

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 productions in reference to the unanimity prevailing between the C.P.R. and C.N. for years after Mackenzie & 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.

"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 retained the Canadian Northern solicitors, retaining the Canadian Pacific solicitors, 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 its 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.T.P. 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."

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 ofhardtack 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 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 engine were overflowing and that the engine was overhauling his 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. E. 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.

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 Veilbaum, 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 list of the shipwrecked throng. 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 waking a sleepy ranch 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.

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In the evening the revenue cutter Perry approached the wreck. She has 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 freighting 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.



UNANIMOUS DENUNCIATION.

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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!

[The journals of the legislature for 1897 give the names of those who voted for and against the second reading of the act to amend the Workmen's Compensation Act. The motion was negatived, and among those whose names are recorded against are: Thomson, Behnen, Davey and McBride, the latter pairing.—Ed. Times.]

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 6:05 o'clock this morning he donned miner's garb and was lowered into the shaft.

Nearly all of the men taken out Saturday are in good condition to-day. Hearings report 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 under the Marquette mine near here."

LOSSES 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 \$3,300,000, 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 wintery blasts were at their keenest yesterday afternoon, Miss Mary Keegan, an English 'suffragette,' who had served time in Holloway jail with Mrs. Fankhouser, 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 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. Hastings to stand as the Liberal candidate for the House of Commons in the approaching election.

NEW MARKET OPENED.

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

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 Yumen 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 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 "whop 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 combine on Thursday.

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 of the present government with that of October 19th with that which it now seeks to force on the country. Abundant references were made to the local option vote, explaining it.

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 permitted me to address a packed convention and a large audience such 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 (Continued on page 4.)

CONVICTED OF MURDER. Chicago, Nov. 22.—Dr. Haldene Clemmison, aged 37, who has been on trial for the murder of his wife, Nora 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."

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.

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, tied 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.



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

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.

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.

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.

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 to-day 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."

As it is possible that the significance of its statement is lost on the editor of the Colonist? If so he is much duller than most of his readers, and certainly not 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. Mr. Thomas says it "was quite friendly and agreeable. "Now the Premier told 'committee of the Victoria Board of Trade that at this interview he told Mr. 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 C.P.R. methods, temper, and policy, this statement will be, not circumstantial, but positive, proof that he is in danger, regarding which I have warned 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.

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HAPPY THOUGHT STRIKES COUNCIL

NEW 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.

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 an outside barrier 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 protection would seem to be to ask the government to do something in the way of protecting the points endangered.

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 FIGHT DECIDES TO APPEAL IN INJUNCTION CASE

Convention 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 "unjudicial 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 under the government, Asiatic exclusion, the hatters' strike and the Porto Rican labor movement.

Child and convict labor and the ship subsidy were opposed. The convention voted to appeal the United States Supreme Court and authorized the raising of funds for the appeal. Gompers Re-elected. Samuel Gompers was to-day re-elected president of the American Federation of Labor. Vociferous cheering greeted the outcome of the election, and the labor leader received an ovation.

"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. A. Hughes & Company's store being destroyed, 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 TRUST

U. S. GOVERNMENT SUCCESSFUL IN SUIT

Judgment in Action to Dissolve Parent Rockefeller Concern.

St. Louis, Mo., Nov. 20.—The government to-day 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, but none 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 from permitting 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 defence was conducted by Moriz 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 cover 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 DESTRUCTION

VOLCANO ON TENERIFFE AGAIN IN ERUPTION

Lava is Flowing Toward Santiago and Inhabitants Flee in Terror.

Madrid, Nov. 20.—Bursting out with renewed fury, the volcano Saleros in eruption again on the island of Teneriffe, on the Canary group, according to a dispatch here yesterday, which terrorized the inhabitants, the activities of the volcano.

The eruption is worse than yesterday. A stream of lava for the wide and fifteen feet deep has started rolling down the mountain side. The molten torrent is headed directly for the town of Santiago, near its base.

The inhabitants have fled from the town 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.

The people of Guia, Icod and Tanqueho, who deserted the towns yesterday when the first eruption occurred, remained in the open last night, as they feared that an eruption might take place during the night.

LLOYDS' INSPECTION WILL BE ACCEPTED

Bill Introduced in Dominion House to Amend the Shipping Act.

SANTA FE WILL DOUBLE TRACK LINE

Road Will Be Improved From Chicago to the Pacific Coast.

FIRE IN MILITIA BUILDING AT OTTAWA

Upper Story of Structure Gutted—Stores Damaged by Water.

BOUNDARY DISPUTE SETTLED.

SNOW THREE FEET DEEP.

SEEKING SUFFRAGE.

methods of the Standard in dealing with its competitors. Kellogg contended that it was shown conclusively that the Standard had used ruthless methods of crushing all opponents and had gained almost entire control of the oil business in this country, so that the states were parcelled out in divisions of territory for the various subsidiary concerns.

