct. 20.—Commissioner Larker of the Provincial Dairy department, states that returns from provincial creameries will show a large increase over last year's production of 2,107,486 pounds, valued at \$528,871. There are now 21 government creameries in the province, and 35 owned by private interests. The market for Alberta butter was never better. The Yukon last year taking 400,000 pounds of butter, and 350,000 in the province to secure a sufficient quantity imported from the States and eastern Canada.

NEW EXPLOSIVE TO TAKE PLACE OF DYNAMITE

British Invention Tested By the Isthmian Canal Commission and Will Be Used Entirely at Panama

WASHINGTON, D.C., Oct. 20.—A new explosive, a British invention which possesses possibilities, it is said, of revolutionizing the blasting work in connection with the construction of the Panama Canal, has been tested on the isthmus of Panama recently, and as a result the Isthmian Canal commission ordered twenty tons of it for trial. The inventor's exhaustive tests before the members of the Isthmian Canal commission showed that it is absolutely impossible to explode it by ordinary means. The explosive was hammered with a sledge, shot into by a rifle, burned, and ordinary dynamite detonators were exploded in it both by fuse and by electricity, but the compound were inert. Not until a special detonator was inserted could the substance be exploded, but then in a few shots that were shot off it showed itself more powerful than dynamite. It can only be set off by heating a small platinum wire just inside the open end by an electric spark or fuse. It will not explode by concussion. It is claimed that the new explosive is 50 per cent stronger than the 66 per cent grade of dynamite and that the cost of manufacturing will be more than 25 per cent cheaper. So confident is the British inventor that he will accept the contract to furnish all the explosives to be used on the canal next year, it is stated that he is organizing a company which will at once erect a factory on the isthmus with a capacity of between 4000 and 7000 tons per annum.

BUCHANAN'S DEATH FROM NATURAL CAUSES. American Diplomat Who Died in London, Was Not a Victim of Foul Play.

LONDON, Oct. 20.—The verdict of the inquest into the death of Wm. L. Buchanan, whose body was found in the street late Saturday night, was returned today, and is to the effect that "Death was due to natural causes." The evidence given was a repetition of the facts already made public, the only new feature being the testimony of Dr. Trevor, of St. George's hospital, who made the autopsy. Dr. Trevor stated that Mr. Buchanan had suffered from fatty degeneration of the liver, the presence of gall stones and incipient Bright's disease. He said, resulting from heart failure consequent upon the condition of fatty degeneration and diseased blood vessels.

"I wish to add," continued the physician, "that there was no evidence of any toxic cause as has been suggested in the papers." Dr. Trevor said that a small box of tablets had been found in a pocket of Mr. Buchanan's clothing, and though he had not examined them closely, their odor indicated that they were used to aid digestion. Witness testified that there was no injury on the body. A memorial service for Mr. Buchanan was held today in All Saints' Church at Norfolk Square.

ONTARIO'S PREMIER FOR ANTI-GAMBLING BILL. Sir James Whitney Ready to Act to Stop Race Track Betting.

TORONTO, Oct. 20.—I am in general accord with the view that race track gambling should be stopped. As to how best to do it, I am not prepared to say, because I have not looked into the details. This statement was made by Sir James Whitney to a reporter, when asked to give his view upon the question of whether it was desirable that the betting law should be amended. The premier's sympathy with the abolition of the movement which aims at the elimination of gambling from the race track, is all the more significant because of the indelicate attitude shown by other prominent citizens and politicians.

Colombian Politics. BOGOTA, Colombia, Oct. 20.—The political situation here continues confused. The house of representatives today voted down a motion asking for the resignation of the cabinet.

Hon. S. H. Blake Marries. TORONTO, Oct. 20.—A cable received here yesterday from Brazil announces the marriage of Hon. S. H. Blake, of Toronto, to Miss Baird, his private secretary. Mr. and Mrs. Blake will reside in England.

Dead in Hotel Fire. SEATTLE, Oct. 20.—The fire that destroyed the Denver hotel in Ballard early yesterday, caused the death of Edwin Burch, who had arrived from Alaska yesterday. Three other men were seriously and perhaps fatally burned.

Brazero Coal Fields. TORONTO, Oct. 20.—One of the officers of the Canadian Northern said today that the statement that Macdonald and Mann were interested in Germans in a \$10,000,000 purchase of Brazero coal fields in Alberta, was incorrect. For several years, he stated, that road, or interests closely allied with it, had held several thousand acres of coal lands in the Brazero region, and the rest of the story was moonshine so far as they were concerned.

Do Not Want Taft. ELKINS, W. Va., Oct. 20.—At the West Virginia synod of the Presbyterian church yesterday a resolution was unanimously adopted protesting against an invitation to Mr. Taft to address the lay missionary convention on foreign missions at Washington November 1. This action was taken after a lengthy discussion, arguments in favor of the resolution being based upon the President's affiliation with the Unitarian church.

THANKS GIVING SALE

Your Best Chance at the New Linens for the Thanksgiving Season

Thanksgiving approaches—and the thoughts of careful housewives are reverting to a fresh supply of Table Linens.

Those who remember our last Thanksgiving Sale of Linens—and every wise woman who benefited by it recalls it with pleasure—are awaiting with keenest anticipation our announcement of another of these great events.

Our best efforts for many months have been directed toward preparing for this pre-eminent occasion. Larger stocks of the finest Foreign and Domestic Linens have been carefully selected, and are now brought forward as the store's chief attraction.

Prices have been marked a little too low for our advantage—but this is the way we substantially express our thankfulness and appreciation for the patronage of our customers during the year—and profits are secondary.

If you have the assurance that such prices as these on the highest grade Table Linens will not be offered in another twelve months—that you will not have so perfect and complete a stock to choose from—isn't it wise to anticipate all of your needs now? Well—we give you that assurance—here are prices to back us up. Come!

Table Damask, bleached.	Table Damask, hemmed and unhemmed.
70 inch, regular \$1.00. Sale price... \$0.80	Special line, 58, 64, 70 and 72 inch. Sale price, per yard... \$0.60
72 inch, regular \$2.00. Sale price... \$1.65	Regular \$1.75. Sale... \$1.45
72 inch, regular \$2.25. Sale price... \$1.85	Regular \$2.25. Sale... \$1.75
85 inch, regular \$5.00. Sale price... \$4.00	Regular \$2.75. Sale... \$2.25
85 inch, regular \$5.50. Sale price... \$4.50	Regular \$2.50. Sale... \$2.00
84 inch, regular \$6.00. Sale price... \$5.00	Regular \$3.00. Sale... \$2.50
72 inch, regular \$1.25. Sale price... \$1.00	Regular \$3.50. Sale... \$3.00
67 inch, regular \$1.25. Sale price... \$1.00	Regular \$4.00. Sale... \$3.50
72 inch, regular \$1.75. Sale price... \$1.50	Regular \$4.50. Sale... \$4.00
72 inch, regular \$1.75. Sale price... \$1.50	Regular \$4.75. Sale... \$4.25
64 inch, regular \$1.50. Sale price... \$1.25	Regular \$5.00. Sale... \$4.50
68 inch, regular \$1.50. Sale price... \$1.25	Regular \$5.50. Sale... \$5.00
68 inch, regular \$1.50. Sale price... \$1.25	Regular \$6.00. Sale... \$5.50

ON SALE SATURDAY, OCTOBER 24

HENRY YOUNG & CO.

