

ANSWERING THEIR OWN QUESTIONS

(By T. W. Paterson.)
(From Monday's Daily.)

It is to be hoped that the editor of the Colonist, "as a man of honor," will be prepared to admit the accuracy of my reductions in reference to the C.P.R. and C.N. for years after Mackenzie and Mann were building an ostensibly opposition road to the C.P.R. across Canada, and up to the time that it became necessary to make at least a show of fighting one another.

On page eleven of Sunday's Colonist he publishes in a prominent position a telegram from Mr. Mann, which states that the legal business of the C.N. was done by the solicitors of the C.P.R. until the contract was entered into with the Manitoba government.

This is the telegram:
"Toronto, Nov. 18.—Stewart Tupper's firm were solicitors for both Canadian Northern and Canadian Pacific until the Canadian Northern contract with Manitoba government was entered into; his firm resigned the Canadian Northern solicitorship, and opposing the Canadian Northern contracts."
(Signed) "D. D. MANN."

Now as to Mr. Davis's statement. He said he was here in the interests of one of Mr. Mann's enterprises, namely, the Portland Canal short line only. Does he expect the public to believe that if Mr. Mann required expert advice in connection with negotiations for a little line of a few miles that he did not employ eminent counsel in a deal, the largest perhaps ever yet made by the Canadian Northern? If this be so, it is quite plain that the contract was not drawn up by Mr. Mann, who is anything but a legal expert, but was probably already here awaiting his mere confirmation. In that event, its origin might be traced to even a higher C.P.R. official than Mr. E. P. Davis.

If my suggestions in this connection are so outrageous as the government organ and the Premier would have people believe, perhaps they will reply to the following from Sir Hibbert Tupper's speech on Saturday night, as reported in the Colonist:

"What do we see here to-day? The organ of the Canadian Pacific in this province, the Province, at first seemed to be on the fence. Time elapsed enough to communicate with Montreal to ascertain Sir Thomas Shaughnessy's views and now the Province is out and strong for this bargain. Do you suppose that if this is going to mean serious competition the C.P.R. would be so acquiescent? Whether they have no fear at all of an independent line through the mountains reducing rates, or whether they think this will fit into their plans which so far as developed amount to this, that anticipating competition with the G.P.R. they are double-tracking their line and have it done almost all the way across to the mountains, and if Mackenzie & Mann can pull off something like this they can deal with them and nothing in the contract will stop them."



ENTERING THE HALL.

Two sketches of Premier McBride made at his meeting on Saturday night.

FIRE DESTROYS STEAMER ST. CROIX

ALL PASSENGERS AND CREW ARE SAVED

They Tramp Over Rough Country After Landing on Coast of California.

Los Angeles, Cal., Nov. 22.—The 105 passengers, men, women and children, who were on the steamer St. Croix, which was burned and sank off Point Dume on Saturday night, are in Los Angeles to-day, having reached the city from Santa Monica last night in a state of exhaustion and nearly famished.

The ship's officers and the members of the crew, 78 in number, also arrived here. When the survivors of the steamer fire reached Santa Monica they were furnished food and supplied with clothes to warm their weary bodies. They had walked, ridden and made their way from the isolated landing place, as best they could.

Mrs. L. A. Wallace, of Berkeley, is in the Santa Monica hospital with her six months old baby. She was injured when the rope holding a lifeboat was broken as it was being lowered and she was thrown into the water. She and the baby and the occupants of the boat were rescued by her husband and two other men, who dived from the burning vessel. Herbert, the six-year-old son of Charles Velbaum, of San Francisco, was saved at the same time by Edward Norris, a ship's quartermaster, aided by Mrs. Grace Thomas, wife of a racing man of Victoria, B. C., who proved herself a heroine.

Captain Fred Warner, of the St. Croix, reported at the local office of the North Pacific Steamship Company, "I am sorry the ship was burned, but I thank a merciful God that not a single life was lost," he said.

Captain Warner came into Santa Monica among the last of the shipwrecked throngs. Some of these had walked about over the 15 miles of rough mountain trails that led to civilization from Desolate Zuni canyon where they landed. Others, all women, who had been frightened into helplessness, were brought on stretchers, borne by root-sore men; others, luckier found several dummies on a little railroad running through the Malibu ranch, and wading a sleep-ridden hand, induced him to harness mules to the cars and bring them in that way. A few found automobiles sent out by newspapers seeking information of the wreck.

These, with five slightly injured women and a few other men who left the camp near the little beach where the ship's company landed, had reached the Rindge ranch house, six miles south of Zuni canyon.

The others remained until daylight in the canyon, shivering in a cold fog, without food, except for a tin of hard-tack and a can of milk and with little water. Bottles of liquor, hastily thrown into a boat by an under-steward, served as a stimulant to prevent the collapse of several of the women.

Captain Warner, in describing the burning of his ship, said: "I was in my cabin when someone ran to my door and shouted, 'Captain, the ship is afire below the second cabin.'"

"I shouted to the first officer, Miller, in the next cabin to take charge of the



UNANIMOUS DENUNCIATION.

watch below, and went on the bridge and ordered full speed astern to stop the ship's headway in order to not fan the flames, which were bursting out of the after ports.

"The ship had come to a full stop and the passengers were being placed in the boats when the first officer reported that the ammonia pipes of the refrigerating machinery had burst and that the fire was gaining about the second cabin. Apparently it was started somewhere in the second cabin, and the powerful draft was drawing down through the shaft right to the boiler room."

"By this time the fire fighting force was being overcome, man by man, and the hose lines were abandoned. Realizing the fight was hopeless, I ordered the men up from below, and the fire room cleared."

"At no time was there any serious confusion."

But once during the hurried desertion of the doomed ship was the authority and judgment of Captain Warner questioned. That was when Mrs. H. B. Haven, the motherly stewardess of the vessel, defied the captain's orders to find a place in the second boat with the other women and proved that women who follow the sea are as much heroes as the seamen who heed the cry of "Women and children first."

As the first boat was lowered, Mrs. Haven took her place at the rail and tossed blankets to the women in the life craft.

In the evening the revenue cutter Perry approached the wreck. She had been lying at San Pedro when news of the disaster reached her commander. After picking up fifteen of the refugees on the beach, the majority of the members of the crew of the St. Croix, she sent two shots from her gun, crashing through the oil tanks of the wreck, which still floated, a menace to navigation, and sent them plunging beneath the waves. She then returned to San Pedro.

Local Agent David Ferguson, of the North Pacific Steamship Company, left last evening for San Francisco to confer with his superiors. Before leaving, he said:

"It is more than probable that we will lease a vessel immediately to replace the St. Croix until another can be purchased. You can say for me that the accident will not end the rate war. We will fight this out and our running schedule between the local ports and San Francisco will only be temporarily disturbed."

The steamer St. Croix, which was owned by Schubach & Hamilton, of Seattle, was built at Bath, Me., in 1890. Schubach & Hamilton bought the St. Croix in New York about a year ago with the intention of using her in the home trade in connection with their freight steamers. She was 347.7 feet long, had a beam of 40.4 feet and a depth of 25.9 feet. Her gross tonnage was 1,393 and her net register was 1,064.

SCHOONER CAUGHT IN AN ICE FLOE

Crew of Duxbury, Which is Forced Ashore, Succeed in Reaching Land.

Nome, Alaska, Nov. 22.—The schooner Duxbury, scheduled to leave for Seattle several days ago, has been caught in an ice floe in Port Clarence bay, and reports received here to-day say that the vessel was forced ashore, having reached shore on the ice.

HE DIDN'T KNOW!

Here is an incident which occurred at the Conservative meeting held in the A. O. U. W. hall on Saturday evening, during the speech by H. B. Thomson:

A voice—How did you vote on the Workmen's Compensation Act in 1907?

Mr. Thomson—I was not in the House in 1907. (Loud laughter.)

A voice—I have been misunderstood. How did you vote on the workmen—Workmen's Compensation Act in 1907?

Mr. Thomson—I DON'T KNOW!

RESCUE PARTIES RENEW LABORS

TRYING TO REACH IMPRISONED MINERS

Men Saved From Death Beg to Be Allowed to Assist in Work.

Cherry, Ill., Nov. 22.—Fifty volunteers are to-day heroically working in an effort to tear down the barricade behind which seventy or more survivors of the St. Paul mine disaster are believed to be imprisoned.

For nine days these men have been confined behind the tons of debris in the west tunnel with food sufficient to last only for a day. That they are greatly weakened and emaciated there can be no doubt.

Despite the statements to the contrary, only 21 survivors have been taken from the mine up to this time. Reports on Saturday had 142 miners rescued.

The first newspaper man to enter the ill-fated St. Paul mine was John M. Boffel, staff correspondent of the United Press. At 8.05 o'clock this morning he donned miner's garb and was lowered into the shaft.

Nearly all of the men taken to-day are in good condition to-day. Hearing reports that many of their comrades are still buried alive, they begged to be allowed to assist the rescuers in their work.

"This is my second experience," said William Hynes, one of the rescued men. "I was buried seventy-two hours once in the Marquette mine near here."

LOSES MONEY.

Omaha, Neb., Nov. 22.—A chattel mortgage given by the Omaha Independent Telephone Company to the Title Insurance Company of Los Angeles, Cal., for \$3,000,000, is on file here to-day. The telephone company recently filed its annual statement with the state railway commission, showing a loss of \$75,511.91 for the year ending June 30th, 1909. Denver and other western capitalists are interested in the company.

ENGLISH SUFFRAGETTE SPEAKS IN NEW YORK

Addresses Crowd of Men in Sheltered Corner of Madison Square.

New York, Nov. 22.—The Times of Saturday published the following:

"While the wintry blasts were at their keenest yesterday afternoon, Miss Mary Keegan, an English 'suffragette,' who had served time in Holloway jail with Mrs. Fankhurst, stood in a sheltered corner of Madison square, talked suffragism to a crowd of men sufficiently interested in the cause to brave the cold. Miss Keegan told the men that she was a real English 'suffragette,' more or less a typical one; and that she had been in prison, and that she did not think anyone need be afraid of the 'suffragette' species."

"Speaking of the present government in England she said: 'The Liberals are the most unliberal on the face of the globe. They are getting themselves very much disliked. They will not remain long in power, and the Conservative government will have learned something from the present administration. There is not a worse 'suffragette' in England than I,' she said in telling of the English 'suffragettes.' 'Do you know how we came to be called 'suffragettes'? The name was given us by an English paper, as a term of derision, but now it is a name to be proud of, and we don't like to be called 'suffragists.' And you know what they say is the difference between the 'suffragist' and the 'suffragette'? The 'suffragist' wants the franchise, and the 'suffragette' is going to get it. We are only taking a chapter out of the men's book in what we are doing in England. If we had taken the whole book, blood would have been shed. The government is responsible for everything that happens. They will not let us go anything, and send us to prison.'"

GOING TO SOUTH AFRICA.

Herbert Gladstone Accepts Post of Governor-General.

London, Nov. 22.—Herbert John Gladstone, secretary of state for home affairs, has accepted the post of Governor-General of United South Africa.

It is announced that the Liberal executive committee of Mr. Gladstone's constituency, Leeds, has requested T. E. Austen, nine miles northwest of the approaching election.

NEW MARKET OPENED.

Pekin, Nov. 22.—Arrangements have been completed for the opening of Hun Chun, Manchuria, to international trade.

The importance of the opening of Hun Chun to foreign commerce is apparent when it is understood that the town is situated nine miles northwest of the Korean boundary, near the confluence of the Hun Chun and Tumen rivers, 35 miles above the mouth of the latter in the Sea of Japan, and less than 100 miles from Vladivostok. The town has a population of 10,000, and enjoys a considerable trade with Korea.

FRENCH CHAMBER.

Paris, Nov. 22.—The general discussion of the budget closed with a vote of confidence in the government.

GRAND RECEPTION TO SIR HIBBERT TUPPER

Independent Conservatives Show Marked Strength Compared With "Machine" Section of the Party—Masterly Speech Delivered

It was an able presentation of the case against the McBride-Bowser-Mann railway contract which Sir Charles Hibbert Tupper made in Broad street hall on Saturday evening, in the hearing of an audience which filled the place to overflowing.

In many ways it was a most unique political gathering. Called by prominent and influential Conservatives of Victoria who protest against machine rule and Tammany methods, and, like good citizens of a great province, put its well-being above party; brought together to listen to a man who is, as he himself says, unchangeably Tory, and whose decision to vote the Liberal ticket is sufficient evidence of his sense of the gravity of the situation; attended by hosts of Conservative electors, many Liberals and a large sprinkling of ladies—this meeting without parallel was typical of a political situation which is without parallel in the history of Canada.

Close and appreciative attention was paid to the speaker during the seventy minutes his address lasted, and the thorough concurrence of his fellow-Conservatives was made manifest. There was not any of the exuberance common to meetings addressed by leaders of either party, for the very good reason that the electors in the audience were largely of the class that does not "whoop it up" on such occasions. They represented the great silent vote found in every constituency; the vote on the part of British Columbia Conservatives which is going to spell defeat for the McBride-Bowser-Mann combination on Thursday next.

Not that the audience was not animated by a quiet enthusiasm. As Sir Hibbert laid stress on the financial disaster which must follow such a wild and unconsidered agreement as that made with Mackenzie & Mann, and pointed out the serious omissions in the contract—omissions which make it a document absolutely against public interest—the faces of his hearers told of a strengthened determination to destroy the government which is so recreant to its duty as to be a party to such an agreement.

Inevitably some little part of Sir Hibbert's introductory remarks had to be personal in view of the premier's criticism of his action and the attempt made to read him out of the party in Mr. McBride's Vancouver speech of the night before. The very different opinion of his "youthfulness" and "inexperience" which Mr. McBride held six years ago was strikingly shown under the premier's own hand.

These references were soon over, however, and then Sir Hibbert plunged into a contrast of the railway policy which the government stood up on October 19th with that which it now seeks to force on the country. Abundantly.

CONVICTED OF MURDER.

Chicago, Nov. 22.—Dr. Haldene Clemmison, aged 37, who has been on trial for the murder of his wife, Norah Jane Clemmison, was found guilty of murder, and was sentenced to life imprisonment here Saturday night.

UNCLE SAM MAY DEMAND REPARATION

Investigating Execution of Two Americans in Nicaragua.

Washington, D. C., Nov. 22.—Orders have been sent to the cruiser-transport Buffalo, on duty on the Pacific coast, to sail at once for Panama.

The Buffalo's orders were sent following a long conference between President Taft and Secretary of State Knox at the White House last night on the Nicaraguan situation.

Secretary Knox gave out the following statement:

"If certain representations of fact which have been made to the state department concerning the Groce and Cannon case are verified by inquiries that have been made, this government will at once prepare a demand on the Nicaraguan government for reparation for the death of these two men."

The Buffalo is expected to sail to-day from Pichilique bay, Cal. While the 500 marines are scattered generally over the canal zone, they can be concentrated by means of the railroad quickly in Panama, where there are military stores and supplies.

It is insisted in official circles that the dispatch of the Buffalo is not to be accepted as meaning an expedition is to be launched against the Zelaya government, but that the vessel is ordered south to be in readiness should occasion suddenly arise. She is to be driven at top speed to Panama, where on her arrival her commander is to report to Washington.

dant quotations were given to show that towards all railways—and the Canadian Northern was specifically mentioned by members of the government—the policy was: "Let us give decent, intelligent encouragement to these undertakings; but let us give nothing more." Equally striking was the answer of the premier's to T. W. Paterson during the Kalen Island inquiry, a proposal of the possibility of other transcontinental lines coming in: "If any road comes in in the future it will have to pay its way."

The neglect to secure control of rates, to insist on the formation of a sinking fund, to provide for simultaneous construction of the proposed line from either end or on the mainland and island, were pointed out, and both the premier and Mr. Bowser were nailed down to straight misrepresentation of the Manitoba case.