The suit was filed in the United States Circuit court for the eighth judicial circuit in St. Louis, November 19th, 1906, at the direction of the attorney-general. The motion was one in equity brought under the provisions of the Sherman anti-trust laws. The control through the Standard Oil Company of New Jersey of more than 100 corporations engaged in the refining and marketing of oil was characterized as a conspiracy in restraint of trade.

The government asked for a permanent injunction restraining the holding company from continuing control of its subsidiary corporations and from reorganizing in such a manner that the alleged conspiracy be perpetuated. Considerable time was given to a discussion of the merits of the case against the trust. Kellogg asserted that the combine had increased the cost of oil 30 per cent, although it had reduced the cost of production and the raw product.

The defence of the corporation was that the present organization of the Standard was the result of natural growth of a great industry and that no statute had been violated. Will Appeal. New York, Nov. 20.—It was announced at the general offices of the Standard Oil Company that the decision of the United States Circuit court at St. Louis in favor of the government in the federal suit to dissolve the parent corporation, will be appealed to the United States Supreme court. The officials refused any further discussion of the decision.

London, Nov. 20.—The Standard states that the report that Herbert Gladstone will be appointed governor-general of South Africa is confirmed by the announcement that the Liberal executive committee of Mr. Gladstone's constituency has requested T. E. Harvey to become the Liberal candidate in the approaching elections.

Los Angeles, Cal., Nov. 19.—Confirmation of a recent 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.

Prince Rupert, Nov. 18.—At the adjourned congregational meeting of the Presbyterian church a unanimous call was extended to the Rev. Logie McDowell, of Vernon, B. C.

Rev. Mr. McDowell is a son of the late Rev. D. J. McDowell, of Toronto. Both father and son are graduates of Queen's University, Kingston, Ontario. In 1905 Mr. McDowell accepted the position of assistant to the Central Presbyterian church in Hamilton, under Rev. Dr. Lyle. This position he filled most ably for a year, thereupon accepting the call of the pastorate at Vernon.

Rev. Mr. McDowell is en route to Prince Rupert on a six weeks supply. He has not yet accepted the call.

Lever Brothers, Toronto, will send you a cake of their famous Plantip; let's soap, if you mention this paper.

GETS TEN YEARS. Cobalt, Ont., Nov. 20.—Vincenzo Scasio, 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 splinter of steel. The sight of the eye was totally destroyed.

ATTAINS RANK OF LIEUT. COLONEL

A. W. CURRIE HAS BEEN PROMOTED

Popular 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 a lieutenant and was made a captain in 1901 and given 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 always 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 placed in 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 VICTORIA COUNCIL TO ASSIST LOCAL ENTERPRISE Patent Processes to Be Initiated by Firm Making Offer to City.

Much of the time at Friday's meeting of the streets sewers and bridges committee of the city council was taken up with a discussion relative to various kinds of pavements. Resolutions of the Hassam and granditoid materials were present, and the council was given much information respecting the merits of the former, though the gentleman who is agent for granditoid did not get an opportunity to lay his views before the meeting. The discussion took an unexpected turn when the chairman asked all save members of the board and the reporters to retire, as Mr. Bryson, the assistant engineer, had something of a private nature to impart.

Mr. Bryson, after the room had been cleared, said he wished to know from the board whether it was desired to get tenders for the paving of those streets it was proposed to treat with Hassam and granditoid. The reason he asked was because he knew of two residents of Victoria who desired to submit tenders for both kinds of material, it being believed by them that the patents which are supposed to cover the process would be non-effective in Victoria.

Ald. Humber declared that it had been known all along that the "patents" claimed to be held on the Hassam and granditoid pavements were non-existent. It having been decided some months ago to use granditoid on sections of Broad street and Pandora avenue, it was agreed to get tenders for the paving of those streets it was proposed to treat with Hassam and granditoid. The reason he asked was because he knew of two residents of Victoria who desired to submit tenders for both kinds of material, it being believed by them that the patents which are supposed to cover the process would be non-effective in Victoria.

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CROFTON TO BE SHIPPING PORT

POSSIBLE TERMINUS OF COWICHAN BAY LINE

Report 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 for 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 timber company, said that a considerable townsite would be required at tidewater. The company would build a little community of four 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 Bellinger, 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 in a small town 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 Znaga of New York, her sister.

EXPOSURE OF DEAL IN INDIAN LANDS

W. 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 piece of the Okanagan Indian reserve at \$250 an acre, while it is worth from \$200 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 it 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 that he was here in connection with litigation respecting the 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. The petition will be presented to the legislature in due course.