1123 Government Street, Victoria, B. C.

COPAS & YOUNG'S

Victoria's Popular Wine and Liquor Store

If you want something nice for the table or something to have in the house for the cold weather, just phone C. & Y. TAKE A LOOK AT THE FOLLOWING PRICES

California Port, per bottle... 50c	Rare Old Jamaica Rum: Flasks, each... \$1.00
Native Port, per bottle... 35c	Bottles, each... \$1.00
Three bottles for... \$1.00	White Horse Cellar, per bot... \$1.25
Fine Old Oporto, per bottle... \$1.00	Burkes XXX Irish Whisky, Imperial quart... \$1.25
Cookburn's Red Label Port, per bottle... \$1.50	Imperial Quart... \$1.25
Fine Old Sherry, per bottle... 75c	Jno. Jamieson's 3-Star Irish, per bottle... \$1.25
California Sherry, per bottle... 50c	King George IV, per bottle... \$1.25
Duff Gordon's No. 28, per bottle... \$1.25	Buchanan's Black & White, \$1.25
Nice Old Spanish Sherry, per bottle... \$1.50	Buchanan's House of Commons, per bottle... \$1.00
Hennessey's 3-Star Brandy, per bottle... \$1.75	J. & R. Harvey's Special Scotch, per bottle... \$1.00
Hennessey's 1-Star Brandy, per bottle... \$1.50	Watson's 3-Star, per bottle... \$1.00
Fine Invalid Brandy, 3-Star, per bottle... \$1.25	White Horse, per bottle... \$1.00
Nice Cognac Brandy, bot... \$1.00	White & McKay's Special, per bottle... \$1.00
Gordon's London Dry Gin, per bottle... 85c	King George IV, per bottle... \$1.00
Coates Plymouth Gin, bot... 90c	Buchanan's Black & White, \$1.25
Old Tom Gin, per bottle... 85c	Buchanan's House of Commons, per bottle... \$1.00
J. De Kuyper's Geneva Gin... \$1.50	J. & R. Harvey's Special Scotch, per bottle... \$1.00
Large bottle... \$1.10	Watson's 3-Star, per bottle... \$1.00
Medium size... 75c	White Horse, per bottle... \$1.00
Small size... 35c	Glenlivet Scotch No. 1, per bottle... \$1.00
Holland's Key Brand, large bottle... \$1.00	Johnnie Walker's Kilmarnock, per bottle... \$1.00
	Seagram's No. 83, per bottle \$1.00

WE STOCK CHAMPAGNES, LIQUEURS AND WINES

Canadian Club, per bottle... \$1.00
Wolfer's Imperial... \$1.00
G. & N. Special... \$1.00
5-Year Old Rye, Imp. qt... \$1.00

RYE

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Wolfer's Imperial... \$1.00
G. & N. Special... \$1.00
5-Year Old Rye, Imp. qt... \$1.00

We are agents for Barclay Perkins' famous London Stouts and Ales

Barclay's Doctor Brand Stout, pints, per dozen... \$1.60
Barclay's Imperial Russian Stout (Invalid), per doz. pints... \$2.00
Barclay's Pale Ale in nips, per dozen... \$1.00

COPAS & YOUNG

ANTI-COMBINE GROCERS

Corner of Fort and Broad Streets.

Phones 94 and 133

FIT-REFORM CLOTHES

have entrenched themselves in the favor of men and young men who know.

Their grace and good form, distinction, style and symmetry represent the supreme achievement of the designers' cunning and the tailor's craft

See the new Fall Suits in single breasted and double breasted at \$18, \$20 and \$30.

ALLEN & CO. FIT-REFORM

1201 Government St., Victoria, B. C.

LOOK HERE--HEATERS

Our heater trade is now on the jump.

Winner Oak and Oak Home Junior

Air Tight Heaters

Sunny Empire and Gipsy

Air Tight Heaters

The largest and best assorted stock in the city.

B. C. Hardware Co., Ltd.

COR. YATES AND BROAD.

Warehouse Phone, 1611. Phone, 82

PREMIER ANNOUNCES RAILWAY P... (Continued from Page...)

five portion of the province which a great revenue will be in royalties and the hope of a rapid settlement of the roads will run.

TO TAKE PLEBISCITE ON LOCAL

"Speaking generally I may one of the matters which the government intends to give its consideration is the local provincial taxation, which will believe can be adjusted on equitable basis that is to say will adopt a strong policy way construction, and I may the proposed trans-province through the southern part of our policy will be to consist of a trunk line, and it is necessary in all suitable places to take the same stand that we have taken, namely, that it is in the end, in respect of crown lands of the province, it is necessary to provide for a permanent, but necessarily the details measure will depend in large degree report of the forestry commission we are receiving a part university, a part for sale as for pre-emption.

It has no hesitation in verdict of the electors upon oral policy of the admiral which has the honor to be only so far as that policy matters which wholly will jurisdiction of the provincial government, but also as to the question of Better Terms have been done in the province, Asiatic immigration, upon take the same stand that we have taken, namely, that it is in the end, in respect of crown lands of the province, it is necessary to provide for a permanent, but necessarily the details measure will depend in large degree report of the forestry commission we are receiving a part university, a part for sale as for pre-emption.

Mr. McBride also stated plebiscite upon the question would be taken at time as the election.

Country and City Students Procure a Sanitary Book protect your school books from wear and tear. Write to Col. & the Victoria Book & Co., and A. W. Knight.

Cobalt Sunday Milk C... TORONTO, Oct. 20.—Rev. Hanna, secretary of the L. Alliance, yesterday made the following statement on the C case: "Regarding the which recently occurred in which interfered to prevent delivery of milk on Sunday at Cobalt, Dr. A. E. M. president of the Cobalt branch. The rumor is unfounded. I am sure that the Cobalt states that it was simply Mr. Sims the express agent of the Cobalt Dairy, who tried to blame in the matter."

Doctor Found Guilty... TORONTO, Oct. 20.—The criminal session last night, Dr. Stephen B. Pollard, of guilty of let alone an infection. He will be sentenced close of the session. In the Mrs. Mary D. Dwyer, charged with the murder of her husband, she was found guilty of the crime. She was allowed bail.

Tried for Forgery... QUEBEC, Oct. 20.—Geo. charged with forgery, was on one charge and was allowed bail on another until term.

PORT HOPE, Ont., Oct. 20.—A car of eastbound freight was here last night by a defect...

CURE THAT OBSTINATE Where Ordinary Salves Fail Succeeds.

Chronic sores, which can be 'breaking open,' may be Zam-Buk, as well as recent old sores—hidden, perhaps, but less painful for that—don't Nature's healing essence—in Zam-Buk. Mrs. L. Vickers street, Port William, Victoria, B.C. is as a fine she says: "We first tried Zam-Buk balm, and was greatly surprised to not improve. It was only a matter of a before Zam-Buk had cleaned the sore off all I and healing commenced. Some months since the sore was completely closed, and there it stood breaking out again. "Since then my baby months old, has been cured on the scalp by Zam-Buk. It came in red pimples, and scratched, formed into a child was very fretful. I treated of the scalp, but when Zam-Buk was applied, it seemed the greatest relief. Frequent traces of the disease from scalp in a short space of time. I may give the cure, and I cheerfully recommend Zam-Buk to all sufferers from chapped leg, or eczema. Zam-Buk is Nature's balm, being composed of essences. It is a sure cure for ringworm, dandruff, frost-bitten hands, cold sores, festered skin injuries and diseases and stores everywhere at box, or post free for Zam-Buk Co. Toronto; 3 boxes are warned against harmful represented to be 'just as

RAW FUR Highest prices paid for Alaskan furs. Write for containing rich quality fur shippers. M. J. JEWETT & Redwood, New York, Dep.

SALE



Season to a fresh supply woman who bene-... this pre-minent... carefully selected... way we sub-... during the... able Linens will... complete a stock... you that as-... \$1.45... \$1.75... \$1.95... \$2.20... \$2.50... \$2.80... \$3.00... \$3.25... \$3.70... \$5.60... \$6.65

CO.

FIT-REFORM CLOTHES

have entrenched themselves in the favor of men and young men who know. Their grace and good form, distinction, style and symmetry represent the designers' cunning and the tailor's craft. See the new Fall Suits in single breasted and double breasted at \$18, \$20 and \$30.

FIT-REFORM

E--HEATERS

Sunny Empire and Gipsy Air Tight Heaters

ware Co., Ltd. Assorted stock in the city. Phone, 82.

PREMIER ANNOUNCES RAILWAY POLICY

(Continued from Page 1.)... portion of the province, from which a gross revenue will be derived... royalties and taxes, besides promoting a rapid settlement of that portion of the province through which the roads will run.