There were many lighter touches in a speech which it was a delight to listen to. Sir Hibbert's references to the premier's vaulting ambition to be classed with Sir John A. Macdonald and Sir Wilfrid Laurier as a nation-builder evoked a hearty laugh. Frequent were the keen thrusts of the experienced political duellist, every one of them reaching a vital point. At the close of the meeting Sir Hibbert was surrounded by a group of Conservative friends, who congratulated him warmly on his manly and patriotic attitude and his telling speech.

Ex-Ald. W. A. Gleason was in the chair and in opening the meeting made perfectly clear the genesis of the movement to have Sir Hibbert speak here. No Liberal, he stated, had anything to do with it. None but Conservatives had been responsible for calling the meeting. They were independent Conservatives—Sir Hibbert was not a Conservative. He was a less Conservative, he stated, than the introduction of machine politics.

Mr. Gleason said the Conservatives who invited Sir Hibbert here were men who would have nothing to do with countenancing packed conventions and bogus railway policies.

"We are opposed to Tammany tactics and forged telegrams," he said, and was cheered.

Rev. W. Stevenson spoke briefly on the local option vote, explaining it.

Sir Hibbert's speech, as follows:

Sir Hibbert spoke as follows: Mr. Chairman, ladies and gentlemen, fellow-electors of British Columbia: It was exceedingly kind of some of my personal and political friends to have invited me to come here for such an intelligent and such a large audience as this, to take counsel together for a while in regard to one of the greatest questions, fraught with the most extraordinary importance for good or ill ever put, or that will be put, before a

MAY VOTE ON BUDGET THURSDAY

FATE OF MEASURE IN LORDS NOT IN DOUBT

Return of Liberals With Reduced Majority is Predicted.

London, Nov. 22.—The fierce warfare that has been waged over the budget will be brought to a culmination this week. The House of Lords is expected to vote on Thursday on Lord Lansdowne's resolution calling for the rejection of the budget, and it is expected that most of the leaders in the upper House will speak.

Probably the largest number of Lords will muster for the vote since the rejection of Home Rule. About 450 are likely to assemble, and not more than one-quarter of these will support the budget.

Most of the politicians predict that when the question goes before the people at the general elections in January it will be impossible to wipe out the great Liberal majority, and that the Liberal government will be returned, but with a comparatively small majority.

The betting at Lloyd's is three to one in favor of the Liberals. Liberal leaders declare that the issue is whether the hereditary chamber shall rule the country.

INFANT SUFFOCATED.

Indiana Harbor, Ind., Nov. 22.—Neighbors who broke into a burning house here found a baby girl in her crib dead of suffocation by smoke, and her three-and-a-half-year old brother unconscious, trapped to a door knob with a rope. The children's mother, Mrs. John Koran, had gone shopping. To prevent the boy from playing with matches she tied him to the door. The fire broke out from a stove.

A CATECHISM
AND ITS ANSWERS

(By T. W. Paterson.)
(From Saturday's Daily.)
The Colonist propounds a number of questions to me this morning, most of which are evidently intended only to cloud the issues and therefore require no answer. Those which are more or less pertinent to the subject I will discuss.

I am asked, shortly, if I impugn the actions or motives of E. P. Davis. Mr. Davis acted in a professional capacity, and it is not part of his work to consider the motives of his principals. He might not be in their confidence in that respect; he probably was not. But even if he were, his conduct would be no more reprehensible than that of another professedly ardent Liberal, who claims, and has received recognition from the Liberal party, and who has directed two of the most outrageous campaigns ever seen in this province in the interests of the Conservatives.

The Colonist also asks if I believe that Mr. McBride has stated what was false in saying he would do his best to secure control of C. N. rates. Evidently both the Vancouver and Victoria Boards of Trade have some misgivings on that point or they would not have jointly considered the situation. As to the general reliability of Mr. McBride's promises, I speak of a man only as I have had experience with him. A man who the night before his call to form a government stood up among his supporters and striking the table declared: "Boys, I am going to stand by the men who stood by me," and twenty-four hours later basely betrayed them, cannot again fairly ask those men to accept his assurances.

In regard to the next four questions it is not necessary for me to say that we are not discussing only the question of advantage to this or that locality, but of cost as well. Only political wasters, spendthrifts, or gamblers would eliminate the last feature.

I am asked to give the grounds for my suggestion that the C. N. may become the property of the C.P.R., I have already done so. When the circumstantial evidences I have already adduced are met and answered by the editor of the Colonist I may submit a few more for the consideration of the electorate.

The next two questions the Colonist editor might include in his political primer. My views on them, or those of any one else, have little bearing on the subject we have been discussing.

The last paragraph is intended to create the impression that the fact that I am interested in a railway charter via Bute Inlet invalidates my argument. Granting (which is not the case) that this circumstance affects my attitude, how does it affect my arguments? Surely on a matter of such grave moment, the views of any elector should be examined, and it seems to me that the validity of his arguments are no more affected by his private interests than are those of an editor who is paid to present a certain case.

I take from the Colonist's own news columns this morning, the following: "Montreal, Nov. 19.—Interviewed today Sir Thomas Shaughnessy remarked at the newspaper reports of a stormy interview between Premier McBride and himself on the occasion of his last visit to British Columbia are untrue, their conversation, when Sir Thomas allied to pay his respects, was quite friendly and agreeable. Sir Thomas stated that whatever opinion he may entertain about McBride's railway policy, the Canadian Pacific Railway company is not in politics, either in British Columbia or elsewhere."

Is it possible that the significance of his statement is lost on the editor of the Colonist? If so he is much duller than his news editor who buried it on page fifteen of the paper instead of reading it on the front page.

Sir Thomas here takes pains to deny dispatch from Victoria that his interview with Premier McBride, preceding the announcement of the latter's railway policy, was a stormy one. Thomas says it "was quite friendly and agreeable." Now the Premier told the committee of the Victoria Board of Trade that at this interview he told Sir Thomas exactly what he proposed to do—namely, go to the country on a Canadian Northern railway policy, which parallels the C.P.R. and invades its territory. Yet Sir Thomas says his interview was "quite friendly and agreeable." To any one familiar with the C.P.R. methods, temper, and policy, this statement will be, not circumstantial, but positive, proof that Sir Thomas is a liar, and that he has misled the people of British Columbia.

A real one.

If any further evidence were required

it lies in the fact that Sir Thomas while in Victoria expressed the hope that there would be no change in the government, until a dissolution of the House was obtained.

Since the editor of the Colonist has submitted to me a political catechism, which I have answered to the best of my ability, I trust he will give the same publicity to my answers that he has given to the questions.

HAPPY THOUGHT
STRIKES COUNCILNEW SCHEME IN
FORESHORE PROTECTION

Will Ask Provincial and Federal Governments to Look After Dallas Road.

The city council, sitting as a streets, sewers and bridges committee, demonstrated Friday evening that there is something new under the sun—for a heretofore unthought of proposal has now been made to settle the question of what steps ought to be taken to preserve the foreshore of the southern boundaries of the city, which is fast being eaten away owing to the wash of the waves during stormy weather.

Since Victoria was incorporated in 1882 successive city councils have wrestled with the problem, but it remained for the city council of 1909 to blaze a new trail and pass responsibility in the matter onto other and broader shoulders. For it is now proposed in all seriousness to ask the federal and provincial governments to take the matter up.

The question came up for discussion at last evening's meeting on the reading of a communication from Senator Macdonald. The senator complained of the damage which is being done on Dallas road and made the suggestion that outside barriers be erected to augment the protection already furnished by the concrete wall now in place.

The matter has been before the board so often that the members last evening were inclined to treat the whole thing as something in the nature of a joke, but Ald. Stewart finally gave the debate a serious turn by remarking that something ought to be done. He believed that the question ought to be referred to the incoming council.

Ald. McKeown ventured the opinion that the Dominion government should be asked to do something. It appeared that the city had no jurisdiction over foreshore rights and therefore the proper course would seem to be to ask the government to do something in the way of protecting the points endangered.

Ald. Hunter concurred with Ald. Stewart's opinion that the question perhaps it would be found that the provincial government had something to say in the matter. He recalled that when applications to build fish traps in any of the adjacent districts were made the parties making the same had always to get the permission of the provincial government.

The chairman of the committee, Ald. Turner, thought it would be well to see if anything could be done with the two governments; and a motion to take such action was declared carried.

FEDERATION WILL
CONTINUE FIGHTDECIDES TO APPEAL
IN INJUNCTION CASEConvention Authorizes Raising
of Funds to Assist Labor
Leaders.

Toronto, Ont., Nov. 20.—By a rising vote the convention of the American Federation of Labor yesterday approved a committee report endorsing the position taken by President Gompers in the Buck Stove & Range Co. injunction case, and protested against the "unjustified and intemperate language" used by Justice Wright in sentencing Gompers, Mitchell and Morrison to jail for contempt of court.

The convention went on record as favoring a bill for an eight-hour day, a uniform employers' liability law, the establishment of a department of labor and of any other department under the government, Asiatic exclusion, the haters' strike and the Porto Rican labor movement.

Child and convict labor and the ship subsidy were opposed.

The convention voted to appeal the Buck Stove & Range Co. injunction matter to the United States Supreme Court and authorized the raising of funds for the appeal.

Gompers Re-elected.

Samuel Gompers was today re-elected president of the American Federation of Labor. Gompers, who was elected to the office of president of the union, was greeted by a cheering throng of delegates. "Who's all right?" asked the delegates in unison.

"Gompers!" thundered the convention.

"Who's all wrong?" asked the labor men.

"Judge Wright," was the reply.

St. Louis was selected as the meeting place for the 1910 convention.

FIRE AT SOURIS.

Charlottetown, P. E. I., Nov. 20.—A bad fire is raging at Souris, J. J. Hughes & Company's store being destroyed. A number of other buildings are on fire. A special train, carrying fire fighters and apparatus, left here this morning for Souris.



SHEARING TIME.

W. M. (from the background)—"Shear him close, Dan. Remember, it's the last of the flock."

GAINS VICTORY
OVER OIL TRUSTU. S. GOVERNMENT
SUCCESSFUL IN SUITJudgment in Action to Dissolve
Parent Rockefeller
Concern.

St. Louis, Mo., Nov. 20.—The government today won the great suit to dissolve the Standard Oil Company of New Jersey, the parent Rockefeller concern of \$100,000,000 capital.

The decision was announced in the United States Circuit Court by Judge Elmer B. Adams.

The government case brought under the direction of former President Roosevelt, was conducted by Frank B. Kellogg, special deputy attorney-general.

The only exceptions made in favor of the oil trust are in relation to some of the minor subsidiary companies, which were named as defendants. These, it is held, are not clearly shown to be dominated by the trust.

The orders of the court affecting the monster Rockefeller corporation do not take effect for thirty days.

An appeal can be made directly to the United States Supreme Court, and it is expected that the Standard will take such action.

The opinion was written by Judge Walter Sanborn. The court finds that the Standard Oil Company of New Jersey and the individual defendants, including the chief figures in the oil trust, and several subsidiary companies have entered into a combination in restraint of trade among the several states, such as is declared illegal by the Sherman anti-trust law. The opinion is unanimous.

Judge Hook also wrote a separate opinion, making a number of points for the government and stronger than in the opinion read by the court.

The Standard Oil Company of New Jersey is enjoined from voting the stock of the subsidiary companies by holding their stock.

Other defendant companies are enjoined from declaring or paying any dividends to the Standard of New Jersey on account of stock acquired through combination or by purchasing a combination vote of the said stock.

Under the decision John D. Rockefeller, William Rockefeller, H. Rogers, Henry Flagler, John D. Archbold, Oliver Payne and Charles Pratt, as individuals, are held to have united with the Standard Oil Company of New Jersey to effect a combination which has participated in by the following companies: Anglo-American Oil Company, Ltd., Atlantic Refining Company, Buckeye Pipeline Company, the Colonial Oil Company, the Continental Oil Company, the Crescent Pipeline Company, the Corsicana Refining Company, the Eureka Pipeline Company, the Galena Signal Oil Company, the Indiana Pipeline Company, the Manhattan Oil Company, National Transit Company, Prairie Oil & Gas Company, Security Oil Company, Solar Refining Company, Southern Pipeline Company, Southern Pennsylvania Oil Company, Southwest Pennsylvania Pipeline Company, the Standard Oil Companies of California, Indiana, Iowa, Kansas, Kentucky of Nebraska, New York and Ohio, the Swan & Finch Company, the Union Tank Line Company, Vacuum Oil Company, Washington Oil Company and Waters-Pierce Oil Company.

Thirty-eight other defendant companies were dismissed, the court holding that they were not proved conclusively to have been involved in the combination in restraint of trade.

This case is one of the most memorable in the record of jurisprudence. The defense was conducted by Moritz Rosenthal, the famous thousand-dollar attorney, with the aid of John G. Milburn, one of the leading corporation attorneys of New York City.

The hearing extended in various forms over nearly two years and testimony was taken in a great number of different cities.

The government charged that the Standard Oil Company was a monopoly in restraint of trade and introduced voluminous evidence regarding the

TOWN THREATENED
WITH DESTRUCTIONVOLCANO ON TENERIFFE
AGAIN IN ERUPTIONLava is Flowing Toward San-
tiago and Inhabitants
Flee in Terror.

Madrid, Nov. 20.—Bursting out with renewed fury, the volcano Saleros in eruption again today on the island of Tenerife, according to reports received here.

After a short lull, the volcano today burst forth with a new series of eruptions. The lava flow is now about a mile long and is threatening the town of Santiago, near the base.

The inhabitants have fled from the lava flow and are hurrying to the sea coast.

Terror reigns. It is believed that there will be eruptions from other mountains, several of which are showing evidences of volcanic activity.

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LOS ANGELES, CAL., NOV. 19.—CONFIRMATION of a report that the Santa Fe Railroad company is considering the proposition of double tracking its line from Chicago to the Pacific coast is contained in a statement made here by W. E. Hodges, vice president of the Santa Fe, in charge of purchases and supplies.

"While no concrete plans have yet been formed, the Santa Fe will, within the near future, double track its entire system between Chicago and the Pacific coast. This is necessary because the enormous increase in business during the last 14 years, to-day taxes the full capacity of the single track," said Mr. Hodges.

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Mr. Bryson said that the local parties who wished to go into the business claimed that they could let a grantland pavement as well as and considerably cheaper than that laid by the company.

Mr. Bryson said that the local parties were willing to give the necessary five years' guarantee.

Previous to this development, Herbert Haynes, agent for the B. C. Haasman Company, was permitted to address the board at length on the merits of the material he represented. He said that the company would be willing to lay the Haasman pavement on Douglas street for \$2.50 per yard, with a ten years' guarantee. Replying to questions, he said that his company would soon sign up a large contract with Vancouver.

To the Times on Saturday Mr. Haynes said that the Haasman process was fully protected by patents and that no other process could do this particular kind of paving.

TOWN THREATENED
WITH DESTRUCTIONVOLCANO ON TENERIFFE
AGAIN IN ERUPTIONLava is Flowing Toward San-
tiago and Inhabitants
Flee in Terror.

Madrid, Nov. 20.—Bursting out with renewed fury, the volcano Saleros in eruption again today on the island of Tenerife, according to reports received here.

After a short lull, the volcano today burst forth with a new series of eruptions. The lava flow is now about a mile long and is threatening the town of Santiago, near the base.

The inhabitants have fled from the lava flow and are hurrying to the sea coast.

Terror reigns. It is believed that there will be eruptions from other mountains, several of which are showing evidences of volcanic activity.

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GETS TEN YEARS.
Cobalt, Ont., Nov. 20.—Vincenzo Scasso, the Italian who stabbed James Stevens in a row at the Cobalt section house on Sunday, has been sentenced to ten years in Kingston penitentiary by Magistrate Atkinson.