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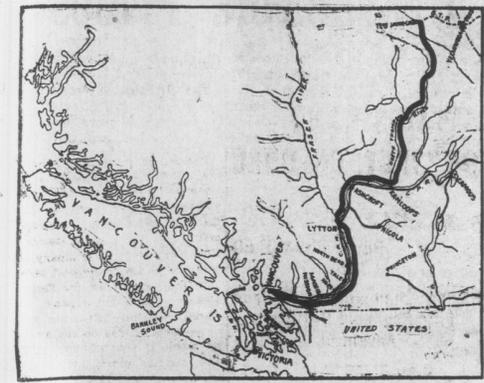
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THE C. N. ROUTE IN B. C. AS FILED AT OTTAWA



The above tracing is a copy of the plan filed by Mackenzie & Mann with the minister of railways and canals at Ottawa on September 11th, 1908, and approved by the minister on January 15th, 1909. It indicates exactly the route which Mackenzie & Mann contemplate in British Columbia in connection with their system. It contains no connections with Victoria or extensions on the Island. The Times has on several occasions declared that Mackenzie & Mann had no intention when they came west to include Island construction in their programme, and that it was included only for purposes of political expediency and is therefore valueless. The Colonist declared that this statement was simply untrue. The public may judge whether the Colonist or Messrs. Mackenzie & Mann are the best authorities on the intentions of the Canadian Northern.

PRETTY SCHEME OF STREET LIGHTS

DOUGLAS STREET TO BE MADE UP-TO-DATE

Poles Bearing Lamps to Be Erected One Hundred Feet Apart.

(From Friday's Daily.) If plans which are now in hand mature, the business districts of Victoria will shortly be brilliantly illuminated on the same systematic scale which is followed in the larger cities on this continent and in Europe. The Times has already told of the project which has been set afoot for the lighting of Yates street, above Douglas, up as far as Blanchard street, and of how the C. P. R. is co-operating in the scheme to light the causeway and a section of Bellville street.

Now the property owners of Douglas street have come forward with a proposal to join in the general scheme for civic improvement along those lines. Capt. A. C. MacCallum, one of the largest property owners on Douglas street, has interested himself in the matter, and is circulating a petition which is being numerously signed. This petition sets out that it is desirable to illuminate that thoroughfare after nightfall and to that end those signing agree to defray the cost of erecting handsome poles bearing beautiful lamps in clusters, should the city agree, on its part, to give the electric light free and also lay down conduits. These lamps, which have been installed in Seattle and other leading cities of the coast, are most beautiful in appearance and it is believed that their use in Victoria would prove a great advertisement. It is proposed to erect the poles at a distance of one hundred feet apart on the section of Douglas street, from Humboldt to Fisgard street. The lamps, if erected, will be in accordance with those of the most attractive business thoroughfare in any city. With the improvement proposed and the completion of the work of paving Douglas street, it is believed that that street will become one of the most attractive business thoroughfares in the city. With the improvements which are in contemplation for the area of land at the rear of the Empress hotel, Douglas street, being on a direct line with Beacon Hill park, will become a favorite promenade. It has an advantage over other business streets of the city in that it is of fine width.

In this connection it may be mentioned that the movement to ask the provincial government to arrange to light the parliament buildings has by no means been dropped and early opportunity will be taken to draw the attention of the premier to the matter.

SETTLERS FOR ALBERTA. Calgary, Nov. 19.—Local immigration officials report that arrivals of actual settlers during the month of October were much in excess of the previous year, and the present month up to this date shows an even larger increase than that of October, actual settlers arriving in November being in excess of the total arrivals for the same month last year.

GIRLS BARTERED FOR OPIUM. Manila, Nov. 19.—The natives of Samarang, a group of islands to the south of Mindanao, are offering in barter young girls, each for one ounce of opium, according to W. S. Lyons, a horticulturist, who is here after a trip through the south coast of Mindanao.

ALL DANGER NOW PASSED

NO FURTHER LIABILITY OF INDIAN OUTBREAK

Chief Constable at Hazelton Submits a Report to Superintendent Hussey.

(From Friday's Daily.) F. S. Hussey, superintendent of provincial police, has received an exhaustive report on the situation respecting the threatened Indian outbreak from F. Maitland-Douglass, chief constable at Hazelton, in which that official expresses the opinion that the force of constables now on the ground is ample to maintain peace throughout the winter.

Constable Maitland-Douglass tells the story of the arrest and conviction of the six Klapoos Indians who had been charged with assault and intimidation on the members of a gang of men employed in doing some road work. The situation did look serious for some time after the men were arrested but as soon as additional constables were sworn in the Indians commenced to get into their heads that the authorities meant business and there was a decided cooling amongst the theohads of the tribes.

Constable Maitland-Douglass expresses the opinion there is an ample force available in the district adjacent to Hazelton to cope with any emergency. There is an ample supply of ammunition on hand and should it be necessary all the white men of Hazelton, several of whom would take up arms. The Indians realize this and therefore the department does not think that any danger may be apprehended. The police are, however, not going to take any chance.

Superintendent Hussey has not heard whether the ten constables from Prince Rupert have yet reached Hazelton. They might have difficulty in getting up river on account of low water.