TO TAKE PLEBISCITE ON LOCAL OPTION

"Speaking generally I may say that one of the matters which the government intends to give its immediate consideration is the incidence of provincial taxation, which we are led to believe can be adjusted on a more equitable basis than it is today. We will adopt a strong policy of high-ways construction, and I may mention the proposed trans-provincial road through the southern part of the province... will be to construct necessary trunk roads and erect steel bridges in all suitable places... has shown that while these are more costly at the outset than wooden bridges, in the long run they are more economical... the crown lands of the province I have already said that the government intends to provide for permanency of tenure, but necessarily the details of any measure dealing with the timber lands will depend in large degree upon the report of the forestry commission... I may add that in our crown lands we are reserving a part for the university, a part for sale and a part for pre-emption... I have no hesitation in asking a verdict of the electors upon the general policy of the administration which I have the honor to represent... so far as the policy relates to matters coming wholly within the jurisdiction of the provincial government, but also as to its course upon the question of Better Terms, in respect of which I do not think justice has been done the province, as to Asiatic immigration, upon which we take the same stand that we have always taken, namely, the British Columbia shall remain a white man's country... Mr. McBride also stated that a plebiscite upon the question of local option would be taken at the same time as the election... Country and City Students Procure a Sanitary Book Cover to protect your school books from germs and wear, free at N. Hibben Co., the Victoria Book & Stationery Co., and A. W. Knight.

Whirlwind to Death on Shaft

BINGHAM, Utah, Oct. 20.—Whirling on a shaft 150 times a minute, the body of John Crabbell, a chemist, was discovered on the top floor of the Utah Copper plant yesterday. His clothing had caught on a set screw, which dragged him on the shafts. Crabbell had been in Bingham a year.

Ridgeway's Sell Out

NEW YORK, Oct. 20.—The stock of the Ridgeway Company, publishers of Everybody's Magazine, will be taken over by the Butterick Publishing Company and the capital of the latter company will be increased from \$12,000,000 to \$15,000,000 to allow of the consolidation. Approval of this proposed increase in capital stock was voted yesterday by the stockholders of the Butterick Company.

Logger Sues For Damages

ABERDEEN, Oct. 20.—Claiming damages in the sum of \$6,330, Ralph Lockwood, a logger, has brought suit against the logging firm of Preston & Haynes. Lockwood was employed as a logger and was driving wedges in a stump when a sledge fell on him and penetrated his eye, destroying the sight. Lockwood alleges that the wedges were defective.

Ranchers Appeal For Roads

ABERDEEN, Oct. 20.—A meeting held by President Patterson of the Chamber of Commerce next Monday evening to take up the appeal of the ranchers who are isolated on account of roads and who have a valley capable of producing wheat, butter, eggs and vegetables. A large delegation of ranchers will come to the meeting to attend the meeting.

High School Building Needed

CHICAGO, Oct. 20.—The Central school board is considering the question of erecting a new high school building in this city. At present every school room is filled to overflowing and the necessity of erecting a new building is felt every day. The board has under consideration a block of land 200x300 ft. at the corner of Madison and State streets, the land being known as the Hanson property. This tract can be purchased for about \$7,000.

White Girl Marries Jap

SEATTLE, Oct. 20.—After several white girls were refused a permit to marry a Japanese, Miss May Clayton, daughter of a small merchant of that city, was married yesterday to Harry Tsun, a Japanese waiter. Rev. F. Okagaki, an Asiatic minister of the Christian church, officiated. Miss Clayton is a stenographer and was so employed at Vancouver, B. C., prior to her coming to Seattle. Her courtship beginning a few days thereafter.

France and Spain

PARIS, Oct. 20.—Parliament reconvened yesterday. The senate, following an interpellation of the government concerning the relations between France and Spain, adopted a unanimous consent. This action was upon the request of M. Pinchon, minister of agriculture, who held that cognizance of the interpellation would involve the discussion of the domestic affairs of a foreign country, which would be improper.

Aeroplane Bailed

COLLEGE PARK, Md., Oct. 20.—The motor of the government's aeroplane, with Wilbur Wright and Lieut. Lahm aboard, stopped, previous to the flight with Lieut. Lahm, Mr. Wright made one with Lieut. Humphrey's accompanying him, remaining in the air for more than eleven minutes.

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LONDON, Oct. 20.—The case of Edward William Bedford, the Canadian who is charged on his own confession with the murder of Ethel Kinrade at Hamilton, Ontario, was called yesterday in Bow street police court, but the prisoner was again remanded for one week, when it was announced that certain papers concerning the case expected from Canada had not arrived.

Socialist Members on Rampage

LONDON, Oct. 20.—The Socialist members of the House of Commons tried to adjourn the session of the lower house yesterday afternoon in a disturbance which culminated in the shooting of a member of the House of Commons. The shooting was the result of a dispute over the adjournment of the house. The Socialist members were on a rampage and were shouting and making a disturbance. The speaker, Mr. Balfour, had to call for order. The shooting was done by a Socialist member, Mr. James, who was shot in the leg. He was taken to the hospital and is recovering.

RAW FURS

Highest prices paid for all B. C. and Alaskan furs. Write for our price list containing much information to raw fur shippers. M. J. JEWETT & SONS, Redwood, New York, Department 10.

News of the World Condensed For the Busy Reader

Eric Directors NEW YORK, Oct. 20.—No director to fill the place of the late B. H. Hariman was elected at the annual meeting of the Erie Railroad Company yesterday. The former directors were re-elected.

Mrs. Hackett Dying NEW YORK, Oct. 20.—Mrs. James Henry Hackett, mother of James K. Hackett, the actor, was still unconscious tonight and there is little hope for her recovery. Mrs. Hackett is 70 years old and is suffering with heart trouble.

Killed by Fall of Balcony ROCHESTER, N.Y., Oct. 20.—A balcony on East Avenue gave way yesterday afternoon, on which stood a number of women viewing the Rochester Industrial and civic parade. Mrs. Henry G. Meyers was killed, and two other women were slightly hurt.

Woman Worsted in Fight ABERDEEN, Oct. 20.—Three men, named Condon, Ferguson and Smith, and a woman who is known by several aliases figured in a shooting and stabbing yesterday morning. Although none of the persons were injured the woman was terribly beaten after the shooting and is at a local hospital.

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Raw Furs Highest prices paid for all B. C. and Alaskan furs. Write for our price list containing much information to raw fur shippers. M. J. JEWETT & SONS, Redwood, New York, Department 10.

Do You Need Shaking?

Like a Stone Choked With Ashes. You have probably noticed how much more briskly the fire burns when freshly built or shaken. You doubtless realize too, how much more briskly you used to get around when you were in your 'teens or twenties.

The cells which compose the body are constantly dying and being renewed. Then there is the indigestible part of the food to be removed. This cleansing of the body is the duty of the bowels, kidneys and skin. When any of these organs fail to do their work properly, the system becomes clogged and the fire of life burns low.

There is an increasing tendency towards constipation, kidney trouble and poisoned blood as one grows older. In most cases, the need is felt of some-thing to regulate these vital organs.

"Fruit-tives" the famous fruit medicine, does this perfectly. It acts directly on the liver, increasing the flow of bile and causing the bowels to move regularly and naturally. "Fruit-tives" is the greatest of kidney regulators, overcoming the tendency to congestion of the kidneys and strengthening these organs. "Fruit-tives" also stimulates the skin to renewed action on bowels, kidneys and skin. "Fruit-tives" keeps the system free of all poisons and renews the vigor of youth.

"Fruit-tives" are sold by all druggists at 50c a box, 6 for \$2.50, or trial box, 25c—may be obtained from Fruit-tives Limited, Ottawa.

St. George's School for Girls

1171 Rockland Avenue, School. At home Fridays. Principal, Mrs. Suttie.

Mantels, Grates and Tiles

Lime, Hair, Brick, Fire Brick and Cement. Sole agents for Nephel Plaster, Paris, and manufacturers of the Celebrated Rosebank Lime.

RAYMOND & SON

No. 613 Pandora St., Victoria, B.C.

FREE Estimates on FREE Heating and Lighting Plants

For Houses, Churches, Schools and Stores. Makes your home comfortable—heat and light are the means by which you can do so.

HAYWARD & DODS

SANITARY PLUMBING. Hot Water, Steam and Gas Fittings, Acetylene Gas Machines and Supplies. Fort Street, cor. Blanchard. Phone 1854.