LOSES SIGHT.
Grand Forks, Nov. 20.—Mike Lyden, while employed on the dump at the Granby smelter, was struck in the ball of the right eye by a flywheel piece and steel. The sight of the eye was totally destroyed.

ATTAINS RANK
OF LIEUT. COLONELA. W. CURRIE HAS
BEEN PROMOTEDPopular Commanding Officer of
Fifth Regiment Has Been
Advanced.

Ottawa, Nov. 20.—Militia orders announce the appointment of A. W. Currie to be lieutenant-colonel and to command the Fifth, British Columbia regiment, garrison artillery, vice Lieut.-Col. Hall, transferred to reserve of officers.

Lieut.-Colonel Currie joined the Fifth regiment as gunner in the spring of 1897, and made his first appearance on parade as orderly to Colonel Gregory. In 1900 he became an interest in the command of No. 1 company. He held this command for nine years during seven of which the company won the general efficiency shield in the regiment. He was promoted to the rank of major in 1906, and took command of the Fifth regiment on August 1st this year.

In 1900 Lieut.-Colonel Currie went through a three months' course at the school of gunnery at Work Point and secured the highest mark in theoretical and practical gunnery ever given in Victoria, securing 96 per cent. He has since taken an intense interest in the regiment and is immensely popular.

Lieut.-Colonel Currie says he will try to make the Fifth regiment so interesting, that when men have served the three years they will want to remain another three.

The band will be removed from the present room and put in the annex. The room vacated will be made into a reading room, for which \$100 worth of periodicals are now ordered. The room will be comfortably furnished, and decorated.

Two billiard tables will be set up for the men's room and a gymnastic instructor has been secured.

Colonel Currie will lend his influence to have the regiment represented in every line of athletics going in the city.

The regiment has made a splendid record in Canada as compared with other Canadian regiments, and he wants to keep up the efficiency and induce the men to remain with the regiment after the first three years have expired.

KEEP PAVING
WORK IN VICTORIACOUNCIL TO ASSIST
LOCAL ENTERPRISEPatent Processes to Be Imi-
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Offer to City.SANTA FE WILL
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CROFTON TO BE
SHIPPING PORTPOSSIBLE TERMINUS OF
COWICHAN BAY LINEReport Current That C. P. R.
Will Acquire Former Smelter
Townsite.

The report is current at Duncan that the C.P.R. has chosen the site of the tidewater terminus of the branch line of railway which is to tap Cowichan Lake country, this enterprise being mainly for the accommodation of the American Securities Company, which a few months ago purchased 54,000 acres of timber lands from the Esquimalt & Nanaimo Railway Company. It is declared that the C.P.R. has purchased or secured options on the smelter and on most of the property in Crofton, and that the pretty little townsite on the east coast of the Island will shortly be the scene of renewed activity.

Though confirmation of this report is not obtainable from any of the officials of the C.P.R. at present in town, it is believed to be most probable that such a decision has been reached. Crofton is admirably situated to meet the needs of both the C.P.R. and the American Securities Company.

It will be recalled that in several interviews with the Times, E. B. Kurtz, president of the lumber company, said that a considerable townsite would be required at tidewater. The company would build a little community of four or five hundred souls, and the number of houses needed for their accommodation would be considerable. Wharves would be needed and extensive shipping facilities. Crofton would appear to suit these requirements admirably.

Crofton has had a brief but none the less interesting history. It appears to prominence as a promising port on the east coast of the Island when a large smelter was erected there in the fall of 1901, by Messrs. Breen and Beltinger, who had leased the Lenora mine at Mount Sicker from the Lenora Mount Sicker Mining Company.

With the advent of the smelting company a townsite was laid out and lots found a ready sale. For a time the population of the little place numbered several hundred souls, and the outlook seemed very rosy. But with the closing down of the smelter a couple of years after it had been established, Crofton relapsed into its former state, and to-day there are few people residing above Duncan and a few south of Chemainus.

It is a great line with Cowichan Lake, and would appear to be well situated to be tapped by the projected line of railway. The harbor is a good one and would no doubt prove suitable in every way to the purposes of the American Securities Company, which proposes to go into the lumber business on a large scale on Vancouver Island.

DUCHESS OF MANCHESTER DEAD

London, Nov. 20.—Consuelo, Duchess of Manchester, died early this morning of heart failure, following a short attack of neuritis.

At her bedside were Lady Lister-Kaye and Miss Emily Yznaga of New York, her sister.

EXPOSURE OF DEAL
IN INDIAN LANDSW. A. Lang Boasted of "Good
Thing" He Expected to
Land.

Ottawa, Nov. 20.—The news published here from British Columbia to the effect that W. A. Lang, Peachland, B.C., former president of the Conservative Association, had been promised by Premier McBride a big slice of the Okanagan Indian reserve at \$250 an acre, while it is worth from \$300 to \$400, has attracted considerable attention in Ottawa, where Lang is well known.

In fact, Lang was in the city when the announcement was made. He had been here for several weeks, but left the day the political sensation was sprung in the Western province.

When he was in Ottawa, Lang spoke to his friends of a possible good thing he was going to land very soon. It was learned at his hotel that Lang gave out he was interested in a land deal of some kind. Politicians claim that his presence in Ottawa and what he said confirms the charges made against the government in British Columbia.

The transfer could take place only if McBride won the fight against the Dominion government for reversionary rights in Indian lands throughout the province. On account of the contest in the courts this is not yet settled, and it is stated that is why Lang was in Ottawa so much during the past year. Lang is a former Ottawa man, where he was in the paint business. It is understood he was here in connection with litigation respecting provincial claim to Indian reserve lands and that the reference to the affair necessitates his presence in the West again.

SEEKING SUFFRAGE.

Regina, Sask., Nov. 20.—"Votes for women" will be heard in Saskatchewan legislative halls this session. The women of Regina have organized to canvass the city with a petition asking for the municipal franchise for married women in the towns, cities and villages of the province. These petitions will be presented to the legislature in due course.

THE

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Twice-a-Week Times

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and Twice-a-Week.

A DEPLORABLE SPECTACLE.

The Times is not expressing Liberal opinion, but Conservative opinion, when it says that the spectacle presented at A.O.U.W. Hall on Saturday evening when Premier McBride addressed a large audience on his return from what he described as a triumphal tour of the province was a pitiful exhibition. Nothing like it has ever been seen in British Columbia, the circumstances and the official position of the chief figure considered.

The audience was not in the first instance hostile. It evidently came to hear the Premier explain, expound and defend the contract, the agreement, or the memorandum of agreement he had entered into with the Canadian Northern Railway Company for the extension of its system to the coast, and particularly to gather what there was for Victoria in the contract, agreement or memorandum of agreement. After Mr. McBride had concluded his exposition it is no wonder his hearers were in doubt as to whether the instrument which passed between him and Mr. Mann was a contract, an agreement or a memorandum of agreement. The First Minister's explanation was so rambling and incoherent that this audience might be excused for becoming confused in its mind and impatient in its manifestations of incredulity.

The consequence was that the Premier lost his temper, behaved like a spoiled child, called his hecklers idiots, threatened them, and requested his chosen champion to record him the privilege of dealing with them as they deserved to be dealt with.

Pose, dignity, serenity were thrown to the winds, and Hon. Richard McBride stood revealed in his true colors. He boasted of what was going to happen to the Liberals on the 5th of November. He predicted that he would be satisfied with the mere defeat of opposition; he would not be content if a single individual of his opponents failed to lose his deposit.

The truth is that Mr. McBride wanted the platform on Saturday evening in a very discomposed mood. He professed to have returned from a pitiful tour which ought to have had something effect upon the temper. He addressed twenty thousand electors in the course of this pilgrimage. Everywhere he went, the Premier declared, the indications were overwhelmingly in favor of his candidates. Yet he acted and spoke like a man who had been the handwriting on the wall. His demeanor was that of a man who felt that he was beaten before a battle had been cast.

The electors of Victoria may rest assured that it was not entirely the critical mood of the audience in A.O.U.W. Hall that completely upset the poise of the Premier and caused such an unbecoming exhibition of rage and rancor. His stumping tour was a revelation. He probably left the capital expecting to find a condition of affairs which has done so much to make his political path easy in the past; a hopeless division in the opposition ranks. On this occasion the opposition is a unity; the division and strife is all on the government side. Premier McBride scoffed and sneered and jibed at the attitude of Sir Hilbert Tupper, K.C.M.G. Yet there are many Conservatives who believe that Sir Hilbert Tupper has rendered his country some service and wears worthily the honors conferred upon him by the Crown. And there are thousands in this campaign who will follow Sir Hilbert and vote against Premier McBride. It is the consciousness of this fact that has upset the poise of Mr. McBride, shorn him of all his sham physical and mental dignity and exposed him in all his nakedness as a political demagogue.

THE PREMIER AND THE TIMES.

Premier McBride, in accordance with his usual custom, paid his respects to the Times on Saturday evening. He is glad of the opposition of this paper, because it means success for the party opposed, the Premier says. He says the same thing of the opposition of Sir Charles Hilbert Tupper. And yet the very thought of the Times and of Sir Hilbert caused him to completely lose his head on Saturday evening and to fly into a violent rage, which completely destroyed any effect his rambling and inconsequential defence of the deal with the Canadian Northern Railway might have had. If opposition from the Times and from Conservatives who have revolted from the government ranks is all that is required to fill his cup of political bliss to overflowing, why does Mr. McBride harp on the subject on almost every

occasion when he mounts a public platform in this city?

The frequent feeble efforts of our esteemed premier to express his scorn for the Times recalls a period in the political history of the province when this paper was for a brief time subject to "moments of weakness." That was the very short time when the Times accorded its support to the party of which Mr. McBride was a member and the leader-on paper. There was Tory government in power then, and it also had brought down a railway policy for the express purpose of winning an election. It won the election, and, as usual, its railway policy came to naught. At that time Mr. McBride was not so contemptuous in his references in power, fell, and the nominal leader of the opposition complimented the paper very highly upon the fight it had waged for clean, honest government, gave it, indeed, greater credit than we in our characteristic humility were willing to accept for the part it had played in the contest. He said the Times was mainly instrumental in bringing about the downfall of the Prior Ministry.

Harking back to that time, candor compels the confession that the esteem and admiration expressed for the Times by Mr. McBride was never reciprocated. We remember distinctly that when the news reached this office that the government, the hostility of Sir Hilbert Tupper, carrying with it the disaffection of thousands of honest Conservatives, has proved demoralising. To put the result beyond doubt and turn the prospective defeat into a complete rout, the Liberals have but to work by every legitimate means and with the enthusiasm born of conviction that success is assured to win a signal victory and smash the combination which only a few weeks ago felt so confident that the province and all its magnificent resources had been delivered into its hands.

NO FACTS FOR VICTORIANS.

Readers of the speech of Premier McBride will doubtless have observed that he carefully refrained from making any definite statement of what the construction of the C.N.R. would mean for Victoria, and that he was quite careful to avoid saying anything about what he as a candidate for this city proposed to do for Victoria. As far as this city is concerned his remarks were all general and indefinite. Mr. McBride was more explicit in his appeal to the people of Vancouver. He made the fact clear that that port would be the terminus of the road, and intimated, on what authority we know not, that Mackenzie & Mann would spend at least five million dollars in the construction of terminal works. Mr. Bowser went much farther than that. He indulged his riotous imagination to the extent of predicting that the return of the government would mean an expenditure of one million dollars a month or a week (the exact figures are not important issuing from such a source), all of which would be contributory to the business of the city he hopes to continue to represent. It would never do to make such appeals to the eminently decorous electors of Victoria. As Mr. Davey would say, it would be like holding up a coarse bribe. But such statements must have been a terrible shock to the faithful Colonist, disbeliever in the bluest dream it had, or professed to have had, of terminal elevators, mills, factories and millions of tons of shipping rising and arriving within a stone's throw of its abode in the clouds. Perhaps the Premier is not aware that his organs have been telling the people of Victoria that surveys of the proposed line between Vancouver and Englishman's Bluff have been abandoned, and that the connection with the Victoria & Sidney line has been abandoned, and that the Canadian Northern will have a line of its own from the bluff to Victoria. As Mr. McBride has been so explicit about the liability of the province, he surely ought to know precisely what works the company is going to construct on the island, especially so as the builders will enter upon their work immediately the bargain receives the approval of the Legislature. Why does he not explain why the plans of the Canadian Northern as filed at Ottawa show no intention of making a connection with Victoria? Surely he ought to take his own constituents into his confidence in a matter so vital to their interests.

OPPOSITION ENTHUSIASTIC; GOVERNMENT DEMORALISED.

We do not ask any elector of the city of Victoria or of any constituency in the province of British Columbia to accept our views on the political situation as it exists to-day with the culminating point, polling day, but a few days in the future. Our view-point

might with reason be considered biased. But we do ask the electors to consider the situation for themselves; to put away their party prejudices, examine the circumstances as they actually exist, and say whether the prospects are not bright for the decisive defeat of the government on the 25th of November.

No one hears any predictions from the government ranks now that Premier McBride will "sweep the country"; that the Liberals will be completely annihilated on Thursday next. The transparent fact is that the government forces are in a state of panic in almost every constituency. Chaos is bound to come sooner or later to any party held together by such sordid considerations as have dominated the forces of the McBride party. It was never in the real sense of the word a Conservative party. The better elements of Conservatism were fooled for a time in accepting Premier McBride as their leader and Attorney-General Bowser as his second in command. The disintegrating forces inherent in the combination, however, have begun to operate much sooner than we expected. The spoilers are already quarrelling over their share of the spoils. There is disunion in many of the constituencies, dissatisfaction and distrust in them all.

The withdrawal of Captain Tatlow and Mr. Patton was a body blow for the government. The hostility of Sir Hilbert Tupper, carrying with it the disaffection of thousands of honest Conservatives, has proved demoralising. To put the result beyond doubt and turn the prospective defeat into a complete rout, the Liberals have but to work by every legitimate means and with the enthusiasm born of conviction that success is assured to win a signal victory and smash the combination which only a few weeks ago felt so confident that the province and all its magnificent resources had been delivered into its hands.

The Nanaimo Herald outlines the situation with perfect accuracy and clearness in the following convincing article:

"Our friends the Tories who follow McBride in the enunciation of a railway policy that is to saddle the province with an enormous debt for years to come, are making all sorts of claims as to the easy time the Conservatives will have in carrying the province at the polls on Thursday, November 25th. There is nothing to it but the size of the majority, and if one were to believe their boasts we cannot understand why the Tory candidates, Premier McBride included, are stumping the country day and night rustling votes, everyone of which in our opinion will be needed on Thursday next. Let us size up the returns of the last election and see just how much our friends have to lose before they are down and out. In the last House McBride's followers numbered 28 in a total House of 42. The next House will also number 42, so that the Conservatives will have to elect at least 22 candidates in order to hold control of the reins of government. A loss of five seats, then, is all that is necessary and Premier McBride will no longer be Premier. To gain these five seats there has only to be a change of 54 votes, as five government candidates were elected on the last appeal to the country by majorities totalling 27. Of these Dr. Young in Atlin had 101, W. H. Hayward in Cowichan had 19, N. F. Mackay had 44 in Kaslo. Carter-Cotton 14 in Richmond and A. E. McPhillips 9 in the Islands.

In the above, then, there is much food for thought, and when it is considered that a turnover of 54 votes, rightly located will defeat the McBride government, there is no wonder John Oliver and his stalwarts are looking forward to a Liberal victory."

ESQUIMALT REDIVIDIVUS.