MAN INSTANTLY KILLED BY EXPLOSION Comrade Sustains Injuries and Will Probably Lose His Sight. (Times Lensed Wire.) Vancouver, Nov. 19.—Through the premature explosion of a blast which four Italians in the employ of Mr. M. F. Cotton were putting off at the little mountain reservoir in South Vancouver, one man was killed early yesterday afternoon and another so severely injured about the eyes that he will probably lose his sight. The dead man was almost torn to pieces by the shock, and the other three were hurled a distance of many feet. Two of them were lucky to escape with only a bruise or two.

The dead man was named Joseph Barzicelli, and the name of the injured man, who is now in the hospital, is Senol. Dr. Weld attended the latter. As soon as they were able to understand what had happened the two unhurt men took to their heels and ran all the way into the city. One of them was searching for a boat last night in order to go up to Granite Falls, where a brother of the dead man lives. An inquest is to be held.

THIRTY PERISH IN HURRICANE

Governor of Jamaica Reports on Storm Which Swept Over Island.

London, Nov. 19.—Twenty lives were lost in the hurricane that swept Jamaica a few days ago, according to an official report received here to-day by Colonial Secretary Crewe from Governor Olivier of Jamaica. There is no cause for further anxiety.

CONVICTION AFFIRMED. Frederickton, N. B., Nov. 18.—The Supreme court of New Brunswick to-day confirmed the conviction of Bruce McDougall, charged with criminal libel in connection with the publication of Free Speech. The maximum term is five years.

COAL FOUND AT WINTER HARBOR

VEINS LOCATED IN NORTH OF ISLAND

Area Has Been Staked by Discoverers—Good Outcropping Located.

(From Friday's Daily.) News was brought by the Tees, which reached port this morning from the west coast of the Island, that there has been an important discovery of coal made near Winter Harbor, on Quatsino Sound. The discovery was made by J. W. Brittain, a well known timber cruiser. The deposits are about twenty-three miles from deep water at Winter Harbor. Three seams are exposed, all standing on a very pronounced canyon. The veins are well defined and are 19 feet, 6 feet and 4 feet thick respectively. A test was made of the burning qualities at the camp and although the quality by long exposure has become somewhat marred it burned well. It is expected that as soon as the surface is removed the coal will be of excellent quality.

It has long been thought that the area was underlain with coal. Mr. Brittain is a most careful cruiser and it was owing to his careful work that the discovery was made. During his cruise Mr. Brittain discovered two very pronounced outcroppings, one a mile long between Winter Harbor and the main sound. They have fine sandy beaches and have been named Lakes Brittain and Saunders respectively.

The first discovery was made by Mr. Brittain has been followed by other locations. The whole area is being staked by the discoverers.

REPRIEVES FOR DILLON. Montreal, Nov. 19.—Mr. Justice Tremblay yesterday, after hearing the appeal of Captain Mathieu, counsel for John Dillon, who was to have been hanged to-day, granted a reprieve of fifteen days. The appeal was ordered taken down and this leads to the belief that commutation of sentence is likely. The appeal was based on the statement that Dillon is in an imbecile condition and unfit to pay the penalty of his crime.

NEW SHINGLE MILL ON LULU ISLAND Plant With Capacity of 150,000 a Day Ready for Operation.

New Westminster, Nov. 18.—The new shingle mill, which for some time has been under construction on Lulu Island, a short distance down the North Arm, is now completed with the exception of a few trifling details and it is the intention of the management to commence operations as soon as circumstances will permit.

The chief delay at the present time is the closing of the North Arm channel, which prevents the mill from obtaining the quantity of shingle bolts required from up the river, and it is anticipated that the mill will commence work as soon as the bridge is ready for operation and the channel is clear.

PROBABLY KILLED. Disaster in Illinois Mine Closes Man-slaughter Case. Cherry Hills, Nov. 19.—An extraordinary closing of a manslaughter case has been revealed in connection with the disaster of last Saturday. Stephen Timko, a miner and former deputy marshal, was under indictment for killing another miner. Timko, according to his counsel, shot and killed a Slav in a riot near Spring Valley several months ago, and was out on bail awaiting trial. Witnesses of the shooting, several friends of Timko and others, his foes, worked in the St. Paul mine, and a search of the company's records disclosed that all of them are in the mine, and probably dead.

A Hungarian bookbinder named Hirsch has just hanged himself at Buda-Pest, because, as he explained in a letter, he could not remember his favorite tune.

OFFICERS FOR CANADIAN NAVY

NEGOTIATIONS WITH IMPERIAL GOVERNMENT

Penny-a-word Cables Now Being Discussed by Ministers.

London, Nov. 19.—The Canadian Associated Press learns that a long and comprehensive dispatch is being forwarded to the Canadian government regarding the constitution of the Imperial naval staff. The dispatch considers seriatim all proposals and objections which have been raised, both from the colonial and imperial standpoint, and an early reply is urged.