"SWEET GIRL OF MY DREAMS"

One of the prettiest of Chauncey Olcott's Songs in "Ragged Robin." This and all Olcott's other song successes are to be found here. Popular price.

FLETCHER BROS.

The Music House 1231 Government St.

Corrig College

Select High-Class BOARDING COLLEGE FOR BOYS of 8 to 14 years. Refinements of well-appointed gentlemen's home in lovely BRACON HILL PARK. Number limited. Outdoors sports. Prepared for Business, Professional or University Examinations. Fees inclusive and strictly moderate. D. Phone, Victoria 142. Autumn term, Sept. 1st. Principal, J. W. GIBSON, M. A.

NOTICE

ESQUIMALT ELECTORATE DISTRICT. PROVINCIAL ELECTION. A Convention for the selection of a Candidate to represent this Constituency in the forthcoming Provincial Election will be held at the Esquimalt Hotel, Esquimalt, on Tuesday, the 26th day of October, 1909, at 8 p. m.

J. H. SMART, Secretary Central Division.

NOTICE

"Companies Act, 1897." The Prudential Insurance Company of America, Home Office Newark, N.J., has been granted a Provincial license for the Province of British Columbia, to conduct a Life Insurance Business with offices in the Vancou- ver Building, Rooms 391-5-25-27, Vancouver, B.C.

JOHN T. BROWNLEE, Supt.

NOTICE

TAKE NOTICE that I, Frederick de Courcy Davies, Civil Engineer, of the Town of Cornwall, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about twelve (12) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "F. de C. Davies N. E. corner," thence north 80 chains, thence west 80 chains, thence north 284.8 feet to point of commencement, to contain about 640 acres. This claim lies immediately north of the Esquimalt Estate, Esquimalt, B.C.

Dated at Fort St. John, B.C., 17th August, 1909. F. de C. DAVIES.

NOTICE

TAKE NOTICE that I, Nathan J. Fraid, Merchant, of the Town of Cornwall, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about fifteen (15) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "N. J. Fraid's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately west of C. L. Hervey's claim.

Dated at Fort St. John, B.C., 14th August, 1909. N. J. FRAID, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Edwin C. Whitney, Lumberman, of the City of Ottawa, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about sixteen (16) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Edwin C. Whitney's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies south of N. J. Fraid's and west of D. R. McDonald's claim.

Dated at Fort St. John, B.C., 14th August, 1909. E. C. WHITNEY, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Chilton Longley, Lumberman, of Montreal, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about sixteen (16) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Chilton Longley's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies south of N. J. Fraid's and west of D. R. McDonald's claim.

Dated at Fort St. John, B.C., 14th August, 1909. C. L. HERVEY, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Richard Larmour, Merchant, of the Town of Cornwall, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about sixteen (16) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Richard Larmour's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies south of N. J. Fraid's and west of D. R. McDonald's claim.

Dated at Fort St. John, B.C., 13th August, 1909. R. LARMOUR, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Morton Rattenbury, of the City of Winnipeg, Manitoba, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about twelve (12) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "M. Rattenbury's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately south of the Esquimalt Estate, Esquimalt, B.C.

Dated at Fort St. John, B.C., 17th August, 1909. MORTON RATTENBURY, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Charles Tupper, Barrister at Law, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about twelve (12) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Charles Tupper's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately south of the Esquimalt Estate, Esquimalt, B.C.

Dated at Fort St. John, B.C., 17th August, 1909. CHARLES TUPPER, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, James A. Campbell, of Vancouver, B.C., occupation Testator, intend to apply for permission to purchase the following described lands, situated in Peace River Land District, District of Cariboo, about twelve (12) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "J. A. Campbell's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately south of the Esquimalt Estate, Esquimalt, B.C.

Dated this 10th day of September, A.D. 1909. JAMES ALEXANDER CAMPBELL, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, James A. Moore, Free Miner's Certificate No. B13876, intend, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909. R. C. PRICE, Agent.

NOTICE

TAKE NOTICE that I, James A. Moore, Free Miner's Certificate No. B13876, intend, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909. R. C. PRICE, Agent.

NOTICE

TAKE NOTICE that I, James A. Moore, Free Miner's Certificate No. B13876, intend, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of September, A.D. 1909. R. C. PRICE, Agent.

NOTICE

TAKE NOTICE that I, Ambrose F. Mulhern, Coal Merchant of the Town of Cornwall, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about fourteen (14) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "A. F. Mulhern's N. E. corner," thence north 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies east of D. R. McDonald's and south of R. Larmour's claim.

Dated at Fort St. John, B.C., 16th August, 1909. A. F. MULHERN, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Donald R. McDonald, Contractor, of the Village of Alexandria, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about fifteen (15) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "D. R. McDonald's N. E. corner," thence north 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies south of C. L. Hervey's and west of A. F. Mulhern's claim.

Dated at Fort St. John, B.C., 16th August, 1909. D. R. McDONALD, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Nathan J. Fraid, Merchant, of the Town of Cornwall, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about fifteen (15) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "N. J. Fraid's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately west of C. L. Hervey's claim.

Dated at Fort St. John, B.C., 14th August, 1909. N. J. FRAID, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Edwin C. Whitney, Lumberman, of the City of Ottawa, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about sixteen (16) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Edwin C. Whitney's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies south of N. J. Fraid's and west of D. R. McDonald's claim.

Dated at Fort St. John, B.C., 14th August, 1909. E. C. WHITNEY, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Chilton Longley, Lumberman, of Montreal, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about sixteen (16) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Chilton Longley's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies south of N. J. Fraid's and west of D. R. McDonald's claim.

Dated at Fort St. John, B.C., 14th August, 1909. C. L. HERVEY, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Richard Larmour, Merchant, of the Town of Cornwall, Ontario, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about sixteen (16) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Richard Larmour's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies south of N. J. Fraid's and west of D. R. McDonald's claim.

Dated at Fort St. John, B.C., 13th August, 1909. R. LARMOUR, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Morton Rattenbury, of the City of Winnipeg, Manitoba, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about twelve (12) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "M. Rattenbury's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately south of the Esquimalt Estate, Esquimalt, B.C.

Dated at Fort St. John, B.C., 17th August, 1909. MORTON RATTENBURY, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, Charles Tupper, Barrister at Law, intend to apply to the Assistant Commissioner of Lands for the district hereinafter mentioned for a license to prospect for coal and petroleum on the following described lands, situated in Peace River Land District, District of Cariboo, about twelve (12) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "Charles Tupper's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately south of the Esquimalt Estate, Esquimalt, B.C.

Dated at Fort St. John, B.C., 17th August, 1909. CHARLES TUPPER, Per F. de C. Davies, Agent.

NOTICE

TAKE NOTICE that I, James A. Campbell, of Vancouver, B.C., occupation Testator, intend to apply for permission to purchase the following described lands, situated in Peace River Land District, District of Cariboo, about twelve (12) miles southwest of Hudson's Hope, Peace River: Commencing at a post planted at northeast corner of claim marked "J. A. Campbell's N. E. corner," thence north 80 chains, thence east 80 chains to point of commencement, to contain about 640 acres. This claim lies immediately south of the Esquimalt Estate, Esquimalt, B.C.

Dated this 10th day of September, A.D. 1909. J

THE HUDSON BAY ROUTE TO EUROPE

(Read before British Association, Winnipeg, August 25, 1909.)

The question of a feasible route to Europe from the prairie provinces of Canada, by way of Hudson Bay, is of the first importance to the Dominion, for several reasons. It is the shortest possible course from the centre of this group of provinces to Liverpool, as it follows approximately a segment of a great circle between these points. Not only is the total length the shortest, but this route affords a greater proportion of transportation by sea, with a shorter land haul than any other. More than 1,000 miles of its water transportation is within the British possessions, Hudson Bay having only one opening to the ocean may be considered a mare clausum. The land portion is shorter than that by any existing line, and it passes through an even country with a very gentle slope towards the sea. The bay and strait are free from rocks and shoals and may be easily navigated by the largest ocean-going vessels.