Quaint little Esquimalt is coming to her own again. A million and a half dollars has been set aside by the Dominion government as the first steps towards the creation of a division of the new Canadian navy on the Pacific Coast. This may be accepted as final disposal of the rumors that the headquarters of the fleet would be removed from the old naval station to some other point on the British Columbia coast. Various other ports, it is well known, had pressed their claims for consideration, the idea being, of course, that there was a chance of the decision of the experts of the Admiralty being in their favor. It is apparent, however, that if Esquimalt had serious rivals, she has won the prize. We congratulate the people of the placid little borough on the improvement which has occurred in their prospects, and they are all the more to be congratulated because it is very probable that never again in their history will there arise such a crisis as was precipitated by the announcement of the intention of the Admiralty authorities to dismantle the navy yard and reduce the station. In the course of a very few years the ancient and picturesque village will present an appearance of greater activity than it ever did in its history, and that activity will not be spasmodic, but continuous.

Some critics maintain there is no necessity for Canada having any navy at all, others that she should make a direct contribution to the British navy, and others that an appropriation of three million dollars will not go far towards the creation of a new navy. All these critics except the last, have already been answered, and by

the most competent authorities in the Empire. The reply to the last is that three million dollars will probably be sufficient for the preliminary work of the first year. That was probably the sum asked for by the experts engaged by the government.

Esquimalt and Victoria should shake hands with vigor over the decision of the Dominion naval authorities.

What Other People Think

"HOW HATH THE MIGHTY (C.P.R.) FALLEN?"

To the Editor:—Is it possible that in this fair city there is no one to be found willing to assist me in my efforts to prevent a subsidy being given to a transcontinental line, the competitor of which is intended to destroy the prestige and monopoly of the great Canadian Pacific Railway? Is it possible that no friends can be found for the old favorite, and that I alone have no voice in the breach? Where are the Luggins, the Maras, the Barnards, the Kers, the Priors, the Wilsons, the Tods, the Shallcrosses? who in the Board of Trade a short time ago pledged themselves to stand by the old flag. Where are the Colonist, the Province, the News Advertiser? Alas, all have gone over to the enemy, and although Sir Thomas subscribed \$15,000 to the operation of the other day, they are fighting tooth and nail for the opposition route. And for the poor old forlorn C.P.R. there is no one left to protest but Sloughness's silly old David, the Luggins' spy and the Post's facetious Givlin.

T. W. PATERSON.

A DEMAND FOR REFORM.

To the Editor: I trust, Mr. Editor, that the questions that I asked in my last letter will be answered in a manly and unequivocal way. It is the fashion and the occasion for a politician to transpire the Apostle Paul's life maxim, "To be all things to all men, lest by any means they might save some votes." The after fulfillment, or non-fulfillment of this maxim, afterwards either makes them or breaks them. Now we wish to ask Mr. McBride a question: Will he as premier agree to give full effect to the wishes of the people in this respect? Will he pledge himself not to emasculate or thwart it in any way legislatively? And there is yet another question that we would not put much longer for an answer, and that is in a word, will he pose to put in force the Lord's Day Act or will he tell us if he intends to ignore it altogether?

If I am correctly informed British Columbia is the only province, exclusive of Quebec, where this salutary and merciful law is not enforced. It is a very unenviable reputation for this fair province to have. In my experience, and I hope travelling travellers on this continent, the difference between a Sabbath-keeping community and a community who practically have no Sabbath, is a difference that must exist between heaven and hell. I have been for years in the southwestern part of the States, the country of the swagging cowboy and desperado, and I never found more demonstrative, but more sincere, than the people of the States. The difference between the States and the Dominion and the United States on the one hand, and the volcanic and republics of the south on the other, is the difference between a quiet and enjoyable Anglo-Saxon Sunday and a Spanish gambling and bull-fighting Saturday.

It has been asserted in justification of the non-enforcement of this law that we should not be expected to enforce a law that is not enforced in any other part of the world. I would state that the Latin races throughout the world do not to any great extent observe the Lord's day, and what is the result? The people are restless and dissatisfied, and the country is in a state of unrest; they have wars and revolutions, and such a thing as a quiet, natural and pleasant home life they do not enjoy. As a general rule, instead they live an artificial and boisterous and frivolous life. Look at the contrast between the Dominion and the United States on the one hand, and the volcanic and republics of the south on the other, is the difference between a quiet and enjoyable Anglo-Saxon Sunday and a Spanish gambling and bull-fighting Saturday.

Take for instance the history of New South Wales. When that country was first settled it was by the deportation of convicts from Britain to Botany Bay. The authorities thought the new colony would be a reformatory, but it was not. They went from bad to worse. They were terrorized by bush-rangers and finally the government openly confessed that the colony was because of the want of a seventh day rest, the want of any civilizing restraint, the want of any of the healthful and civilizing restraints of religion. The government of these colonies, they thought, had been delinquent and that heretofore no departmental business would be done. They even pardoned a priest to allow him to minister to his fellow-convicts. From that time things changed as if by magic and the land became orderly and quiet, life and property comparatively secure and the convicts, many of them, became good citizens.

But, Mr. Editor, let me give you an illustration of how badly such a law is needed in our own province and I have done. Some two months ago a shipwrecked sailor, who had been adrift for some time, was found in the neighborhood of Vancouver was caught asleep on his watch one morning and he was discharged, and his engineering certificate was cancelled. His duties were to keep up steam through the night to have steam on full pressure every morning at 7 o'clock—practically 18 hours on duty, Sunday and Saturday, 365 days in the year. He had besides to patrol the premises all night to guard against fire, burglars, thieves and incendiaries. The wages paid rate from \$65 to \$70 per month. Now look at the life that man and I have done. Some two months ago a shipwrecked sailor, who had been adrift for some time, was found in the neighborhood of Vancouver was caught asleep on his watch one morning and he was discharged, and his engineering certificate was cancelled. 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It being after eleven o'clock, the premier having spoken an hour and a half.

SENT TO PRISON.

Sandwich, Ont., Nov. 19.—Richard Kraft has been sentenced to 23 months' imprisonment for shooting at three police officers at Windsor station last May.

The Garrett boy says his captor confessed to him that he was the man who shot and seriously wounded Policeman *as being a sample* on Tuesday.

The house was discovered on fire and McLaughlin's wife and two boys perished from what was supposed to be suffocation. The public was not satisfied and an inquest was ordered. After several sittings the inquest adjourned and the woman's stomach was sent to Toronto where, after an analysis of the contents, the attorney general's department ordered the arrest.

the great advantages to be gained by the government owned road proposed by Mr. Oliver, over which all other roads would have traffic rights, as against the iniquitous McBride policy. The meeting was in accord with Mr. Jardine, and the feeling that he will poll very heavily over his opponent in Colwood, as in the rest of the riding, was freely stated.

You can get Dr. Williams' Pink Pills from any dealer in medicines or they will be sent by mail at 50 cents a box or six boxes for \$2.50 by The Dr. Williams' Medicine Co., Brockville, Ont.

1990

Went Back on Policy.
 We are told that Mr. Tatlow, Mr. Fulton and your humble servant are the only members of the Conservative party who have turned aghast at the policy of the Government. That is what Mr. Fulton and Mr. Tatlow went back on the policy of the government, but I can prove it up to the hilt that Mr. McBride, Mr. Bowser and Mr. Cotton deserted a policy on the 19th of October, the very anniversary of the day when they were elected to the House. Now ask Mr. Fulton were consistent, whatever their reasons—which I regret have not been given on the platform—and their colleagues were inconsistent.

ditions which made our burdens hard. It was on this ground we pleaded with Sir Wilfrid Laurier and then with Mr. Borden, who said on that occasion: "I will pledge myself to the introduction of a bill if it is essential to examine you on the substantial well-founded to have them re-adjusted." When we are told in the heat of this campaign, as we are that we have money, and money to burn, that this road difficulty and there is a liability of \$100 millions on the Government in thirty years we cannot without feeling it, then we must say that if that is so—and this government being returned would null us out down to that—and we compare our-

"No Control of Rates." They could not do it; the road could not be built if the company was to be obliged to be subject to the government as to control of rates. A road costing \$550,000 would have to pay \$100,000 a year in taxes, sufficient revenue for interest on bonds for operating expenses, and to do all that have to raise what the traffic will stand. It will be absolutely impossible, and as Mackenzie & Mann said to Mr. McBridge, "According to Mr. McBridge they would not agree to it. We stand there with nothing but Mr. McBridge's promise that he will try to get Mackenzie & Mann to do this, that; and he the other."

N. R. Stock, why should we not ask them to pledge their stock when we are pledging ours?

Mr. Bowser has said, although the contract does not contain a word about it: "We also got them to agree to buy all their supplies in British Columbia." At that, horrible proviso, "providing they can purchase on the same terms as in the eastern provinces." He also said that the contract was "not so bad as that" the contract was "not so bad as exemption from taxation—it is four-ben, by the way—and the same as the prairie provinces had already done. That is incorrect.

Hon. J. H. Agnew, treasurer of Man-

There is no such agreement in the case. In closing his speech Mr. McBride said that they are going to sweep the country, that 45 per cent. of the Liberals are supporting his railway policy, and he is cajoling us into supporting him by thinking that they are going to try again with Mackenzie & Mann to obtain that concession. Are we going to trust our Sir Christopher Wren McBride, with that ambition of his, to try to get this concession from Mackenzie & Mann? I throw not. (Hear.)

agreed said: "The first benefit that the province receives under the C. N. R. is an absolute control of rates, and a prominent railway man who is in a position to know has stated that the receipts of the railway companies would be greater by two millions but for the concessions wrung from them by the government. Besides this, by the agreement, the exemption of taxes made by the Greenway government, though unexpired, has been done away with. The taxes received from the C. N. R. during the last year were \$10,628,270."

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NEW TELEPHONE CABLE TO CITY

ANOTHER LINE TO CONNECT MAINLAND

Company Finds it Difficult to Cope With Growing Business.

The long distance business of the B. C. Telephone Company, between Vancouver Island and Mainland points is increasing so rapidly that the company has found it necessary to arrange for the installation of another cable at an early date. In an interview with the Vancouver News-Advertiser a couple of days ago George H. Halse, manager of the company, made an announcement to this effect. The new cable would, he said, be laid early next year and when ready for business it would more than double the service to Victoria. The long distance line to Agassiz and Harrison Lake Hot Springs would also be carried out next year.

"The business between here and Victoria," said Mr. Halse, "has increased so largely that it is our intention to add another cable next year. The present one has two lines in it but the new one will probably have more. Work on laying it along the route of the existing cable will commence as soon as practicable. Another improvement to be made is our connection with Seattle. In the past, Vancouver has always had to secure connection through Bellingham and that means many delays. Last summer, however, I had a conference with the president of the Pacific States Telephone & Telegraph Company and we made arrangements to build a direct line. It is to be finished in about a month."

We expect within the coming year to also connect up with Agassiz and Harrison Hot Springs from Mission, and when necessary this line will be pushed further into the interior along the main line of the C. P. R. or where ever else that business will offer. In all parts of the province where our lines are in operation we have attempted to keep fully abreast of the times and we can safely say that in most places we have well succeeded. Offices have been built and systems established in Ladner, Ebner, Hammond, and Langley. The system has also been entirely rebuilt at Grand Forks with cable and good offices have been erected, so that this branch is one of the best in the Dominion. New offices have been purchased in Roseland and arrangements are being made now to move into them.

"Long distance extensions have been made, among other places, from Nanaimo to Cumberland, Courtenay and Comox, and it is now possible for a person in Vancouver to communicate direct with any of these points. Connections have also been made with a number of famous lines, such as in Ladner. We maintain the best of service and thus give them the benefit of direct long distance connections."

The great gunnery school for the British navy is situated on Whale Island; in the upper reaches of Portsmouth harbor. Here sea artillery is taught in the most exhaustive and comprehensive manner.

Sterling Silver Toilet Sets

Every woman of culture likes to give an individuality to her bedroom or boudoir. Nothing adds this more than dainty, useful articles for the toilet table. We are showing a profusion of the newest ideas—a recent shipment—sterling silver toilet sets, each set comprises from 2 to 15 pieces.

PRICES PER SET
\$6.50 UP TO \$75

Splendid suggestions for holiday presents. Never such a charming display of goods suitable for Christmas Gifts in Victoria than those now on view in our showroom.

To give gracefully, select thoroughly. A visit here places you under no obligation to purchase. Indeed we will gladly lay aside any article you select without a deposit. Come in and look around any time.

W. H. Wilkerson
The Jeweler
915 GOVERNMENT ST.
Telephone 1606.

"LAND REGISTRY ACT."

In the Matter of an Application for a Duplicate Certificate of Title to Section 8, Rensselaer District. Notice is hereby given that it is my intention, at the expiration of one month from the date of the first publication hereof, to issue a Duplicate Certificate of Title to the above land, issued to Henry John Kirby on the 26th day of September, 1897, and numbered 4170.

S. Y. WOOLTON,
Land Registry Officer, Victoria, B. C., this 23rd day of November, 1909.

SUBSCRIBES TO FUND FOR NEW THEATRE

C. P. R. Will Take Stock to Extent of Fifteen Thousand Dollars.

Simon Leiser, president of the Board of Trade, Thursday night received a telegram from Sir Thos. Shaughnessy, president of the C. P. R., conveying the welcome announcement that \$15,000 would be subscribed to the stock for the proposed new theatre. With the subscription of \$10,000 from Mackenzie & Mann, and other large sums, the fund has now reached the respectable total of \$35,000, and with the expected subscriptions from the Grand Trunk Pacific and the H. C. Electric Railway Co., it is believed that sufficient of a guarantee will have been received to warrant a commencement on the project.

Much, however, depends upon the generosity of that portion of the public who are in a position to come forward and help this important enterprise. Mr. Leiser and other members of the committee of the board of trade who have the matter in hand will shortly call upon leading citizens and endeavor to interest them in the enterprise. There is not much time to lose if Victoria is to have bookings for 1911, as Mr. John Cort, president of the Northwest Theatrical Association, has already pointed out.

WIRELESS WORKS WELL ON STEAMER TEES

Steamer Brought Cargo and Passengers From West Coast.

S. A. Baker, the wireless operator on the steamer Tees, announced on Friday that the new apparatus recently installed on that steamer is working well. It is of one kilowatt power, just half the strength of the apparatus on the other C. P. R. steamers. The vessel was in communication with the Dominion stations all the time except at Quatsino during the day. They were unable to make themselves heard at the southern stations because there were so many messages being sent at the same time by nearer stations. They heard those stations, however, very well. The Governor was heard very plainly, reporting of Point Arenas. Mr. Baker thinks that as soon as the Triangle Island station is completed they will never be out of reach.

The Tees brought down the last of the salmon from the Clayoquot cannery, some 1,275 cases; a quantity of salt salmon which the Japanese put up at Toquart; and 300 barrels of whale oil from Sechart. A number of the Japanese who have been fishing and salting the dog salmon came down on the steamer. Among the other passengers was Dr. W. Hanbury, who returned from Sombrio River. He reported that there was some little delay in commencing the hydraulic work, but that the gold washing would commence about the first of December.

At Quatsino and neighborhood there is considerable movement. The Winter Harbor Cannery Company is being reorganized and formed into a joint stock company. Vancouver capital is being interested and a large fully equipped cannery plant will be installed before the opening of next season. The saw mill of the pulp company is now in operation, cutting lumber for the use of the first in building bunt houses and other buildings which are being required.

"Snow fell at Alberni to the depth of about six inches some days ago, which delayed the railway contractors to some extent. It is not thought, however, that it will remain on the ground."

THIS ATHLETE OF FIFTY-TWO YEARS

Says He Owes His Wonderful Energy to Dodd's Kidney Pills.

Was Tortured With Rheumatism and a Cripple Till the Great Kidney Remedy Cured Him.

Six Nations, Ont., Nov. 19.—(Special).—Fifty-two years of age but still young enough to captain the lacrosse team, John Silversmith of this place can truly be looked on as a wonderful athlete. One would naturally think he was all his life a healthy man. But it was far otherwise, and he unhesitatingly states that his wonderful energy and vitality are due to Dodd's Kidney Pills.