Entertainment in Otter Point School. Large Number Enjoy Varied Programme—Liberal Meeting Monday.

Otter Point, Nov. 18.—An entertainment was held in the school house on Friday evening last, in aid of the school fund. There was a large attendance and the event was a marked success in every way. The programme consisted of singing, "Where the Sweet Kentucky Flows," Miss Marjorie Anderson; dialogue, "Good-bye," Miss Milligan and Miss Mann; recitation, "No Kiss," Helen Davidson; chorus, "Blow the Smoke Away," recitation, "A Little Peach," Victor Emerson; chorus, "School Days"; dialogue, "Shut the Door"; recitation, "Mr. Puss the Baker," David Harris; recitation, Julia Emerson; chorus, "San Antonio"; dialogue, "Catching the Train"; chorus, "Strike Up the Band." The next event was an interesting one, being the sale by auction of ladies' shadows reflected on a screen, the successful bidders securing well-filled baskets of good things provided by the ladies. The sum realized in this way was \$15. After supper dancing was indulged in, the music being by Messrs. Percy Clark and H. Dods.

Mr. and Mrs. H. J. Kirby were visitors to Victoria this week. The school house has been made more comfortable by the erection of sheds, verandah, painting, etc.

John Jardine is expected to address the voters of this district next Monday. Edward Gordon is at present in a Victoria hospital undergoing treatment.

DEVELOPMENT LEAGUE MEETS IN CLAYOQUOT

Secretary Receives Many Inquiries Regarding the District.

Clayoquot, Nov. 18.—The regular meeting of the Clayoquot Development League was held on Saturday night. The secretary informed the meeting that he was sending out in the mail 125 letters in reply to inquiries from various parts of the world. At the next regular meeting papers will be read on the value of experimental work as shown by the results obtained at Hazelton and Clayoquot culture on the West Coast of Vancouver Island.

Work on the Banfield-Pachena trail has been discontinued for this year. Messrs. Chesterman, McLeod, Nicols, Colborne and Hawkins returned home on Friday night's steamer.

Miss Edna Booth, who has been nursing for Dr. Raynor during the past month, is returning home on this steamer.

Miss Ida Johnson, of Nova Scotia, has been sent by the Methodist Missionary Society to teach the Indian girls at Clayoquot. Miss Johnson will also assist in the medical work by acting as nurse in cases that require it.

THREE PERSONS LOSE THEIR LIVES IN FIRE

Storm Windows on House Render Attempt at Rescue Futile.

Callingswood, Ont., Nov. 19.—Three persons were burned to death yesterday in North Side, a few miles from here, when a fire broke out in the home of James Daud.

A fierce gale was blowing at the time and when neighbors discovered the flames it was impossible to save anyone. Daud, his wife and mother-in-law all perished.

ROSY OUTLOOK IN THE INTERIOR

HOPEFUL OUTLOOK FOR THE LIBERALS

Government Railway Policy Opposed by the Nominal Conservatives.

Revelstoke, B. C., Nov. 19.—It is amusing to see McBride and Bowers claiming a clean sweep in the Kootenays, Okanagan and Boundary country. In Fernie it is conceded W. R. Ross has no show. Mayor Hershmer and the Leigh Conservative wings are supporting Fisher. The fight is between Fisher and the socialist and Fisher with Leigh Conservative support is likely to win.

In Nelson, Harry Wright, the Conservative candidate is not popular and is also charged with manipulating the voter's lists. G. A. Crease, who is opposing McBride, is highly respected and is commanding a large Conservative vote, including the president of the board of trade and many others. He is almost a sure winner.

In Cranbrook McDonald's speech on the railway policy is attracting the greatest attention everywhere and he is regarded as a sure winner against Caven.

In Northwest Kootenay at Revelstoke Mayor Lindmark will defeat Hon. Thomas Taylor. Lindmark although a Conservative, opposes the railway contract and is very popular with the voters. The socialist candidate also opposes the railway policy. Sir Charles Hibbert Tupper's great address Wednesday night has settled all doubts as to Lindmark's victory.

In Golden and Palliser, Buchman, Liberal, is regarded as a sure winner. In Boundary country, Greenwood, which includes Midway and Rock Creek was formerly Liberal, is regarded as sure for MacDonald, the Liberal.

Grand Forks, including Phoenix which was Socialist, last time, and may go Liberal.

In Okanagan the Mayor DeHart, of Kelowna, is contesting the riding with Hon. Eric Pollock, and it is anybody's victory up to date.

SCHOOL WILL BE BUILT ON LULU ISLAND

New Westminster Trustees Grant Request of Residents.

New Westminster, Nov. 18.—The schoolboard has received a petition from the residents of Lulu Island within the city limits asking for a school there.