The advantage of utilizing this route have been discussed by public men and the press ever since Canada acquired the Northwest Territories from the Hudson's Bay Company. On the other hand, a great deal of nonsense has been written and strong opinions have been given against the practicability of the route, mostly by people who had no personal or direct knowledge of the subject. The history of the question and the various circumstances connected therewith, all tended to prejudice the public against it. A constant effort was made to associate Hudson Bay and Strait with the Arctic regions. Although the Bay stretches for a thousand miles from south to north, and the distance is still greater from the Atlantic Ocean at the entrance of the Strait to the western shore of the Bay, yet these waters do not anywhere reach the Arctic circle and the latitude of the southern extremity is south of that of London. The writer has devoted about twenty-five seasons to the exploration and survey of the shores of Hudson Bay and the country lying to the south and west for long distances inland. He has passed through Hudson Strait nine different times and has surveyed a great part of its northern coast.

The Hudson's Bay Company, which had successfully used the route in question for more than 200 years, regarded the Bay and all the country extending thence to the Rocky Mountains, as their own property and were jealous of anyone intruding on their preserves, who might some day dispute their monopoly of trade or their ownership of the country. Not only did their officers and men and their supplies enter the country every year by this route, but the first military force and the first permanent settlers, in what is now Manitoba, came in by the same route. Viewed from the British Islands, it seemed by far the easiest and most direct way into the Canadian Northwest.

Notwithstanding the fact that Hudson Strait and Bay have been navigated with success for 240 years by the company, there is no doubt that, in the old days of sailing ships, it once often retarded the progress of their vessels, and much has been made of this fact by the opponents of the proposal to use these waters as a highway to Europe. But steam navigation has changed all that and has put a new aspect on the whole question. The writer was a passenger on one of the company's sailing ships in 1880, when a small scattered field of ice entirely stopped our progress in the Strait. Four years afterwards, when I was on board the steamship Neptune, in about the same part of the strait, we met a much worse field of ice and steamed through it with little or no loss of time.

The delay in attempting to develop this route for commerce has arisen from several causes, among which are the following: When it was first advocated as a modern commercial route, the population in the interior was so small that there would have been too little business to give employment to a railway and line of steamships. As soon as the Hudson's Bay Company territories had been purchased and the Canadian Pacific railway had been constructed, both at the expense of the people of Canada, in order to secure the trade of the Northwest for the older portions of the country, it was argued that it would be unwise to open a shorter and more direct route to Britain, which would divert the very trade and railway, in order to secure these advantages for the Canadians themselves. It was therefore natural that the proposed route should be opposed by the Hudson's Bay Company, the Canadian Pacific railway, the manufacturers of Eastern Canada and all others, who thought their own particular interests were menaced. The Canadian government was also opposed to it, for the time being. In fact, the Hudson Bay route had few friends or advocates. The people of the Western prairies who wanted the route opened up were not sufficiently numerous and had not the necessary political influence to secure for the project the consideration it deserved. No class of people of the Eastern parts of the Dominion felt themselves called upon to take any active interest in the matter.

And so this great question has dragged itself along to the present time. In the natural course of events, the opening up of this channel for trade, could only become a living issue when the exports became sufficiently great to force their way to the sea by the cheapest and easiest route. When this shall have been accomplished, a large proportion of the imports will, of course, come the same way and there

will also be a considerable passenger traffic. The people of Great Britain will soon learn that the increase in their own trade, which this route will afford, is a matter of much interest to them.

To an outsider, the virtual obstructions placed in the way of developing this route by such means as I have mentioned, will appear to have been short-sighted and unpatriotic; for, let us suppose that if, by any means, besides those which have been referred to, a large population could be rapidly poured into that vast uninhabited region, would this not be the very best means of furnishing the desired traffic for the Canadian Pacific railway and trade for the tariff-protected Canadian manufacturers?

Small as was the population of Manitoba, there was always a clamor from that quarter for some consideration of the Hudson Bay route by the government. This was appeased by sending out a Hudson Bay expedition on several occasions and thus time was gained, to the evident satisfaction of the government of the day.

The writer accompanied three of these expeditions, as naturalist and geologist. On two of them he was also medical officer, but he was not asked to report anything as to the question of the suitability or otherwise of the Strait and Bay as part of a commercial route between our Northwest Territories and Europe. He had, however, previously written a number of papers on this subject for publication, including one for the geographical section of the British Association for the Advancement of Science, York meeting, and accompanied it with a map. But his most complete paper in this connection was one entitled "A New Route to Europe (from the interior of British North America)," published in Montreal, as a pamphlet, in 1880. Much of the general literature on the Hudson Bay route, which has since appeared, is based on the information contained in this pamphlet.

In connection with the expedition of 1884, by the steamship Neptune, the government arranged to send out six small parties to make meteorological and other observations, for one year each, at six stations, to be placed as three pairs on the opposite shores of Hudson Strait. One pair was to be at the entrance from the Atlantic, one pair on the north and the south side, midway up, and the third pair on each side of the outlet into the bay. All the stations were successfully placed where intended, except the one which was to have been built on the north side of the entrance. The weather and other circumstances prevented a landing being effected in this vicinity, and the station was built at Nachvak Inlet, on the Labrador coast, about fifty miles south of the Strait. Small, but comfortable wooden houses, each containing three good rooms, besides an attic, and having from one to three outbuildings, were erected for each station. The dimension timber, the sawn lumber and the doors and windows were taken out in the ship, but all the cutting and fitting were done after the materials had been placed on the ground. Only from two to three days were required to land the building materials, the fuel and supplies of all kinds for a year and to erect the buildings.

The officers and men left at these stations kept similar meteorological records in uniform set of books. They were also instructed to ascend the highest hills near their stations, from time to time, in order to make telescopic observations on the condition of the Strait during the winter months.

At the end of the first year, or in 1885, fresh officers and men were sent out on the steamship Alert to replace the first parties, who were then brought home. At the end of the next year the second parties also returned by the ship and all the stations were demoralized, except that on Big Island, midway up the north shore.

It is to be regretted that, in neither year, were the officers in charge of these various stations asked to make reports on the results of their own observations during the two whole years, and as to the information they obtained from the Eskimos. They were merely required to hand in their books of records, after which a general report, purporting to be based on all of them, was prepared by some one else for publication each year.

In 1897 the Canadian government sent out an expedition by the steamship Diana to test the length of the season of navigation in Hudson Strait by making occasional voyages from end to end, beginning as soon as it could be entered and continuing till it might be closed by ice, as at that time it was supposed by many that such a thing sometimes occurred, although there was no proof that it had ever happened. But when the Diana reached the Strait (on the 22nd of June) the entrance was already quite clear and no ice in sight, but our ship soon afterwards got entangled in ice by going too close to Big Island, about halfway up the north shore, and it was not ascertained whether or not she might have passed on into the Bay by keeping the centre or the southern side. The Strait was found to be clear of ice until the Diana left for Halifax late in the autumn.

The writer was a member of the Diana expedition and by means of a yacht, carried out to Big Island on the deck of the steamer, he surveyed a considerable portion of the north shore of the Strait, which forms the south coast of Baffin Land.

Against the Hudson Bay route it is urged that the season of navigation is too short, because people erroneously suppose that the Strait is frozen over during the winter and

that Churchill harbor, on the west side of the Bay, the only natural port known to be available for large vessels, is not clear of ice for a sufficient length of time each season. The harbor is, however, open for about four and a half months during the summer and autumn and this period might be considerably lengthened by artificial means.

From the land side this harbor may be difficult to approach by a railway on account of extensive bogs or "muskegs." The writer in 1879 surveyed the Churchill river, from a point a long distance inland, all the way to the mouth, and also the harbor itself. I have entered this port by sailing ships and I had the honor, in 1884, of piloting the first steamship that ever entered it.

By prolonging the railway northward up the coast a salt water harbor may perhaps be found which is open during a longer season than Churchill, while the total distance might be only slightly increased.