"I suffered from Rheumatism for over seven years," Mr. Silversmith says in telling his story, "and in due time made a complete cripple of me. My back was bent nearly double, and when I tried to walk I had to use crutches. Latterly I could not get around at all and I suffered excruciating pain."

"Two boxes of Dodd's Kidney Pills gave me relief; sixteen boxes cured me completely."

Dodd's Kidney Pills always cure Rheumatism because Rheumatism is caused by disordered kidneys and Dodd's Kidney Pills always cure disordered kidneys.

The funeral of the late Charles Ward took place on Friday at 8 o'clock from the Victoria undertaking parlors, Yates street, and at 3 o'clock at the Roman Catholic cathedral, where Rev. Father Letourneau conducted the service. There was a large attendance of friends of the deceased present, the members of the Longshoremen's Union attending in a body. A number of flowers were placed on the casket. The following acted as pallbearers: E. Roche, A. Nelson, D. Byres, H. Partridge, H. Galbraith and J. Davis.

DR. A. W. CHASE'S CATARRH POWDER 25c.
Is sent direct to the diseased part by the Improved Blower. Heals the inflamed membrane, kills the bacteria, stops droppings in the throat, and permanently cures Catarrh and Gonorrhea. 25c. Blower free. Accept no substitutes. All dealers or J. H. Manson, 250 E. Col., Toronto.

HOLIDAY GOODS ON LONSDALE

SALT FOR NANAIMO HERRING FISHERIES

Consignments of Plum Puddings and Champagne for Festal Season.

Steamer Lonsdale, of the Canadian-Mexican line, which arrived in the Royal Roads Thursday, was unable to come to the dock owing to the fact that the berth were engaged. The Onfa, the Tees, the Otter and the Lorne were tied to one wharf, the Empress was expected at the other and on the outside the Queen had to berth. On that account the Lonsdale decided to tie in the roads until Friday morning.

The Mexican liner has a cargo of about 2,200 tons, of which 1,700 tons from Europe, having come by the Tehuantepec railway. Iron grinders cover the decks, and in the hold is a quantity of wire to the amount of something like 200 tons. One hold is filled with champagne and other wines and spirits for the Christmas trade, while the crowning glory of all is a large consignment of plum puddings. Most of the cargo is for Vancouver but there is something like 350 tons of Christmas goods for Victoria.

The Lonsdale went up the Gulf of California to San Carlos Bay for a consignment of 500 tons of coarse salt, which is dug from a lake in the neighborhood. This salt will go to Nanaimo to be used in the herring curing business, which has of recent years assumed large proportions.

The vessel brought no passengers. She had a fine trip north until she arrived off the straits, when a stiff gale was blowing.

TRAVELLERS ELECT OFFICERS FOR YEAR

Annual Meeting of Association Held at Winnipeg—Local Officers.

At the annual general meeting of the Northwest Commercial Travellers' Association of Canada, which was held in Winnipeg, E. J. Thomas, president, occupied the chair, and among those present were E. L. Thomas, vice-president; C. G. MacIntyre, treasurer; Fred J. C. Cox, secretary; and the following directors: Geo. Wilson, J. H. Murphy, Chas. Holden, H. W. Lethbridge, J. E. Holland, H. C. McAllister, Wm. Pitt, G. W. Barrett and T. E. Elliott, and about forty active members.

Nominations for officers for 1910 resulted in the following being nominated: President, E. J. Thomas; vice-president, H. W. Lethbridge and G. W. Barrett; treasurer, Fred J. C. Cox; secretary, and the following directors: Geo. Wilson, J. H. Murphy, Chas. Holden, H. W. Lethbridge, J. E. Holland, H. C. McAllister, Wm. Pitt, G. W. Barrett and T. E. Elliott, and about forty active members.

Directors for Vancouver (two to be elected): H. Wright, A. R. McFarlane, W. I. Linton and J. H. Foster. Vice-president for Victoria: H. Briggs and M. Leiser. Director for Victoria: P. Cudlip and H. B. McKelvie.

Director for New Westminster: F. J. Lynch, acclamation. Director for Kootenay: H. Byers, acclamation.

After some discussion it was moved and seconded that the association hold their annual banquet, and the following committee was appointed to take charge of the same: J. A. Haggis, E. L. Thomas, J. E. Holland, H. J. Clara, Geo. H. Stewart, Geo. Turner, T. E. Elliott.

CONGRATULATIONS FROM THE KING

Ottawa, Nov. 22.—Among many messages which the Prime Minister received on his birthday on Saturday was the following from King Edward, at Windsor:

"Let me express my hearty congratulations to you on anniversary of your birthday. I hope you will be spared for many years to come to serve crown and empire."

Sir Wilfrid made a suitable reply.

THREE FROZEN TO DEATH.

Leadville, Col., Nov. 18.—The bodies of Frank Loftis, William Hasty and James Hayes, have been found four miles west of the Hill Top mine in the Horse Shoe district. The men had been frozen to death. They started for the mines Monday and had evidently been caught in the blizzard.

—Thomas Stockham, one of the owners of the sealing schooner Thos. F. Bayard, has just presented to the provincial museum two sea otter skeletons which will be mounted under the direction of Curator Kermode. There is as yet no mounted sea otter in the museum, the skins are so costly that the provincial government have not yet been persuaded to purchase one.

—A meeting of the trades and labor delegates representing the various unions of this city was held Thursday in the Labor hall, when some thirty-five were present. The president, Jas. Watters, occupied the chair. J. Pierpoint gave a talk on the process of incorporation and a preliminary report of this was made. A special committee of five was then appointed to interview the different labor societies to get their views on this subject. It was decided that \$5,000 should be subscribed before the incorporation, and already \$1,700 has been donated towards this movement.

MRS. FRANK CULLIN DIED LAST EVENING

Well Known Resident of Victoria Passed Away After Short Illness.

(From Monday's Daily.)
The death occurred last evening at St. Joseph's hospital, of Margaret Cullin, wife of Frank E. Cullin, of this city. The deceased lady was well known in Victoria and for a number of years was a member of St. Andrew's Presbyterian church choir. She was a native of Wales and was 23 years of age. Mrs. Cullin was taken ill about a week ago and was removed to the hospital where an operation was found necessary. She was unable to withstand the shock to her system.

She leaves to mourn her loss besides her husband, a father, Mr. Robert Cullin, Keatinge, Saanich; five sisters and two brothers, J. E. Clarke, Rat Portage; Robert Clark, of Salt Spring Island; Mrs. George Watson, Mrs. A. Patch, Mrs. W. O. Wallace, Mrs. C. E. MacIntyre, of Victoria, and Mrs. William Sanderson, of Swift Current, Sask. Much sympathy is felt for Mr. Cullin, who is widely known in the city, and for a number of years was in the employ of the Colonist. The remains were removed to the Mackenzie & Mann funeral parlors, Yates street, but will be moved to the residence of Mrs. W. O. Wallace, St. James street, to-morrow. The funeral arrangements will be announced later.

MRS. BARKER OF NANAIMO PASSES AWAY

Was Former Resident of This City, Where She Had Many Friends.

(From Monday's Daily.)
The death occurred at Nanaimo on Saturday afternoon last of Mrs. Susan Barker, wife of Judge C. H. Barker, one of the best known and most highly respected residents of the Coal City. Mrs. Barker had been ill for some time, but it was not supposed that the case was so serious, and therefore the news of her demise came as a great shock to many friends of the family.

Deceased was formerly a resident of this city, where she became well known. She leaves to mourn her loss her husband and three brothers and four sisters—E. Howard Russell, of the Victoria High school; Dr. W. L. Russell, inspector of the New York state asylum; Fred Russell, of Wellesboro, this city; Mrs. Lamont, of Silverton, N. J.; and Mrs. Russell and Miss Alma Russell, all of Victoria.

The funeral has been arranged to take place from the family residence, Wallace street, Nanaimo, to-morrow afternoon. Rev. Mr. Robertson will officiate.

CONSERVATIVES SPEAK AT PARSON'S BRIDGE

H. D. Helmcken, K.C., and Leonard Tait Enlighten the Electors.

H. D. Helmcken, K. C., the Conservative candidate in Esquimalt, disavowed the statement of the Victoria Transfer Company, addressed a meeting of the electors at Parson's Bridge Thursday evening. J. Atkins acted as chairman.

Mr. Tait spoke first, spent a good deal of time in picturing to those present the wonderful era of progress which would be ushered in when the Barkley Sound railway would be built under the contract which the Canadian Northern had made with the McBride government. Esquimalt would benefit tremendously, no doubt, possibly to a greater extent than any other point on the coast. Sawmills would be erected, iron industries flourish and these and kindred industries would mean the employment of large numbers of men whose earnings would be spent in the maintenance of homes and the purchase of supplies. Though the most important announcement affecting the future of Esquimalt which has been made in years has just come from Ottawa—the rehabilitation of the naval base on the North Pacific—Mr. Tait said that he thought the fastest thing that is feared, no doubt, that it would hurt Mr. Helmcken to mention the achievements of a government which is supported so strongly by the Liberal candidate, John Jardine.

Mr. Helmcken said that already much had been done in securing the necessary public works for the district but more would follow if he were elected on Thursday next. He claimed that little credit attached to Mr. Jardine for what had been done in the district, that credit rested on the Conservative organization of the constituency.

Mr. Helmcken declared that the provincial government had proved a sincere friend to the workingman. Was it not the McBride government which to-day stood between the white workingmen and the Grand Trunk Pacific Railway Company and prevented the latter from flooding the country with cheap labor? Mr. Helmcken read from the speeches of Sir Charles Rivers-Wilson to prove that the railway company really wanted yellow labor. He pointed out the attitude of the provincial government with that of the Dominion government and read from statistics to show that Asiatic immigration was constantly on the increase.

Mr. Helmcken defended the railway policy of the McBride government in every particular and declared that the whole road would be built without a cent of cost to the province. He promised that if elected he would do everything in his power to conserve the interests of his constituency, and the meeting came to a close with a vote of thanks to the chairman and the singing of the National Anthem.

GRAND RECEPTION TO SIR HIBBERT TUPPER

(Continued from page 6.)

A Midnight Contract.

There is a difference between the contract made in the night, made in a hurry, a contract put up to colleagues at midnight, to either accept or get out in the morning, but this Manitoba contract was reached by calling in men regardless of politics. It was not a Mackenzie & Mann family affair, but of the business people of the country, whose money was to be involved. The people's money was to be involved. The people were consulted. Drafts of the proposed agreement were submitted to the people and the legislature, all the things that we should have had. They went ahead with these splendid and immediate results. Mr. Staples, one of the members for Manitoba in parliament, said: "The government of Manitoba last year sent to the Canadian Northern railway reduced rates on coarse grains, reducing them to those on wheat."

When it was only a question of guarantee with the Dominion of six millions, was there any hurry? No. Parliament had notice and copies of the reports and surveys of Mackenzie & Mann's engineers, and not only so, but those checked by government engineers, and a full statement of what the securities were worth, what the bonded indebtedness was. We have had none of those. Mr. Mann says the indebtedness is something like \$26,000,000. The Toronto News, strongly sympathizing with the C. N. R., writing an article, which on its face is inspired, says that it is \$55,000,000 already, and the capital stock is to be \$55,000,000. All of these things we have no time to ascertain or learn.

The whole thing is obscured by grandiloquent talk of our vast resources, our magnificent heritage; that we are going to boom; that we must go with a rush. We have too much boom. It is only good for the boomsters; the people at large must remember that such recklessness is something that can only end in disaster, be it temporary or permanent. (Hear, hear.)

The Bribes of Big Expenditure. At the end, notwithstanding his professed confidence, see how the premier talks to intelligent men. He said to them at Chilliwack that all the supplies and material are to be purchased in British Columbia. Is there a line in the contract, is there any statement from Mackenzie & Mann that states any such thing? Their contract allows them to do as they please. But this bait is offered, "the road is to be built in four years." The roads all right, but where is the guarantee? When was the G. T. P. to be built? They are asking Ottawa for extension of time because they cannot get labor. The C. P. R. was built by Chinese labor. G. T. P. say they cannot get sufficient white labor. They will get an extension of time. Does any one suppose that if Mackenzie & Mann fall down there would be any forfeit? Would the public stand for a refusal of extension of time?

The premier pointed out at Chilliwack, offered the bribe, that this meant that in four years something over thirty millions would be spent in wages and getting supplies; an expenditure of thirty millions in the next four years. Some men in Chilliwack could not see the money coming. They came to Vancouver and Mr. Bowser put the amount of expenditure up to forty-eight millions, and said "most of it would drain into Vancouver at the rate of a million a month" (Laughter).

Take McBride at His Word.

Well now, ladies and gentlemen, is that going to carry? Are we in such a state of excitement? Are we in such a state of speculation that we will throw up our hands for any wild proposition, because it means an expenditure of a great sum of money? ("No, never.") I tell you one of the worst curses of any country is that temporary state, that state of boom and bust, that state of excitement that means that are showing that along-hoping no matter what happens in thirty years to themselves, make something in the few years, and then go back to the state of bust. That is about our necks they will be only partly to blame—we will be to blame for listening to any such cajolery. (Hear, hear.)

If the workmen believe we are making any such amount from sales of land and making such millions, that when this stock matures—the Mackenzie & Mann family will bring that railway here; their whole plans have been in that direction—but assuming they are to employ white men, to be injured, instead of having this so-called workmen's compensation act, under which shyster lawyers get all the money and the give testimony, let this government with its exchequer bursting form a fund for these men that go down in the fight, for these mutilated workmen, instead of devoting this money to the benefit of two railway buccanniers, and all who may be associated with them. (Hear, hear.)

While they are entertaining men, never did man so cajole, so do up governments, as these two. They have got their stock on pledges. They have governments at their back, but there does come a time when the risk should be theirs, when the profits are theirs. The time has come when we should take up Mr. McBride at his word, and in regard to this transcontinental line give them "decent encouragement and nothing more." (Cheers and prolonged applause.)

A vote of thanks of the heartiest kind was passed on motion of Frank Andrews, who referred to the distinguished careers of three generations of Tupper known to him, Mr. James May Merton, daughter of Mr. Frank Merton, of this city.

Sir Hibbert, replying, deprecated thanks for doing what he considered his duty in the interests of the province. He had been very warm in his support through Canada, Liberal and Conservative, and they knew that in a fight he asked no quarters, and hit out in the open. (Cheers.)

Mr. Merton, who was present after giving three ringing cheers for Sir Hibbert.

NOTICE TO MARINERS.

The diaphone at Race Rocks light station will not be ready for operation on the 1st December next, as given in the notice lately published. Therefore the steam whistle will be continued as in signal until the diaphone is established.

Canada's Pride

This brand of Canned Goods can be relied on as being the best packed, and for retaining the fine natural flavor of the vegetable, and they cost no more than other brands.

BEANS, golden wax, per tin 10c
CORN, sugar, per tin 10c
PEAS, early June, per tin 10c
PEAS, extra small and tender, 2 tins 25c
TOMATOES, small size, per tin 10c
TOMATOES, regular size, 2 tins 25c

The Family Cash Grocery

CORNER YATES AND DOUGLAS STREETS
PHONE 312.