The petition points out that there are now thirty children on the island who have to come all the way to the Central school, and as many of them are very small and not physically capable of making the trip, they are missing a great part of their schooling. The board will grant the request for a school, which will be started at once if it can be arranged with the council. If immediate construction is found to be impossible, the work will be placed in reserve and estimates and the building started early in the year.

CAN THE C. N. NOT BE TRANSFERRED TO C. P. R.

(By T. W. PATERSON.)

(From Friday's Daily.) The editor of the Colonist does me the honor this morning of reproducing most of my article in yesterday's Times on the subject of the government railway policy. Much as I appreciate this attention I am somewhat at a loss to understand why he has done so, without offering some real arguments in rebuttal of what was there set out. It may be some physical relief for him to charge me with calumny, with misrepresentation, and with a long list of other offences which need not be repeated, but if I have been guilty of all these things it would appear to have been better policy for him to give less rein to vituperation, and more to logic.

One point raised by him and cited as a complete and final answer to my suggestion that the C. N. would ultimately pass under C. P. R. control, is perhaps worthy of some attention because on its face it is apt to mislead some who may not have had the time or opportunity to study the methods employed by large railway corporations in circumventing the desire of the representatives of the people as expressed in legislation. The paragraph in question is as follows: "The company shall not, nor shall any of the branch lines thereof, or any line of railway leased by the company, or under its control, be at any time amalgamated with the Canadian Pacific Railway Company or any of its branch lines, or with any branch line leased by the Canadian Pacific Railway Company or under its control; and such amalgamation, and any arrangement of a common fund, or pooling the earnings or receipts of the said two railways, or any of their branch lines, or any railway lines or parts thereof, leased by the said companies, or either of them, shall be absolutely void."

To cite this paragraph as an answer to my argument is to assume that one road can pass under the control of another, only by formal and actual absorption, and change of name. Nothing could be further from the fact. Where there is legislation, or any other reason to prevent it, or to make it inadvisable, the transfer is effected by getting control of the voting power in the annual meeting, electing officers who are interested in the more powerful road, and operating the line under its own name and charter, but just as completely as a part of the absorbing system as if there had been an actual sale.

A striking case exists right in our own city. When the C. P. R., a few years since, acquired the E. & N. line, it was found that if an actual transfer took place that the lands of the E. & N. would become subject to taxation, there being a clause in the E. & N. charter to the effect that the lands of the company were immune from taxes only until alienated. To avoid paying taxes on this huge land grant, the C. P. R. simply got into the annual meeting, elected Mr. Wm. Whyte as president and Mr. Marjole vice-president of the E. & N., and continued that system under the old title. Under the statute there has been no change in the ownership of the line, or of the lands; as a matter of fact both are the property of the C. P. R.

All that is necessary for the C. P. R. to do when the time arrives is to secure the election of their own officers on the C. N. and it will become as much a part of their system as is the Soo line, or half a dozen other branches which might be named.

Legislatures have been endeavoring for years to circumvent just such possibilities, and they have indicated their desires very clearly in the statutes. But up to date they have been successful only in making the methods of the companies a little more circuitous, but none the less effective.

I regret that having reproduced most of my article, the Colonist editor failed to reprint the last paragraphs dealing with the resignations of Messrs. Tatlow and Fulton, as calling for no "special comment." On that point I have only to add my surprise that, so far as I have been able to learn, the resignations of these two principal ministers has not led His Honor the Lieutenant-Governor, who in a sense stands between the government and the people, to ask from Messrs. Tatlow and Fulton a full explanation of their reasons for resigning.

PAYS TRIBUTE TO SIR WILFRID

LONDON STANDARD GIVES HIM PRAISE

True Statesmanship in Premier's Words on Navy Question.

London, Nov. 19.—The Standard says there is true statesmanship in Sir Wilfrid Laurier's words on the naval question, which would find endorsement in every legislative assembly in the empire.

Sir William White, who recently returned from Canada, speaking on the subject of the Imperial navy, said that it was recognized generally by Canadians that in future the navy must be regarded as the common possession of all parts of the empire. With regard to the Monroe doctrine, his deep conviction was that the strong national feeling in the Dominion revolted from any policy involving dependence upon the United States. Loyalty to the empire was deep seated in Canadian hearts.

LISBON SWEPT BY HURRICANE

VESSELS DRIVEN FROM MOORINGS

Many Persons Reported to Have Been Killed in Canary Islands.

London, Nov. 19.—A terrific hurricane has swept Lisbon, according to dispatches received here to-day. A tidal wave one hundred feet high which preceded the storm, threw shipping in the harbor into confusion and many vessels broke from their anchorages.

It is believed the wave was caused by an earthquake in the Canary Islands. Many are reported to have been killed.

The hurricane was of extreme violence, destroying houses and damaging power plants. Lisbon was thrown into darkness which added to the alarm and panic. At a street fair booths were tossed pell mell among the spectators, several of whom were injured and women were trampled in the panic.