The name "Port Nelson" has been retained by map-makers for the mouth of Nelson river, perhaps because on paper it looks as if a port should still be there, but in reality no port for sea-going vessels exists at this locality at the present day. It is recorded that some of the small vessels first sent out by the Hudson's Bay Company, 240 years ago, went to Gillam's Island, which is now just above the tide water at the mouth of the river. The writer has ascertained that the land on the west side of Hudson Bay is, geologically speaking, rising very rapidly, apparently at the high rate of nearly five feet per century.

Thirty years ago, or in 1879, I examined carefully all the waters in the vicinity of Gillam's Island and took many soundings, especially around this island itself, and nowhere could I find a greater depth than ten feet. Although the island is now above the level of the highest tides, it is probable that at the time of Radisson, the water around it would be twelve feet deeper, making a total of twenty-two feet, which would be quite sufficient for the ships frequenting Hudson Bay up to the time of the adventures of D'Iverville in these waters. The Nelson descends with a swift current to high tide level at the foot of Gillam's Island and from this outward, the principal single discharge of the river water into the bay, at low tide, consists of a narrow, shallow and very crooked stream, running for miles through the great mud flats which fill the estuary, and interrupted throughout by many large boulders.

Then Innes Ship's Hole, in front of York Factory, in the mouth of Hayes river, is not deep enough for vessels drawing more than eight feet. In 1880 I sailed from the anchorage to London in the Hudson's Bay Company's bark Ocean Nymph, which required only this depth of water, and it was by the most careful piloting at the top of high water that we managed to get out to sea, a distance of twenty miles from the Factory.

A very short outline should here be given of the geography and the leading physical features of Hudson Bay and Strait. The former is fully 600 miles in width, the area being nearly half that of the Mediterranean of the Old World; James Bay, which constitutes its southern portion, measures 350 miles from north to south by 150 miles in breadth, and has an area more than 50 per cent greater than that of Lake Superior. Having these large dimensions and being situated in the heart of the continent, Hudson Bay is the most striking feature in the geography of North America, and the writer, long ago, suggested that it might be more appropriately and correctly called Hudson Sea, being, as it were, the Mediterranean of this continent. It is separated from the ocean by a very long strait and is really a mare clausum surrounded by British territory. Roughly speaking, Hudson Strait measures 500 miles in length by 100 miles in width.

A very large extent of country immediately around Hudson Sea, on the east, south and the west, drains directly into it, by upwards of 30 good sized rivers and innumerable smaller ones. The great drainage system tributary to the Manitoba lakes forms a supplementary basin, which derives its waters from all sides and sends them to the sea by a single trunk stream, the Nelson, one of the great rivers of the world. The Saskatchewan, which falls into Lake Winnipeg, originates west of the Rocky Mountains, and has a course of more than a thousand miles. The Winnipeg river, one of the largest tributaries, rises near Lake Superior, and flows westward into the southeastern bay of Lake Winnipeg. The Red river, the most southern affluent of Lake Winnipeg, has its source south of latitude 45 degrees. This with the tributaries from the north, or opposite direction, gives a total north and south drainage of 1,500 miles. The limits of the basin of Hudson Sea, therefore, extend from the centre of the Labrador Peninsula west to the Rocky Mountains, a distance of 2,100 miles, and from the source of Red river and the height of land near Lake Superior, northward to Repulse Bay, the distance being equally great.

Hudson Sea and Strait are both easy to navigate. The former has an average depth of seventy fathoms, deepening to one hundred towards its outlet. The west end of the Strait has a depth of 150 fathoms and deepens regularly to 300 as it enters the Atlantic. There are many good harbors on both sides. The bottom in all cases is stiff boulder clay, affording good holding ground. The land on the southern side rises to heights of from 1,000 to 2,500 feet, and is more precipitous than on the northern side, the western half of which

is not so high as the eastern. A few light and signal stations might be erected on elevated points, which could inform passing ships as to the position of any ice that might be in the Strait. Both sides could be easily and effectively lighted at a very small expense.

The country on the eastern side of Hudson Sea is much higher than that on the west. From Cape Jones, on the east shore, where James Bay widens into Hudson Sea, to the north, all the way to Cape Duferin, the east coast rises to a height of about 2,000 feet, and in parts is quite precipitous. The west side is everywhere low, with shallow water, from the southern extremity of James Bay nearly to Chesterfield Inlet.

None of the rivers of the east shore are navigable for light canoes between the portages, but some of those coming from the west might be navigated during high water by steamers with powerful machinery. By such craft the Moose and its west branch, the Missinibi, might be ascended for 130 miles from the sea, the Albany and the Attawapiskat, to the north of it, each for 250 miles, the Ekwan, between these, for 20 miles, the Wenusk, between the Shamattawa and Steele rivers, for about 130 miles each, and the Nelson for 70 miles above tide. There is a rapid at the head of the tidal lagoon of the Churchill, but a strong steamer might ascend this at high water, in which case the river might be navigated for about 100 miles, or to the mouth of the Little Churchill. The Harrieanaw river, which enters the southern extremity of James Bay, might be utilized for 80 miles up from its mouth during high water, but it is extremely shallow during the summer. In the central sections of this river and also of the Nelson some stretches are navigable for steamers for many miles. In the event of steamships running into Hudson Sea, the rivers I have indicated may be used for bringing the produce of the country to the coast or shipment to Europe or elsewhere. The small harbors at the mouths of these streams have an average depth of only about ten feet at high tide.

The mean rise of the spring tides on the west side of Hudson Sea is eleven or twelve feet, and is pretty uniform, but it diminishes somewhat as we go south. At the south end of James Bay, when a northerly wind blows at the time of spring tide, the water sometimes rises to nearly double the ordinary height. The greatest spring tides are at the mouth of Nelson river, where they rise fifteen feet. The tides are low all along the east coast. In the eastern half of Hudson Strait the tides are very high, but towards the west end they have diminished very much. At Ungava Bay, just within the entrance and on the south side, some tides may rise to a height of fifty feet. At Fort Chimo, twenty miles up the Ungava river, Commander Bolton, R.N., found a tide 38½ feet. At Ashe Inlet, on Big Island, the average spring tide was accurately ascertained to be 31 feet.

The resources of Hudson Sea and of the adjacent regions, from which exports may be expected in the future, include timber, minerals, agricultural produce, fish, fur and oil. These may some day furnish considerable business in addition to the great traffic passing through the sea from the regions west of Lake Winnipeg.

It is probable that nothing but experience gained after the opening of the Hudson Bay route will dispel the bugaboo as to the ice and the supposed impossible climate. Not only has it been supposed that the Strait is closed during the winter, but that the sea itself freezes across. A little reflection would convince anyone that this is quite impossible with a body of salt water 600 miles wide and a thousand miles long, within the latitudes of the British Islands. It is equally impossible for this to happen to a deep channel like the Strait, connecting this great sea and the Atlantic ocean, and having a high tide swinging rapidly through it twice every twenty-four hours. The presence of so much open water and the lower altitude give Hudson Sea and Strait a milder winter climate than that of Manitoba or Minnesota.

The writer has in his possession a record of the climate, including seasonal and periodic events, for nearly a hundred years at an inland post on the Albany river. This gives an average of six months of open water each year. Another record kept at York Factory for fifty years shows an average of fully six months of open water in the year. The difference in latitude between York Factory and Churchill harbor is only about one hundred miles. As neither Hudson Strait or Sea is frozen over at any time, they might be navigated for six months or more in the year, but the season of navigation should only be reckoned as the period during which vessels could enter a suitable harbor.

Much has been ascertained in the last thirty years, and a great deal had been previously recorded since the Danish captain, John Monk, wintered at Churchill in 1619-1620, to show that this harbor has an open season averaging four and a half months in the year, or from about the middle of June to the end of October, and there is no doubt that a powerful ice-breaking steamer, such as some of those used in Russia, could materially extend the time of open water, both in spring and autumn, and the clear open sea being just outside, could always be utilized. We need not, therefore, despair of navigating these waters on account of the shortness of the season.