Dominion Carriages

FIRST IN QUALITY
LATEST
IN
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BEST
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FINISH

B. G. HARDWARE COMPANY, LTD.
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ROSS' XMAS SPECIALTIES

Just received another shipment of our famous Xmas Fruits. Better than ever. Better bargains than ever offered before in Victoria. Among them:

SMITH'S GROUND ALMONDS, per tin, 15c, 50c and 25c
SMITH'S ALMONDS (bulk), per lb. 75c
MORTON'S ALMONDS, per tin, 50c and 25c
ALMOND PASTES, per lb. 60c
VALENCIA ALMONDS, per lb. 50c
JORDAN ALMONDS, per lb. 75c
SOFT SHELL ALMONDS, per lb. 30c
TARRAGONA ALMONDS, per lb. 25c
BITTER ALMONDS per lb. 75c
PISTACHIO KERNELS, lb. \$1.25
SALTED ALMONDS, per lb. 40c
TURKISH ALMONDS (granular Persian) stuffed with almonds, per box 50c

SPECIAL THIS WEEK
NEW SULTANA RAISINS, 4 pounds 25c

DIXIE H. ROSS & CO.
INDEPENDENT GROCERS, 1317 GOVERNMENT ST.

Great West Woven Wire Fencing

For sale by
Chas. B. Jones or Jno. Meston, - Victoria
CONTRACTS TAKEN FOR ERECTION

STRENGTH, DURABILITY AND ECONOMY

Will be found in the

Conservative Candidate Meets With Chilly Reception in Brydon's Stronghold.

D. M. Eberts, K.C., the Conservative candidate, met with a decidedly chilly reception at the meeting held at Gordon Head Thursday. This portion of the riding is regarded as the stronghold of Mr. Brydon, the Liberal standard bearer, and friends of the latter were present in large numbers last night. Mr. Eberts was subjected to a severe heckling and, notwithstanding that he is an old and experienced campaigner, he found it difficult to answer the many questions which were asked him. One Liberal caused him much embarrassment by pointing out that the government had already had to pay the interest guaranteed on the bonds of the Shuswap & Okanagan railway, this being proof that it was not improbable that a similar fate might befall the country in the event of the notorious agreement with D. D. Mann being ratified. Mr. Eberts in reply contented himself with saying that while it was true that the government had had to

FROST FOR EBERTS AT GORDON HEAD

pay the interest on the bonds the magnificent Okanagan valley had been opened up and thus the expenditure had been fully warranted.

Joseph Nicholson occupied the chair and he called upon George Grogan as the first speaker. Mr. Grogan said he had formerly lived at Edmonton and he knew Messrs. Mackenzie & Mann well, and they could take his word for it that they were all right and would do what was right by the province.

On Mr. Eberts being introduced that gentleman proceeded to poke fun at Mr. Oliver and his railway map. He described Mr. Oliver's programme as one of odds and ends and contrasted it with the clear-cut definite policy of his revealed leader, Hon. Richard McBride. In summarizing the railway policy to the electors, Premier McBride asked them to decide upon the policy on its merits. Mr. Eberts looked forward with confidence to the time when wheat of the prairie provinces would be handled by Barkley Sound and the farmers of Saanich would be shipping their butter and eggs to the thriving settlements along the West Coast.

Mr. Eberts had already had to pay the interest guaranteed on the bonds of the Shuswap & Okanagan railway, this being proof that it was not improbable that a similar fate might befall the country in the event of the notorious agreement with D. D. Mann being ratified. Mr. Eberts in reply contented himself with saying that while it was true that the government had had to

First Aids To Beauty

Take good care of your complexion, avoid rich, greasy foods and drink plenty of water between meals, and take a dose of

BOWES' BLOOD PURIFIER

every morning on arising. One small dose of this great medicine at this time of the year will keep your blood in perfect condition, and you'll never know what it is to have a pimple, eruption, boil or blemish, \$1.00 bottle—here only.

CYRUS H. BOWES
CHEMIST,
123 GOVERNMENT ST.

BORN.
DALLAIN—On Tuesday, 15th Nov., at 43 South Turner street, to the wife of J. S. Dallain, a daughter.

MARRIED.
MCARTNEY-MURTON—At the residence of Mr. Edward Murton, Market street, on the 18th inst., by Rev. A. Henderson, Percy G. McCartney and Miss Clara May Murton, daughter of Mr. Frank Murton, of this city.

DIED.
GIRDWOOD-WARD—On 18th November, at Christ Church Cathedral, Victoria, B. C., by the Lord Bishop of Columbia, James Girdwood, son of Alexander W. Girdwood, of Fernald, Elveline, Middlesex, of Florence Elveline, daughter of James Girdwood, and Mrs. Robert Ward, of Oak Lawn, Leatherhead, and Victoria, B. C.

BANISTER—On the 18th inst., at her residence, 44 Government street, Harbortown, the beloved wife of A. E. Banister, Esq., J. P., aged 65 years, late of Victoria, B. C.

JACQUES—In this city, on 18th inst., at St. Joseph's hospital, George Jacques, aged 72 years, late of Victoria, B. C.

MINERS ARE RESCUED FROM LIVING TOMB

Over One Hundred Men Found Alive in Illinois
Mine After Being Imprisoned For
More Than a Week

(Times Leased Wire.)
Cherry, Ill., Nov. 20.—One hundred men were found alive this afternoon when the inspectors made a second trip into the mine, making a total of 142 survivors of the great accident of a week ago.

Work of Rescue.
Cherry, Ill., Nov. 20.—Like the dead rising from the tomb, forty-two living men were raised from the St. Paul mine here this afternoon. The wildest scenes of joy followed.

The wives, dressed as widows and the children who have mourned the apparent death of their fathers, are beside themselves with happiness. It seems almost inconceivable, too good to be true, for all hope had fled. The families of these men had not the slightest ray of hope that they would ever be seen alive again. Only the blackened, charred bodies, burned probably beyond identification, were hoped for at the most. Then after they had been mourned as dead for seven days and nights, and half of the eighth day, for them to actually be rescued and actually able to speak to their loved ones has sent the torn and stricken community from paroxysms of grief to the wild hysteria of joy.

The weakened, pale, starving men thought they had been in their black prison for only one day. Time had passed unrecorded. There was nothing by which it could be measured.

PROPOSAL TO WIDEN FORT

ANOTHER BIG STREET
IMPROVEMENT MOOTED

New Scheme Comes Before the
Council and Committee
Named to Act.

C. E. Berkley, representing property owners on Fort street, on the section running from Blanchard to Cook, wrote the council Friday night asking that consideration be given the feasibility of widening that thoroughfare. He pointed out that it was already an important business street, and no doubt in the future the section mentioned would be much in demand for business houses, as the commercial districts were gradually being extended in an easterly direction. Now he thought was the most favorable time to accomplish such an improvement.

After some debate it was decided to appoint a special committee to wait on Mr. Berkley, Ald. Stewart, and Mr. Keown were named this committee, and they were instructed to ask Mr. Berkley to get a petition signed by all the property owners before the matter was gone into any further by the full board.

A petition was received from the draymen of the city asking the council to amend the by-law which provides that heavy vehicles as well as all others shall carry lights after night-fall. They claim that on wagons which are heavily loaded it is impossible to keep the lights lit. The oil spills out by the jarring of the vehicle. Several members of the board said they knew of their own knowledge that this was a correct statement by the draymen, and in view of that it was decided to recommend to the police commissioners that the regulations be amended to suit the wishes of the draymen.

Complaints were received from the Fairview-Esquamelt Greenhouses Co. and S. A. Gowen that the building operations at the site of the new Royal Bank were proving a great inconvenience to them, and they felt that their business was being injured owing to a large barrier having been erected across the sidewalk. The city engineer will be asked to see if he cannot remedy the grievance.

To meet the wishes of Plumbing Inspector Shade it was decided that all alterations made to plumbing at the instructions of the water commissioner shall be subject to his approval, and that the man doing the work shall be responsible to him (Mr. Shade) instead of to Mr. Rayner, as heretofore.

Ald. Henderson wanted to know why certain cement sidewalks were being laid without street names being imbedded at the corners of the streets.

Superintendent Warwick said there was an insufficient supply of letters. It was decided to call for tenders for more letters.

SUCCESSFUL SEASON.

There has been more freight taken up the Skeena river by the Hudson Bay steamers this year than on any previous occasion. After laying up their steamers Captain J. P. Bucey, of the Maselton, and T. J. Jackson, have come to Victoria for the winter, bringing word that their vessels have met with no difficulties, and that the season will be successful. There were a few tons of freight left at Prince Rupert, a consignment of machinery which was left at Hazelton had left on her last trip, and a few tons of oats. The season on the whole has been very successful from the point of view of the Hudson Bay Co.

"We were only waiting to die," said one man. "No one cared to try to tell how long it was, but none of us thought it was more than a day."

They had some food with them, which sustained their lives. But the very fact that they were unable to note the passage of time was probably the explanation of its lasting long enough to save them.

Instead of eating meals for seven days, they had in this living tomb been satisfied with the food that they thought would last them one day. They were nearly starved without knowing it.

After the first forty-two men had been brought to the surface, the mine inspectors hastened to return into the shaft.

One Hundred More Rescued.
It was not long before the news was flashed that one hundred more living men had been found in another chamber, having passed through much the same experience as the first forty-two. When this news was spread the town, already wild with joy, went into even wilder expressions of excitement. Some of those rescued may die from weakness, but it is hoped that almost all of them can be saved.

George Eddy, one of the first men brought out, is in a critical condition, and there is little hope for him.

While the joy and celebrating is great, there is no disrespect for the sorrow that has sunken down irretrievably on the homes of twenty-three whose dead bodies have been identified.

Fifty dead bodies have been taken out of the mine, and of these there is not much hope of identifying more than twenty-three, who already have been recognized.

BOY SCOUTS BRIGADE FORMED IN THIS CITY

Meeting Held Thursday Even-
ing Last for Purpose of Or-
ganizing the Brigade.

A meeting for the purpose of organizing the Victoria Brigade of Boy Scouts was held on Thursday evening last in the schoolroom of Christ Church Cathedral. Rev. Wm. Barton, organizer of the movement here, presided at the meeting. The brigade was successfully launched with a membership of sixty-five. It is the intention of having patrols to affiliate with the brigades in Victoria, Spring Ridge and the other wards in this city.

During the evening Mr. Barton spoke on the movement, stating that the first use of boy scouts was made at Mafeking, when General Sir Robert Baden-Powell made wonderful use of them, such as carrying dispatches and discharging light duties. As soon as the general got time on his arrival back to England he set on foot to organize the Baden-Powell Boy Scouts.

The aims of the brigade are to develop the boys' sense of honor and loyalty to God and the King, and also to educate both the mental and physical abilities in them. The only requirements for boys to join are that they must be members of some Sunday school or Bible class. Meetings of this organization will be held shortly, and before long the members of the brigade will be seen in uniforms at their work in and about Victoria.

NEW ELEVATOR TO BE BUILT AT MONTREAL

Business of Harbor Shows
Slight Increase Over
Last Year.

Montreal, Nov. 20.—The business of Montreal harbor showed a slight increase over last year, for though owing to Novala Scotia local strike there has been considerable falling off in coal boats from Sydney, the grain movement made up the loss easily.

Wheat receipts were above those of last year. So heavily taxed have been the elevators that a large amount of grain in bins has been stored till the opening of navigation. The rush has decided the harbor commissioners to build a new elevator as an item in their improvement plans.

GIRLS' HOCKEY.

South Park Players Defeated on Satur-
day by High School.

The girls' hockey team of the South Park school suffered a bad defeat at the hands of the High school team on Saturday. The college girls piled up a score of six goals to their opponents' none. From the start of the game it was evident that the South Park girls were outclassed.

The girls that scored for High were Miss A. Fullerton, Miss C. Burrage, Miss E. Wylie (2), and Miss M. Davis (2). The High school goals were scored by: High school—Goal, Miss M. Leddingham; half backs, Misses E. Taylor and J. John; full backs, Misses V. Harmon, H. Jackson and E. Cressford; forwards, Misses A. Fullerton, E. Wylie, M. Davis, C. Burrage and G. Cameron.

South Park—Goal, Miss S. King; full backs, Misses P. Watt and C. Greenshaw; half backs, A. McGilchrist, C. Vincent, M. Pottinger; forwards, V. Watson, E. Young, P. Hodge, M. Harmon and F. West.

Referee, H. Winsby

NON-COMS. QUALIFY FOR CERTIFICATES

Orders Issued by Commanding
Officer of Fifth
Regiment.

The latest orders issued by Major Currie, commanding the Fifth Regiment, are as follows:
Capt. J. C. Harris will assume command of No. 3 Company in place of Major S. Booth, relieved from duty pending grant of his leave.

Lieut. R. Seife, having returned from leave, resumes duty with No. 3 Company.

The following man, having been granted his discharge, struck off the strength of the regiment: Gnr. A. Harris.

The following men, having been duly attested, are taken on the strength, and will assume the technical name of the company they are posted to: Gnr. J. B. White, No. 149; Gnr. M. W. Mann, No. 181.

C. C. Companies will obtain tax certificates on Wednesday next, and will fill in and initial same for those N. C. O's and men who earned efficiency pay last drill season. These certificates are to be handed in on December 15th next.

The following specialists having passed the last tri-annual test will parade at the Drill hall on Wednesday next, 24th inst., at 8.30 p.m. The parade will be held in the Drill hall. The following specialists will also attend: Sgt. G. Swarbrick, Cpl. S. Wilson, Gnr. A. C. Boyce, Gnr. C. Birch, Cpl. W. H. Spofford, Cpl. H. Mathews, Gnr. G. Fetherbridge, Cpl. A. Richardson, Bom. W. G. Edgen, Gnr. A. Penketh, Cpl. W. E. Gordon, Sgt. W. J. Wilby, Gnr. H. Price, Gnr. E. Logan.

The undermentioned men have qualified for certificates:
For sergeant—Cpl. W. B. Gordon, Gnr. A. C. Boyce, Cpl. A. G. Morry.
For corporal—Gnr. E. D. Carter, Gnr. C. W. Birch, Gnr. H. W. Ellis, Gnr. F. Dutek, Gnr. A. Richardson, Gnr. W. H. Spofford, Gnr. E. G. Ray, Gnr. J. R. Conerton.

For bombardier—Gnr. A. B. John, Gnr. W. Kroeger, Gnr. J. Casanave, Gnr. L. S. Davis, Gnr. H. P. Beek, Bom. W. S. Duncan.

All buglers in the regiment will parade on Wednesday next, 24th inst., for instruction under Bandmaster S. Rogers.

SUDDEN DEATH.

Member for Dufferin Found Dead in
Bed in Hotel at Ottawa.

Ottawa, Nov. 20.—Sympathetic references to the sudden passing of Dr. John Barr, Conservative member for Dufferin, who was found dead in his bed at the Cecil hotel yesterday afternoon, were made in the House immediately after routine business was disposed of by Sir Wilfrid Laurier and Mr. L. Borden.

Dr. Barr's death has come as a great shock. At noon, when he was expected to be in his room, he failed to appear. His private secretary, Mr. J. E. Barr, called at his door to find it locked. He tried to get in by force, but was repulsed. He then called on Mr. Barr's wife, who told him that he had been in his room all day, and that he had been in bed since he had been in the room. He was found dead in bed, having died some hours previously. He was 68 years of age and resided at Shelburne, Ont.

Dr. Barr leaves a widow, but no children. While he has only been in parliament since 1904, Dr. Barr was elected in Dufferin to the Ontario legislature in 1876, 1879, 1880, 1881 and 1884. Dr. Barr will be buried at Shelburne.

This is the second vacancy in this parliament caused by death. Dr. McIntyre, of Strathcona, was the other.

ADRIFT IN LAUNCH ON LAKE SUPERIOR

Five Persons Rescued After
Being Without Food for
Sixty Hours.

Duluth, Minn., Nov. 20.—After being tossed about helplessly for 84 hours in the "dawn" gale, the launch of which they were without food, Axel Oberg, his wife and two children and two sailors were cast on the rocks of Lake Superior, 13 miles from here, late yesterday, when they were rescued.

By superhuman efforts the two sailors dragged themselves to this city, reaching here with the news of their terrifying experience.

The local life-saving crew manned a launch and brought the half starved party here last night. Mrs. Oberg and her children were so weak that they were scarcely able to stand.