Wires were interrupted and the extent of the damage is unknown. King Manuel, who is a guest here, is greatly agitated over the reports.

BRANSFORD GOES ON ROCK.

Port Arthur, Nov. 19.—Steamer Bransford, owned by A. A. Hawgood, of Cleveland, is on the rocks near Siskiwit bay, Isle Royal, with the forepeak and foretank full of water which is beyond control of the pumps.

The Bransford is a six thousand ton steel steamer loaded with iron ore from Duluth. INHERITANCE TAXES. Albany, Nov. 19.—State Comptroller Williams yesterday received \$28,000 in taxes from collateral inheritances. The largest single amount was \$34,000 from the estate of the late H. H. Rogers, being part payment of the tax against the estate. OUTBREAK OF PLAGUE. Caracas, Nov. 19.—The bubonic plague has re-appeared in this city. Five new cases have been reported, three of which terminated fatally. VIRGINIA AT HALIFAX. Halifax, N. S., Nov. 19.—The Allan liner Virginia, the first mail steamer on the west route, arrived this morning. She ran into a snowstorm yesterday.

Twice-a-Week Times

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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.

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.

The Premier lost his temper, behaved like a spoiled child, called his hecklers idiots, threatened them, and requested his chosen chairman to accord 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 the 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 political tour which ought to have had a soothing effect upon the temper. He addressed twenty thousand electors in the course of this pilgrimage.

Everywhere he went, the Premier made 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 knew that he was beaten before a ballot 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. He probably felt 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 unit; the division and strife is all on the government side. Premier McBride scoffed and sneered and jibed at the attitude of Sir Hibbert Tupper, K.C.M.G. Yet there are many Conservatives who believe that Sir Hibbert 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 Hibbert 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 Hibbert Tupper. And yet the very thought of the Times and of Sir Hibbert 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.

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 to the Times. The government 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 depreciated. We remember distinctly that when the news reached this office that the government of that day had fallen, that the members of the opposition had had a caucus, and that the nominal leader of the party (who had never actively opposed the government, but had gathered the fruits of another's victory) had solemnly assured the company that he would "stand by the men who had stood by him" and form an administration in which the actual leaders of the opposition would be numbered.

We expressed our doubts as to whether Mr. McBride's assurances could be relied upon. Events soon demonstrated that the Times had correctly estimated the character of the then member for Dewdney. He betrayed the leaders of the opposition as callously as he would now sacrifice the province by delivering it into the hands of Mackenzie & Mann, as Sir Hibbert Tupper says, for his own personal advantage. We never did believe, and we do not believe now, that the word of Hon. Richard McBride as a politician is to be relied on for a single moment.

The sentiments as between the Premier and the Times now, whatever they may have been in the past, are evidently reciprocal-mutual. 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 as 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, dissipating the blissful 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 made, 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 demoralized 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 Hibbert 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, so that 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 107. Of these Dr. Young in Atlin had 21, W. H. Hayward in Cowichan had 19, N. F. Mackay had 44 in Kaslo, Hon. 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 REDIVIDUUS. Quiet 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 Pacific. The rumor that the headquarters of the fleet would be 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 completion 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 a right to be in the breach? Where are the Luggins, the Maras, the Bernards, 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 other side, they are fighting tooth and nail for the opposition route. And for the poor old and forlorn C.P.R. there is no one left to protest but Slaughterhouse's silly editor, and the Luggin's spy and the Post's factitious "editor."

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 practice of a politician to transpire the public's affairs, either in a hostile or in a friendly manner. 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 province, or will he pledge himself not to emasculate or thwart it in any way legislatively? And there is yet another question that will not wait much longer for an answer, and that is, will he pledge himself 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 have had considerable experience on this continent, the difference between a Sabbath-keeping community and a community who practically have no Sabbath, is the difference that must exist between honor and dishonor. We have been for years in the southwestern part of the States, the country of the swagging cowboy and desperado, and I know whereof I speak. Neither life nor property is safe there.

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 other parts of the country. 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 they are generally in revolt. Instead of their 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 Latin and republics to the south of us. The Latin American republics beat the world, for whereas the world has one revolution in each 24 hours, they frequently have several revolutions in the same length of time. This is the difference between a quiet and enjoyable Anglo-Saxon Sunday and a Spanish gambling and bull-fighting Sunday.

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 and reforming colony, but it was not. They went from bad to worse. They were terrorized by bush-rangers and finally the government openly confessed that it was because the convicts were so bad that they wanted of any civilizing restraint, the want of any of the healthful and civilizing restraints of religion. The government of the day confessed that it had been a failure, and that hereafter 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 boat from the Butte Inlet came to me, and I had gone ashore to see the man who had gone astray and/or hopes along with it, for that was our best chance of getting C. N. at this end of the Island. Fair Master Luggin's pet scheme was this. It must gang sail against the grain to have to stick up for this new scheme. As to the railway policy we think it's best to vote Liberal, because Master Oliver can at the last minute sign up with Master Mann for the bargain he has made with Mr. McBride. It can't be a better deal.