The fact that the Strait and this great inland sea have been navigated by sailing ships with scarcely any loss for 240 years, for the

sake of the small business available, shows what might be done when a great carrying trade is in sight. If railways were built from the prairie provinces to Hudson Sea the farmers of these regions would be in as good a position in regard to a seaport as those of the interlake peninsula of Ontario are in relation to the St. Lawrence. If the average price of wheat throughout the Northwest were increased ten cents a bushel, owing to such improved facilities for marketing it in Europe, and if only one-fourth of our 200,000,000 acres of good wheat land in the Northwest, or say, 50,000,000 acres, were producing this grain at the rate of twenty bushels an acre, the annual value of its crop alone would be increased by \$100,000,000, or enough (at a moderate price) to build a new transcontinental railway every year. The combined value of all other products would double this amount, and the value of the land itself would be correspondingly enhanced. These advantages, together with the many others which would result from the greatly reduced rates for freight, would seem to justify the Canadian government and people for at least making every effort to establish this line of transportation.

The city of Winnipeg is near the southeastern corner of the whole area of the prairie provinces, and yet the distance from it to Liverpool by the Hudson Bay route is 800 miles less than by the St. Lawrence, while the saving of distance in favor of all other points is greater as we advance northward into the interior. This may be illustrated by supposing that two travellers start for Liverpool from some point in that direction, one going by Lake Superior and Montreal, the other via Churchill, the latter arrives at Churchill as soon as the other reaches Winnipeg. From Winnipeg this traveller has still to go 1,291 miles by Lake Superior to reach Montreal, where he will still be no nearer to Liverpool than the other is when he reaches Churchill. In other words, the traveller by Churchill saves the whole distance between Winnipeg and Montreal. By way of New York the distance is, of course, still greater.

It will probably be found that some of the products of the Northwest can be profitably exported by the Hudson Bay route, which would not pay at all to send by the St. Lawrence.

For more than thirty years the writer has advocated the consideration of this route. In 1878 a paper which he had prepared on the subject was published in the report of the Minister of the Interior for that year. During the session of 1878-79, the Hon. Thomas Ryan called the attention of the Senate to the importance of this subject and stated his belief that a railway might be advantageously constructed from Manitoba to Hudson Bay. In 1880, parliament granted charters to two companies for building such railways, and in the following years one of them, the Nelson Valley Railway & Transportation Company (of Montreal) appointed Mr. George Bayne as its chief engineer and caused a survey to be made from Playgreen Lake to Churchill. The company also opened a right-of-way along its line for many miles.

The region between Lake Winnipeg and Churchill, which a railway would require to traverse, has been supposed to be hilly and rocky, but this is a mistake. In the wide valley of the Nelson river there is much good soil, consisting of a soft clay loam.

The railway might be originally constructed so as to be operated by hydro-electric power, which can be furnished on a great scale by the falls and chutes of both the Churchill and Nelson rivers, and also from those along the travelled boat route, via Hill, Steel and Hayes rivers.

Once the sea route through Hudson Strait has been proved feasible, railways will carry to the coast of Hudson Sea, not only the grain, cattle and other products of our prairie provinces, but also of some of the Northwestern states, such as Dakota and Minnesota. Some kinds of farm produce, which will not bear the cost of transportation to Europe by the longer routes, may be sent by the shorter and cheaper one through Hudson Strait. Mr. Isaac Cowie suggests that by establishing this British route from the vast interior of North America, Canada will be virtually giving a preferential trade to Great Britain as compared with other countries.

HE WAS INTERESTED

Mr. Collins stood before the Court, his hands on the rail. His head was completely wrapped in bandages, just one little peep-hole being left, through which a gleam of light penetrated.

"You are charged with disorderly conduct," said the Court.

"I know it," the prisoner mumbled. "I want to be held for trial."

"You — want — to — be — held — for — trial?" gasped the Court. "Why not plead guilty now and pay a dollar fine and go away free?"

"No," said Collins, with determination. "I want to be tried."

"But why?" asked the Court.

"Because," said Collins, through his swollen lips, "the last I can remember was when I was standing, peaceful-like, on a corner. Then the next thing I can remember is two doctors sewing me together so I wouldn't fall apart before I got to Court. I want to be tried so I can hear the stories of the witnesses. That's the only way I'll ever find out what come off."

Tales of

The fascination of moose was lessened by the number of deer which season after season the devotees of that most treacherous and deadly of pastimes, few weeks grim death, number of unfortunate moose rarely indeed does one but out being confronted with ment, "Another Alpine T.

Only the other day, for fall of nearly one thousand Verins, in the French Herr Gley, a German, at of Lyons—were killed, yther, M. Capdepond, were descending a "coule when all lost their footh downwards at a fearful nearly one thousand feet skull on the glacier, MrD downwards, and her bro

When the young man his left arm was broken injuries, while his sister, a heroic endeavor to carry down to La Beharde, but gave out. He then proceeded nights and a day to reach a place which a strong wind hours. A rescue party covered Middle, Capdepon

Four Sources

There are four principal one may come to grief in One is from falling away bad weather; a third from a fourth from slipping.

There are avalanches but when the term "avalanche" is generally supposed to be bodies of snow or ice. sions of this kind which was what is known in as the Hamel accident.

young Englishmen named derson, accompanied by and eight guides, began Blanc. They had ascended than 14,000 feet, with five were cutting or making the snow above them ga party was carried down over the slopes up. Snow again broke away, less cover up the whole three guides lived to tell

A tragedy hardly less that occurred on August consisting of Herr Roche, de Faverney, three guides started to ascend Mont on day, when only ab were obliged, owing to weather, to abandon the was joined by four other ward journey was com descending they were ov anche, which caught t swept five of them—F Michel Simond, Count of guides, and a porter— Herr Roche and his guide ply the others were from a similar fate.

Whole Party

In the long list of the history of Mont B however, took place in no fewer than eleven p American gentlemen, Beau, and Mr. MacCor Chamouin with three A little after two o party were seen near from that time nothing them for several days, days afterwards that t cially for a search p bodies were recovered, were placed in sacks o glaciers, the search par transport them back t mains of the other men never been found.

Among Alpine clim of daring and of narro that are told, and many splendid heroism and of the celebrated moun for ever in the heroes' the most famous guide Croz, of whom it used only happy when upwa high." The following numerable instances in in the discharge of duty one of the commonest which guides are exp

On July 10, 1864, Moore, accompanied by and Croz, left Zinal with Zermatt by the Mon ceeding a considerable offered themselves, an trary to the suggestion shorter but more dan This way led across a up from the debris of from above. Further naeles of ice were re might do so at any mo not the slightest pro peril was extending fo lay in hurrying forwa fore, to cut steps as f but for twenty minut



DAVID SPENCER, LTD.

Trimmed Millinery at \$3.50, \$4.50 to \$7.50

We have been able to get together just enough of these Popular-Priced Hats to last during Friday and Saturday's business. At this season of the year, it is very difficult to keep a sufficient number in the showrooms ready for selling.

Furs

From Infants' Sets at \$1.00 to fine Hudson Bay Sable Sets at \$450.00, and all qualities and prices between.
SOME VERY FINE DARK MINK STOLES are shown at \$20.00 to\$35.00
WHITE THIBET NECKLETS, \$2.50 to\$12.50

Furs

JAPANESE MARTIN STOLES AND MUFFS, \$17.50 to \$50.00
B. C. MINK STOLES, each \$20.00 to\$375.00
We purchased very heavily in the fur market at the end of last season's business and were able to buy Mink skins particularly at very much less than what they are quoted now.

List of Made-up Articles Fancy Dept.

Orders taken for all kinds of Wool Work, Art Needlework and Stamping.
New Designs in Tinted Cushion Tops for working, 25c, 50c to\$1.50
New Designs in Stamped Linens for eyelet work, wallachian, braiding and silk embroidery.
All kinds of Tinted Novelties for working—Tie-Racks, Towel Racks, Whisk Holders, Glove and Handkerchief Cases, Fancy Work Bags, etc.
Made-up Articles
Soft Cushions, Table Centres, Pin-cushions, Glove and Handkerchief Cases, Photo Frames, Fancy Work Bags, Shaving Pads, Tie Racks, Blotters, Opera Bags, Tea Cosies, etc.