The party started from here for Two Harbors on Monday afternoon. They encountered a severe storm shortly after leaving this port, and the engine became disabled.

STORM WRECKS AIRSHIP.

New York, Nov. 19.—The Briggs-Rice dirigible airship American Eagle, the largest ever built in the United States, was wrecked at the Morris Park aviation grounds late yesterday, when a northeasterly gale tore away the big balloon which sheltered it and tore the \$4,000 foot bag. The inventor, his son, and one of the workmen, were struck by the falling poles and slightly injured.

HEAVY SNOWFALL.

London, Ont., Nov. 19.—Sixteen inches of snow fell between 8 o'clock Wednesday and 8 o'clock yesterday morning, establishing an early storm record for a period of years that stretches beyond the memory of the oldest inhabitants.

UNION LABEL.

Brantford, Ont., Nov. 19.—The trades and labor council has introduced a new idea in union labels. It is proposed to have houses labelled and carpenters and builders will device some label which will mark their work.

YOUTHS TRY TO DOWN BRYDON

BUT ARE CONFRONTED
WITH EBERTS' HISTORY

Speaker of House Advocated
Oliver Policy in 1907
Campaign.

There was a lively time at Boleksine road Friday night, when half a dozen boys, who shouted "Eberts, Eberts," tried unsuccessfully to break up Thos. A. Brydon's political meeting. The boys were between sixteen and twenty years of age, and for a time kept up a running fire of "Eberts, Eberts." They were, however, silenced emphatically when R. L. Drury showed up Mr. Eberts' "Yes-No" policy by drawing attention to Mr. Eberts' present attitude on railways and comparing it with his speech uttered in the same hall on January 28th, 1907, during the last provincial election campaign.

Mr. Eberts' present attitude is in favor of the McBride railway policy, and Sanich electors are expected to be disappointed. The people he should put an end to that sort of thing, and to show you why, I'll tell you the story of the cows (laughter). "When two farms got to quarrelling over the cows you know who got them."

A voice: "Eberts?"
Mr. Morley: "You're right. When two farmers get quarrelling over a cow the lawyers always get it. That's an old story."

Mr. Morley then said a change in government was necessary for the preservation of the province, and he must stand by the constitution and if he allowed this to pass the meeting would be out of order, as the constitution clearly stated that when a player is refused a position on all of the senior teams then he may be graded as a second division player; but this was not the case as the A. O. F. delegate said he would play Hall tomorrow on his senior team.

Mr. McKell did not like this move, and pointed out that he had moved that the other three players be passed upon, and now when he asked for this grading of one of the Victoria West men it was immediately turned down.

The drawing up of a new schedule for the junior league was brought up. It was moved to have a new league formed and entries for the new league received up till Thursday of next week.

Among the business in the second division was the receiving of three protests. One from the Fifth regiment on the grounds that on November 1st the North Ward team played two unregistered players. Another was received from the Baraca club, which stated that on Saturday last the Y. M. C. A. played a number of unregistered players. The last was from Victoria West, whose ground was that on Saturday last the Esquimalt team played three unregistered players and also that the grounds were not properly laid out. It was decided that all games should be re-played, the representations of the clubs all claiming that they had the names of these players registered and that it must have been an oversight on the part of the secretary that they were not on the books.

As there was not a clause in the constitution to this effect Mr. McKell moved that one be added to the effect that "Any team playing unregistered players should forfeit the game and have points deducted from their record." This was carried.

TELEPHONE MERGER.

Clarence H. Mackey Issues Statement
of Standing of His Companies.

New York, Nov. 20.—Clarence H. Mackey, president of the Mackey companies, has issued the following statement to the public:

"We have had nothing to do, either directly or indirectly, with the combination of the American Telegraph & Telephone Company with the Western Union Telegraph Company. It is true that we own a large block of stock of the American Telegraph & Telephone Company, but that is one of our investments."

"The Victoria Cymrodorion Society have arranged for a lantern lecture on Wales by the Rev. T. W. Gladstone for the next meeting, the second Wednesday in December, a number of attractive musical selections and other items will also be given followed by refreshments. All members and Welsh residents and those interested are asked to remember the date and be present. The society also propose holding a race at Victoria next Friday in the horse show building—William Stanley, Marsh Beat St. Yves."

John D. Marsh, the famous Winnipeg runner, will, according to a telegram received from William Stanley from Vancouver this morning, be seen in action here next Friday night.

Marsh will race against William Stanley and the two are signed up for fifteen miles. The race will take place at the horse show building.

The following telegram confirming the match was received Saturday: Vancouver, Nov. 20.—Marsh and Stanley are signed for a fifteen-mile race at Victoria next Friday in the horse show building—William Stanley, Marsh Beat St. Yves."

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COLLECTING TAXES.

St. Petersburg, Nov. 20.—A special dispatch from Harbin, Manchuria, states that the authorities in that city have adopted a more energetic policy of the matter of municipal taxation since the visit of Finance Minister Kokovtsov. The police have instructions to begin immediately the collection of taxes from foreigners who have established themselves there.

ESCAPEE WITH CASH.

Des Moines, Ia., Nov. 20.—Two marked men dynamite Bank in the Bank of Alleman at Alleman, ten miles north of Des Moines, yesterday and escaped with \$1,600 in cash.

ernment. If returned I will work for money aid to the farmer, experimental farms, agricultural college and all other benefits for the settler.

"Any kind of man cannot make a farmer. The time is here when science is needed in this as in other occupations. There are water rights and rural telephones that want advocating in our own district. We should have them."

"Our water rights have practically slipped from us."

"My record," said Mr. Brydon, "is clean; no man can say I have a skeleton in my cupboard. As I have lived and worked so I will work for my constituents if I am returned at this election. I'll never throw my influence for any corporation against the community I represent, as Mr. Eberts has done. I want our district brought to the front." (Loud and continued applause.)

A. J. Morley.

J. Morley gave some most vivid and original advice on the problems at the rear of the hall, and asked them to act as gentlemen. He then said: "I have followed Mr. Brydon's work in Sanich and I judge men by their records. I heard a remark on the street this morning, 'Well how's it going in Sanich?' (A voice in the hall: 'Good, good.') The reply to the question was, 'Brydon is winning, and I'll tell you why. His record is good.'"

Mr. Morley then went over some what similar ground to that of the previous speakers, and remarked that three corporation lawyers were running for the three farming districts of Victoria—Eberts for Sanich, McKillips for the Islands and Helmcken for Esquimalt. The people he should put an end to that sort of thing, and to show you why, I'll tell you the story of the cows (laughter). "When two farms got to quarrelling over the cows you know who got them."

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Mr. McKell did not like this move, and pointed out that he had moved that the other three players be passed upon, and now when he asked for this grading of one of the Victoria West men it was immediately turned down.

RUPERT CITY MAY RUN TO SEATTLE

Rate War Expected Between
Vancouver and Puget
Sound.

The outbreak of another steamship rate war between Seattle and Vancouver is looked for by steamship men, says the Seattle Post-Intelligencer. Preparations are being made by the MacKenzie Brothers Steamship Company, of Vancouver, to place the steamship Rupert City on the run with a passenger rate about half the present one and a reduction in the freight charges in addition. The advent of the British steamer is looked upon by shipping men as the climax to a situation which has been threatening trouble for several weeks.

Surtees Hops, agent in Seattle for MacKenzie Brothers, refused to either confirm or deny that the Rupert City was going on the run. Officials of the Puget Sound Navigation Company admitted that they had heard that the business was to be invaded by the British steamer, but did not believe that the vessel would go on the run.

At the present time the only passenger steamer between Seattle and Vancouver direct is the Puget Sound, of the same company, and the Morning Star, operated by Hind, Ralph & Company, carry freight only, but have a regular schedule, sailing on alternate days.

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FOUNDERS FOR REGRAIDING MEN

QUESTION DISCUSSED
AT FOOTBALL MEETING

Cecil Hall Will Have to Remain
in Senior
Rank.

The question of regregrading a player from senior ranks to the second division was very fully discussed Friday evening at a meeting of the Vancouver Island Football Association. There was rather a heated argument between President Locksley and Geo. McKell, delegate from the Victoria West Association, who wished to have Cecil Hall graded as a second division player.

After the grading of three players from the first division to the second, in which McKell was the mover in each case, the question of the grading of Cecil Hall, came up. Mr. McKell claimed that Hall was not good enough to play on the senior Victoria West team and that he wished to have him placed on their second division team. Objection was raised to this move by several of the delegates present, who argued that they would play Hall on their team at any time. The president said that he must stand by the constitution and if he allowed this to pass the meeting would be out of order, as the constitution clearly stated that when a player is refused a position on all of the senior teams then he may be graded as a second division player; but this was not the case as the A. O. F. delegate said he would play Hall tomorrow on his senior team.

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STANLEY AND JOHN D. MARSH ARE MATCHED

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JOHN HAGGERTY GIVES TROUBLE

BOARD OF ALDERMEN
ANGRY AT ACTION

Amusing Incident Growing
Out of City's Attempt to
Purchase Property.

John Haggerty is causing the members of the city council a great deal of worry these days, and all on account of some lots which he formerly owned at the site of the Spring Ridge gravel pits and which the city has purchased or proposes to purchase. Some weeks ago Mayor Hall announced that in view of the necessity for the city to secure at once a site for a corporation yard he had taken the liberty to take an option on five lots owned by Mr. Haggerty at Spring Ridge, the sum of \$10,000. The council approved in principle, and gave the mayor authority to complete the deal. That was the last heard of the matter until the meeting of the streets committee on Friday last week. At that meeting Ald. Stewart caused consternation by announcing that while he understood that the city had purchased the lots in question he learned that they had not been formally notified of the intention of the council in the matter. This was a week ago.

Friday evening Ald. Stewart again brought the matter up. He asked if the city had acquired the property on which the gravel pits were located, and if not, what course ought to be pursued, and finally it was decided to complete the purchase. It being understood, however, that the amount paid over in particular, be less the value of the gravel which Mr. Haggerty had removed.

(From Saturday's Daily.)
For the next few months only two C. P. R. steamers will ply to and from the Victoria B. C. ports. One of the Princess Beatrice, will also attend to the Queen Charlotte Islands business fortnightly, sailing from this port every fortnight. This steamer did not arrive in time on this trip, but will come here when she returns.

Steamer Princess May will sail fortnightly for Skagway and way ports, leaving on the 26th. The Princess Royal, which arrived last night, will be thoroughly overhauled, her engines in particular, needing a good deal of attention. It will take nearly two months to get her in good shape again.

AGGERTY
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STREASERS
NORTHERN RUN

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MS MEET
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school and S. Sherritt
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damage being done.

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forwards, Ledingham,
Wiseley and Cummings.
al, Duncan; half backs,
ndie; half backs, Camp-
nd Ward; forwards, Mc-
S. Sherritt, Newbi-
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THE RAILWAY DEAL—COUNTING THE COST!

McBride and Mann versus Oliver and the People--A Consideration of Liberal and Conservative Policies in Relation to Undeveloped Area of British Columbia.

The province of British Columbia is the largest, but is endowed with resources—agricultural, mineral, and timber—incomparably greater and more valuable than those of any sister province. But, notwithstanding these advantages, she remains the backward sister, simply and solely by reason of her lack of transportation facilities necessary to open her new and undeveloped areas. That British Columbia's total population should at this day be less than that of the city of Toronto alone stands as a reproach and disgrace to the Conservative administration under Richard McBride. During the period of his control of our affairs the provinces of Alberta and Saskatchewan, by virtue of the enterprise and capacity of Liberal administrations, have leaped from a population of a scant 170,000 to over a million people. This alone is sufficient evidence of the complete failure of McBride and his government to grapple with the true problems of British Columbia during the past six years. Now we are confronted with a railway proposition, and Richard McBride attempts, after these six years of inaction, to dragoon this province into an inconsidered deal, trumped up with indolent haste.

Why this precipitation? Is this a bargain-day offer of Mackenzie & Mann that must be snapped up forthwith lest it be withdrawn? It is well known that the G. T. P. has surveyed a line down the North Thompson route, and is prepared to construct at once if given reasonable assistance. It is also well known that the C. P. R. has surveyed the same route, and has filed its plans at Ottawa. Is this haste lest one or the other should construct in advance of the C. N. R., and the government thus lose its chance of subsidizing Mackenzie & Mann and thereby secure the political backing of that firm of clever manipulators—so tremendously valuable to the Roblin government in Manitoba?

AN IMPRUDENT DEAL.

Has the government been reasonably practical or business-like, anyway? Does the prudent buyer of any commodity not first obtain prices from competing firms before making his purchase? WHY HAVE THE GOVERNMENT "PLENTY" OF OFFERS BEEN MADE IN NEGOTIATIONS WITH OTHER LINES, ABLE, WILLING AND ANXIOUS TO CONSTRUCT? ARE THE CIRCUMSTANCES NOT SUSPICIOUS?

HISTORY OF THE DEAL.

Let us recall the history of the deal: Years ago the present premier promised to call a summer session of the legislature to consider the matter of railway transportation. He failed to keep his promise, and the years dragged by. Recently the public became aware of Mr. Dan Mann's visit and negotiations with the premier, and on October 20th, the very day following that of the announcement by Mr. John Oliver, leader of the Liberal party, of a comprehensive railway development policy for British Columbia, Mr. McBride proclaims through the columns of his local organ that he has entered into a contract for railway construction with Mackenzie & Mann. We quote some striking paragraphs from the premier's own carefully made announcement, as taken from the morning Colonist:

"We have entered into a CONTRACT with the Canadian Northern railway for the construction of a road from the Yellowhead pass to Kamloops, etc. To assist the company in the construction of this road, which will cost at least \$50,000 per mile, the government 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."

The capitals are ours, but we wish to emphasize these words. But this "contract" is not disclosed although in all conscience surely the people are entitled to see the entire contract if they are to intelligently pass judgment upon it.

Two days later, the premier, through the same organ, is forced to announce that his two most important ministers—the Hon. F. J. Fulton, commissioner of lands, and the Hon. R. G. Tatlow, minister of finance, repudiate the contract and have resigned from the government in protest.

The public are naturally uneasy; uneasiness grows into suspicion, and the force of public opinion finally grows so insistent that the documents are dragged into light. The so-called "contract" is then found to be a mere memorandum, driving into the people's minds an unpleasant realization of the fact that the premier had deceived them all along the line in his first announcement, his evident intention having been to withhold the actual document altogether and to humor the people with mere verbal assurances of what it contained. Refer to his statement above quoted; we were to secure this railway by a guarantee of INTEREST ONLY, but the memorandum provides for payment of PRINCIPAL AND INTEREST.

We were to have a MORTGAGE AND PERSONAL COVENANTS of indemnity; we get NO MORTGAGE, but a MERE PERSONAL ASSURANCE by Mackenzie & Mann that they will not see the province held liable. In an interview subsequent to his first announcement, the premier declared that he had secured concessions in freight rates. The memorandum has not a line or a suggestion to that effect.

WE GET NEITHER RATE REDUCTION NOR RATE CONTROL. THE GOVERNMENT MAKE GREAT TO-DO ABOUT THE MANITOBA CONTRACT MADE WITH THE C. N. R. THE MANITOBA CONTRACT PROVIDED EXPRESSLY, NOT ONLY THAT EXISTING TRANSPORTATION RATES SHOULD BE LOWERED FORTHWITH, BUT THAT THE GOVERNMENT THEMSELVES SHOULD ABSOLUTELY CONTROL ALL FREIGHT RATES—IN FACT, THAT THE GOVERNMENT SHOULD MAKE THE FREIGHT RATE SCHEDULES AND DICTATE THEM TO THE RAILWAY COMPANY. BARGAIN EXAMINED.