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EMBROIDERED SQUARES AND RUNNERS, various qualities. Special Friday50c
UNBLEACHED TABLE CLOTHS. Friday 50c

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MAHOGANY SCREENS, \$22.50 to\$60.00
SMOKERS' STANDS, \$3.15, \$3.45\$5.00
MAHOGANY DINNER CALLS\$5.65
MAHOGANY TRAYS\$8.75
W. O. SEWING STANDS\$3.75
W. O. FERN DISHES, \$3.75\$5.00
BEDROOM BOXES\$3.50
PLANT STANDS, \$5.00 to\$10.00
MAGAZINE RACKS\$8.75
TELEPHONE SETS\$17.50
CELLARETTES\$10.00
LIBRARY TABLES, \$15.00 to\$35.00
INDIAN SEATS\$3.50
FOOT RESTS, \$3.15\$3.65
LEG RESTS, \$3.75\$5.65
HAT AND COAT RACKS, \$1.75 to\$3.50
ASH TRAYS\$1.25
TOWEL RACKS\$1.25
UMBRELLA STANDS\$4.40
MOTTO PLAQUES75c
PICTURE PLAQUES65c
FRAMED TAPESTRIES\$5.65
WEATHERED OAK FIRE SCREENS\$5.65

Boys' Suits, \$2.75

A goodly number of suits left for Friday's selling. Sizes 24 to 31. Good dark patterns for Fall wear\$2.75

Men's Vests Friday, Each, \$1.50

Of neat patterns of cloth, well finished and well lined\$1.50

Men's Suits at \$11.75

We have about 30 suits to choose from for men at \$11.75. Were \$18.00 each. These suits were placed on sale last week, but the choosing is still good. Friday\$11.75

Men's Overcoats at \$12.50

Of good Canadian cloth, stylish, serviceable, and will keep their shape. Special\$12.50

Cures for Coughs and Colds

The cold-catching season is now upon us, and we wish to remind you that we have the best known reliefs and cures, at reasonable prices.
Laxative Bromo Quinine Tablets. Per box20c
Ammoniated Tincture of Quinine, in soluble capsules, (each equal to 1 teaspoonful of the tincture). Per box20c
Eucalyptus Oil (genuine). Per bottle, 20c and15c
Dr. Wood's Norway Pine Syrup, 45c and20c
Gray's Syrup of Red Spruce Gum20c
Chase's Syrup of Linseed and Turpentine, 50c and20c
Owbridge's Lung Tonic40c
WARM FRIENDS—Rubber Hot Water Bottles (each guaranteed), from \$1.50 to\$2.25
Shiloh's Consumption Cure20c
Rosseau's Syrup of Pine Tar and Cod Liver Oil35c
(A valuable remedy for all throat and lung troubles.)
Scott's Emulsion, 90c and45c
Perfect Cod Liver Oil Emulsion, 75c and35c
Aromatic Extract of Cod Liver Oil75c
Ferrol Emulsion90c
Wampole's Cod Liver Oil90c
Quinine and Iron Wine40c

Tea Sets at - - - \$1.75

ENGLISH CHINA TEA SETS, 40 pieces, assorted shapes and decorations in blue and green with gold edge. Friday, per set\$1.75

Tea Sets at - - - \$3.50

ENGLISH CHINA TEA SETS, 40 pieces, a nice selection of patterns and shapes, gold edge. Friday\$3.50

Printed China Milk Jugs

Friday, 15c to 50c Each
See Window

Men's Boots at \$3.50

VELOUR CALF BLUCHER, leather lined, broad toes, Good-year welt\$3.50
BOX CALF BLUCHER, half double soles, wide fitting, smart last\$3.50
BOX CALF BLUCHER, leather lined, heavy waterproof soles\$3.50
TAN, OIL GRAIN, BLUCHER, heavy double soles. A good boot for the rain\$3.50
GUN METAL CALF BLUCHER, Goodyear welt, very smart style last\$3.50
PATENT LEATHER BLUCHER, perforated wing tips, dressy and durable\$3.50
WORKINGMEN'S BOOTS, strong satin calfskin, full bellows tongue. Bruttally strong\$3.50
CHROME CALF BLUCHER, a heavy boot for hard wear. Well recommended\$3.50

"Queen Quality" Shoes for Women at \$4.00

SOFT GUN METAL CALFSKIN, with medium broad toe and good walking heel\$4.00
GLAZED KID, BLUCHER PATTERN, patent tips, good-year welts\$4.00
PATENT COLT LACE BOOTS, dull kid tops. An attractive and fashionable model\$4.00
ALL BLACK KID LACE BOOT, with patent leather tip. Considerable style and a lot of comfort\$4.00
SOLID COMFORT in this Lace Boot of soft, pliable black kid, low broad heels, flexible turned soles\$4.00

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Father Pink, by Barrett.
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The Danger Line, by Lynch.
1000 Pounds, by Delannoy.
The Eye of Fate, by Meadows.
Heart of Lynn, by Cutting.
Brotherhood of Seven Kings, by Meade.
In the House of the Eye, by McKenzie.
Dead Man's Room, by Delannoy.
The Quakeress, by Adler.
The Mystery of the Unicorn, by Bart.
Limitations, by Benson.

Conversion of Claud, by Turner.
The Leather Mask, by Pratt.
The Avengers, by Headon Hill.
The Root, by Angus.
The Monk's Treasure, by Horton.
Pro Patria, by Pemberton.
The Master Spirit, by Magnay.
The Girl Who Had Nothing, by Williamson.
The Wierd Picture, by Carling.
Twixt Sword and Love, by Gunter.
The Secret Entrance, by Finnemore.
Lord of the Soil, by Drummond.
Silenced, by Meade.
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HEATHER LINEN STATIONERY, 24 sheets of linen paper with envelopes to match. Box 15c
EATON HURLBURT STATIONERY, best linen paper, 24 sheets of paper and envelopes to match. Special25c

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Of Tweeds and Plain Cloths, Special \$10.00

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Special Silk Cloth Raincoats, \$8.50, \$10.00 and\$12.50

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Another lot of Cloth Dresses. Friday\$12.50

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Taffeta Dresses. Friday...\$15.00

Net Dresses

Net Dresses. Friday...\$15.00



The Book Department of this store is certainly an interesting place these days for all lovers of good literature. Most prominent amongst the new arrivals is the splendid list of Everyman's Library, cloth-bound at 25c a Vol. These works are certainly the best reading offered on the market, including every sphere in the literary world.

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THE



NEW ISLAND TO BE RUSH THROUGH

Construction of C. N. S. on Mainland and Island Simultaneously forced Quietness in

LULL BEFORE STORM

That the Canadian Northway lines on the British mainland and island, which assured by virtue of the entered into between the government and the companies constructed simultaneously by statement made by Premier today. In making this declaration that he was only explained that D. D. Mann, vic of the C. N. R., had most assured.

The grading, it was begun on the two roads within months after the formal announcement of the project, and on the part of the government, and on the part of the companies, the endorsement of the general election fixed for November, had received approval from the legislative assembly. It was stated that workmen should be bringing the third road to the Pacific Coast, a mile of May at the outside, session of the House is called for the 20th and the Railway one of the first submitted.

Another statement made Mann, and one of the residents of this part of the island, is that half of the west coast, will be completed two years of the initiation, while the system for operation well within time—four years.

Lull Before Storm
The provincial lull before the political circle prevails in the province, following the announcement of the government policy, the dissolution of the legislature, and a general election, quickly followed. Now both Conservative and Liberal are waiting for the results and watching the line of canvassing voters' lists aren't available until the 11th of the month. Up to the end of the month, the court of revision, and printing. In Victoria, there are a great many fact the list will present an appearance that is the occasion of the last election upwards of 2,000 new about 1,000 which have been for the majority of which will the Conservatives enter.

At the local Conservative rooms there is manifested spirit of optimism and a willingness to put shoulders to aid in the government. It is predicted that the executive of the local assembly will be held next Monday evening largely attended. That the convention will be fixed for the 11th of the month appears to be the consensus of opinion.

HENEY TRIUMPHS IN PRIMARY
SAN FRANCISCO
The recount of votes in the recent primary election for district attorney the Democratic ticket concluded yesterday Francis J. Heney declared the party's elected by sixty-four over Charles F. Rice, can and Union Labor for the same office.