The proposed deal calls for a main-line coast connection only from Mac-

kenzie & Mann—a Pacific outlet for their profitable railway system now established on the prairies. It parallels the G. T. P. for 50 miles through the Yellowhead Pass, then branches south along the North Thompson river, through new country to Kamloops, then parallels the C. P. R. and existing lines, the remainder of its distance down to Vancouver.

Through its 500 miles on the mainland, only 200 miles pretend to serve new territory; and if, as is likely, the C. P. R. or the G. T. P. build from the Yellowhead down the North Thompson, EVERY MILE OF THE C. N. R. IN BRITISH COLUMBIA WILL PARALLEL OR BE PARALLELED BY SOME OTHER ROAD OR ROADS.

McBride would exhaust the credit of

British Columbia to assist the province of Alberta, and to pyramid the fortunes of Mackenzie & Mann, reckless of the fact that thereby he leaves his own province financially exhausted and helpless to proceed with the opening up of new, undeveloped areas so urgently needed throughout its length and breadth.

The Boundary country is in the grasp of the C. P. R. monopoly. Yet this proposed line does not travel south to break in upon this monopoly.

The splendid valleys between the Hope Mountains and the Kootenays—Granite Creek with its gold and coal; Aspen Grove with its copper, and all that country with its unlimited agricultural resources—are still shut out from development.

The entire country between the main line of the C. P. R. and the G. T. P. to the north is left in its primeval slumber. VANCOUVER ISLAND, RICH IN ALL NATURAL RESOURCES, IS SLIGHTED AND IGNORED. (The Barkley Sound Railway we shall refer to further on.)

Broadly viewed, this project, if anything, is a policy of railway competition. But we have already seen how, even in point of competition, it does not reach the southern portion of the

province, so urgently calling for relief; and save at the one point of intersection—Kamloops—its competitive factor along the line of the C. P. R. is, by reason of the impassable nature of the Fraser river canyon, reduced to nil. WE WOULD NOT EVEN GET RAILWAY COMPETITION.

This government policy does not attempt to solve the true problem confronting British Columbia—development and settlement.

No transportation contract will meet our needs that does not include a considered land and settlement policy. We want a comprehensive policy that will reach all sections, open our mines, reach our timber, bring all our great valleys under cultivation, and throw open the land to the actual settler direct. A policy that will give us our complement of population and remove the present reproach of so scant a people segregated into a few large cities, with their terrifying percentage of Oriental races.

The Oriental does not naturally turn to agriculture, and, with the door thrown open, our own white people will come in and develop our farms and our orchards, and thus we will go a long way towards settling the Oriental question, and at the same time build

up our population and establish our fortunes upon the foundation industry of every country—agriculture.

THE COST TO THE PEOPLE.

And for this inadequate and misconceived proposition, what are we asked to pay? If we got it free gratis it would not, save as to the short percentage down the North Thompson river, be of much advantage to us. Yet we are asked to load upon the present public debt or \$10,000,000, a further contingent liability of some \$40,000,000. THINK OF IT! FORTY-SIX MILLION DOLLARS, to secure that short percentage, just two hundred miles of railway, that the people could themselves build and absolutely own for \$10,000,000 at the outside, counting the cost at even their excessive figure of \$50,000 per mile. Let us, however, remember, that this is not rough mountain work down the North Thompson valley, but largely open agricultural country, and the outside cost should be nearer \$25,000, or only FIVE MILLION, as against FORTY-SIX MILLION AND THE PEOPLE WOULD OWN THE RAILWAY.

The government apologists cannot get away from the facts. To buy and pay for what you do not need is to waste

and throw away just that much money.

ARE THE PEOPLE OF BRITISH COLUMBIA PREPARED TO MORTGAGE THEIR HOMES TO RAISE \$40,000,000 ONLY TO CAST IT INTO THE SEA?

But we shall return to this matter of comparative cost later.

THE LIBERAL POLICY.

We have seen that the outstanding need of British Columbia is a development and settlement railway policy to open new districts. That is the object aimed at and to be attained by John Oliver's policy. He undertakes to obtain this, and where by the offer of reasonable assistance existing lines are unwilling to construct, he guarantees that as a province we will ourselves build and control the connecting links. Our programme is as follows:

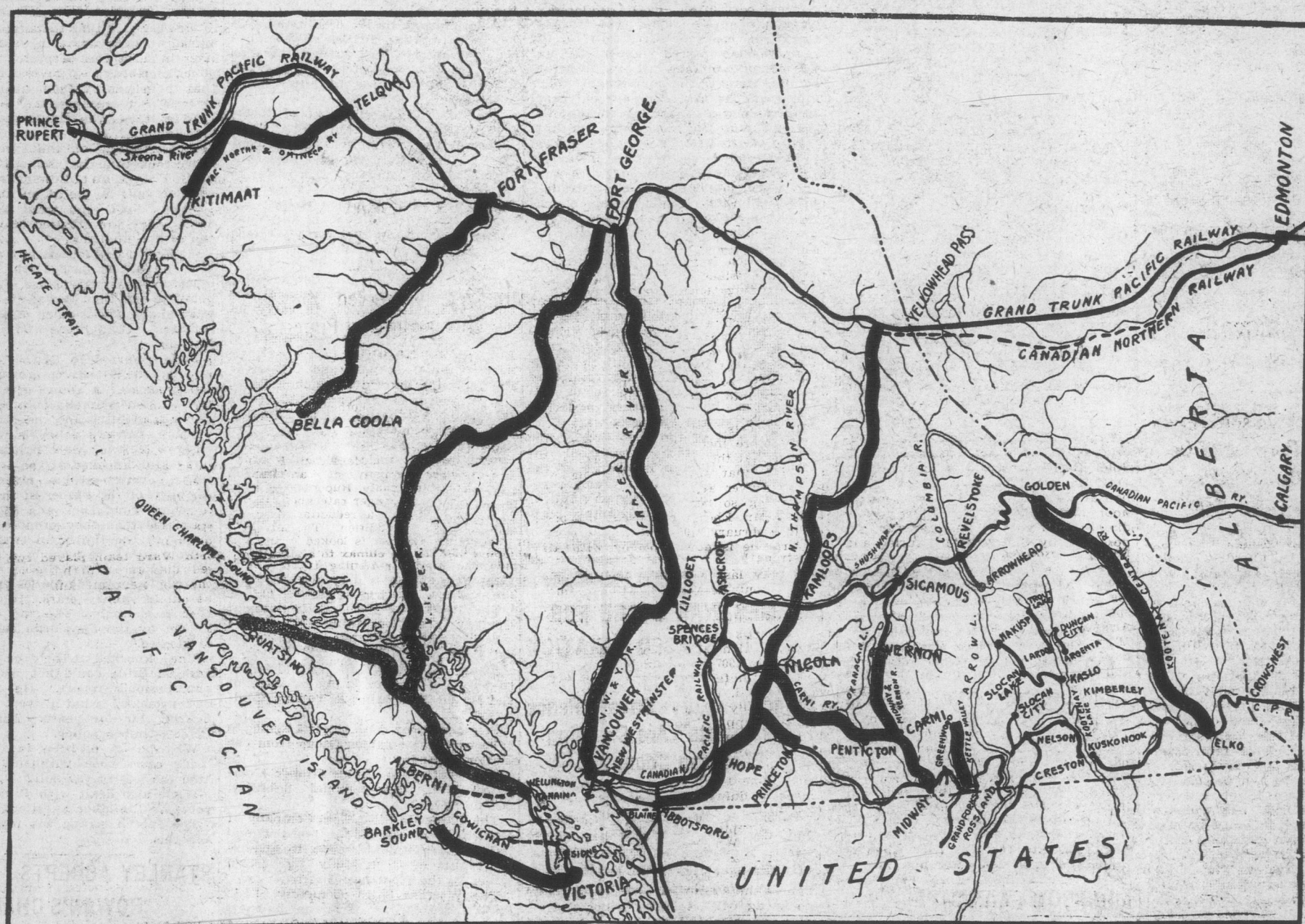
1. To secure the immediate construction of the Barkley Sound Railway, which would long ago have been under construction had the McBride government come forward with assistance to our own citizen company to anything like the extent they propose to aid these Eastern promoters, Mackenzie & Mann.
2. To secure the projection of an All-Island Line to the North; thence crossing the Narrows by bridge or car ferry; to secure the construction of the V. I. and E., reaching up through our great central valleys towards Fort George.
3. To secure the building of a line down from the Yellowhead along the North Thompson to Kamloops.
4. A projection of this line south from Kamloops to Nicola, thence south to the coast cities by way of a well known pass through the Hope mountains.
5. A line east from Hope to connect with Princeton and connection with and through the Similkameen on through to the C.P.R. lines in the Kootenay country.
6. A line north from Grand Forks up Kettle River.
7. A line from Midway north to Vernon.
8. A line connecting Nicola with Princeton and on east to intersect the Midway-Vernon line.

It is proposed to secure the construction of these lines in co-operation with the Dominion government. The latter have already granted assistance to most of them and as a pledge of their readiness to join with this government in the securing of transportation facilities we would point out that up to date the Dominion have aided and secured for us no less than 1,700 miles of new railway in British Columbia. As already pointed out, where the offer of a bonus does not induce a private company to build the essential link through the Hope Mountains, the Liberal government will undertake the construction of such line as a provincial railway. The outside cost to the province of the lines above provided for will be under three million dollars, if construction is secured on a cash subsidy basis; to which add four million dollars in case the province builds its own line east from Hope. CONTRAST THIS OUTLAY WITH THE STAGGERING LOAD OF FORTY-SIX MILLION DOLLARS CONTINGENT LIABILITY. Contrast also the enormous area of at present unavailable land, thus to be thrown open to development for the cash payment of a nominal sum by way of first and last payment, and leaving the entire assets and resources of the province unencumbered and available for future development enterprise.

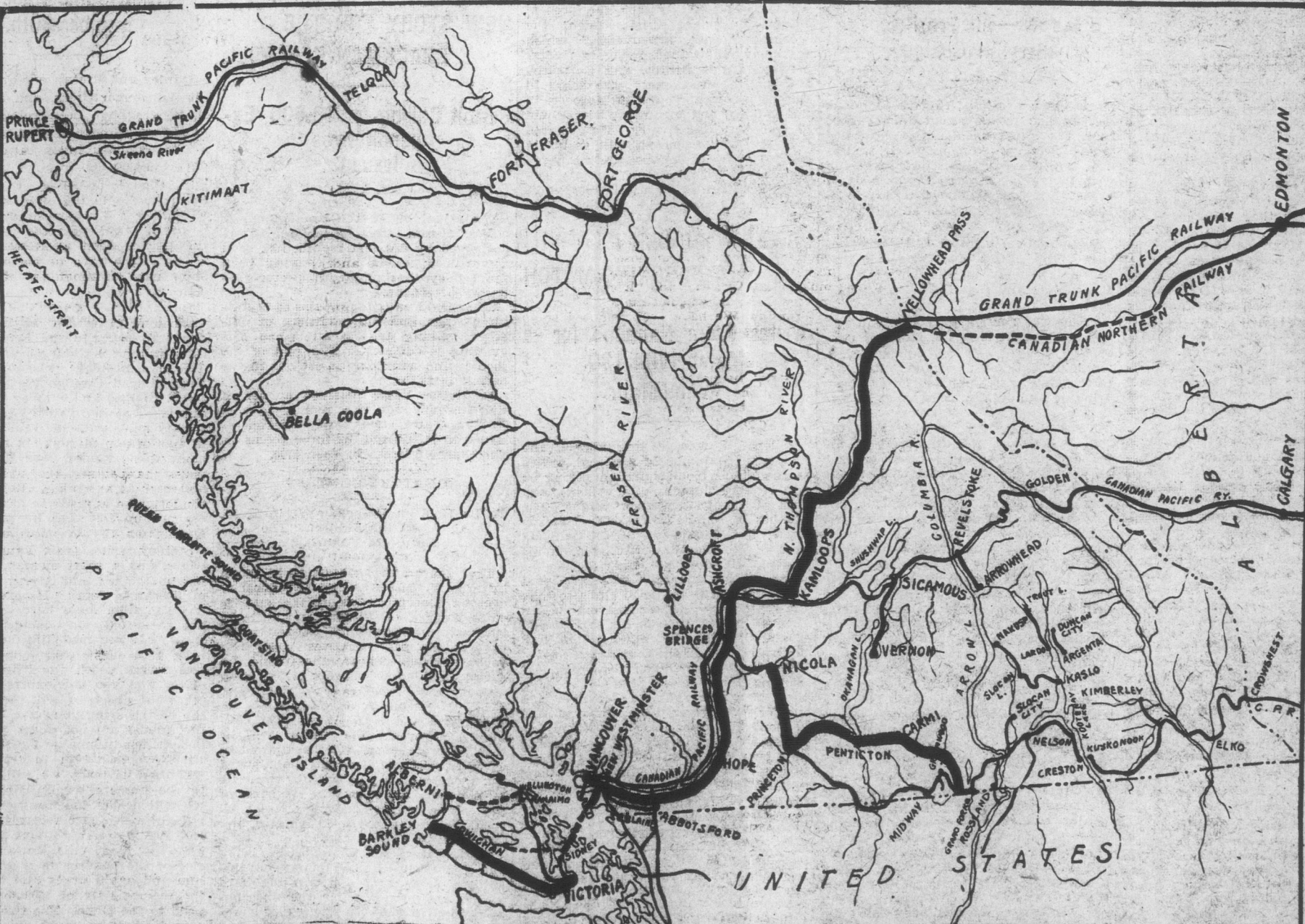
Herewith are presented two comparative maps, one showing the McBride project of a single thread line of railway cutting down through the province and opening but one section along the North Thompson River; the other setting forth the proposals of the Liberal party. A GLANCE WILL SHOW THAT THE LIBERAL POLICY IS THE ONLY ONE FOR BRITISH COLUMBIA; THE ONLY ONE TO DEVELOP OUR RESOURCES; THE ONLY ONE TO ENCOURAGE IMMIGRATION AND SETTLEMENT. Of these lines the Liberal leader is pledged to forthwith have constructed a direct line of connection between the Coast and the Boundary, opening new territory, and lifting the incubus of the C.P.R. monopoly. He is further pledged to immediate construction of the Victoria to Barkley Sound line, of such vital importance to the city of Victoria and the south end of Vancouver Island.

VICTORIA AND VANCOUVER ISLAND.

The legitimate ambition of Victoria has been for a line along the southwest coast and for a line up through the island crossing to the mainland, and thence north and east, thus opening that magnificent country lying between the C. P. R. and the G. T. P., developing the province and making Victoria the actual terminus of a great transcontinental system. This is not by any means a party view; all parties and all loyal citizens of Victoria have heretofore been at one in advocating such a project. Such responsible bodies as the Victoria Board of Trade and the Island Development League, both political newspapers—the Colonist and the Times, many of our prominent public men such as Mr. C. H. Jurgin, editor of the Colonist; Mr. F. S. Barnard, formerly Dominion member; Hon. D. M. Eberts, speaker of the legislature, have all placed themselves on record in this connection. Every elector will recall that strenuous resolution moved by the Colonist editor at a meeting of the Island Development League not long ago at Nanaimo, pointing out the necessity of such a project, and pledging himself and every member of the league to its furtherance. Take the declaration of Mr. F. S. Barnard a few days after the last provincial election. On February 8th, 1907, Mr. Barnard came forward with a vigorous letter to the Colonist which attracted a great deal of attention, and which formed the keynote of a daily series of articles in the press on the subject of the importance of railway connections from Victoria via Butte Inlet and Yellowhead Pass. That paper editorially called on all men of all shades (Concluded on page 12.)



HOW JOHN OLIVER WOULD AID RAILWAY CONSTRUCTION IN THE PROVINCE.



PREMIER MCBRIDE'S RAILWAY POLICY.

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Appointment of Judges of Appeal—Reply of Minister of Justice.

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