I tell you, Master Editor, this is a very important matter for us to compare with our local political fix. We are satisfied Master McBride will gang back to power and we want to stay with the Liberals, and if we do this we get our main road money. We are told I have done well in the last year. Road work, stump pulling, powder, now vote or now main ye get. The pair Quatras are in the same fix, \$5,000 was spent last year on the road through the settlement, and our Professor, who has moved down to Quatras, tells them ye have got to vote right by us the noo or nae main siller for the road. I hear the bit of road is growing up again for the want of a horse and wagon to keep the brush down. It is rumored the braw Professor

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You could not wish for a newer or larger stock of Boots, Shoes and Slippers to select from than what is shown in our shoe department. In fact it can be truthfully termed, "A store in itself." Much care and judgment is exercised in order to keep it to the highest possible standard, and to do this we select that nothing but reasonable and trustworthy goods are offered to the public. Then, too, it is our constant aim to see that everybody leaves this store perfectly satisfied. Don't go away with the idea that because you take a certain size shoe that it is all right. Allow us to fit them, and to see that they are comfortable. This fact is one of our hobbies and is a pleasure for us, as well as for you. By so doing your shoes will wear considerably longer.

- Men's Shoes at \$3.50, \$4.50 and \$5. MEN'S FINE VELOUR CALF BLUCHERS, a strictly high grade shoe. Medium and wide toe \$5.00. MEN'S PATENT COLT BLUCHER, dull matt kid top, in a variety of shapes \$5.00. MEN'S BOX CALF BOOTS, plain toe, double sole and shank, leather lined, wide last \$4.50.

- Boys' Boots at \$1.50, \$1.75, \$2.50 and \$3. BOYS' BOX CALF BLUCHER BOOTS, an extra strong boot for school wear, extra good quality \$1.75. BOYS' BOX CALF BLUCHERS, leather lined, waterproof soles, extra good quality, in a number of smart shapes \$2.50 and \$3.00.

- Women's Boots at \$4, \$5, \$5.50 and \$6. WOMEN'S PATENT COLT STRAIGHT FOX BLUCHER BOOTS, dull kid top, high Cuban heel, all widths, A to E, Edwin C. Burt make. Price \$6.00. WOMEN'S PATENT COLT BUTTON BOOTS, dull kid top, new style last, a very fashionable boot, all widths, Edwin C. Burt make. Price \$6.00. WOMEN'S GLAZED KID BUTTON BOOTS—Dull neat top, patent or self tip, welted soles. Price \$5.00. WOMEN'S TAN CALFSKIN BLUCHER BOOTS, leather lined, double sole, a splendid boot for country wear. \$4.00. GIRLS' STRONG PEBBLE LEATHER BOOTS, just the thing for school wear. \$1.35 and \$1.50.

DAVID SPENCER, LTD.

orientals and it pinches them very much to pay an engineer and night watchman \$65 to \$70 per month. In connection with this Lord's Day Act a case is being prepared to ask parliament to make these hours more humane. Well and truly may the poet say: "Ill fares the land to hastening his prey, Where wealth accumulates and men decay."

The very best class of people in this fair city of ours want this Lord's Day Act enforced irrespective of party, and if some steps are not taken soon and taken with sincerity of purpose, Attorney-General Bowser will find himself up against it, for if I am rightly informed, the substantial class of Vancouver's citizens are with us in this matter. The advocates of this act are neither loud nor demonstrative, but united they are fully able to make temporary professional politicians a decision and scotch them with righteous indignation. If this proposition were put to a referendum of placidly it would astonish the country by its force and determination. We do not think the fourth commandment was one of the mistakes of Moses for having opportunity behind him he made no mistakes. Any motion for an amendment or suspension of the Decalogue is not in order in this community.

LECTOR DOW. To the Editor: Just before the last provincial election the McBride government made an appropriation to extend the Beaver Creek road in Alberni towards Comox. At the same time they cut a road from Waterhouse's store in New Alberni to Woods' mill. The following spring the road that was cut to the vicinity of the mill was blocked up and a new road was cut to the mill, as the road that was cut the previous season did not suit Mr. Bob Woods. Mr. Woods at that time was president of the Alberni Conservative Association. I have been informed that there has been some more road making done there to accommodate Mr. Woods. Now during this time the road that connects the two towns together was left without a cent being spent on it. Pedestrians had to wade through the mud in going to and fro. When the provincial surveyor came for re-selection he got turned down. Along about this time Mr. Smith, the government agent, was removed from office and a new man appointed. Now at this time an appropriation has been made for the extension of the Comox road, and men are working on it. It has not had one dollar expended on it since the defeat of Mr. Manson until the present time. If the cost of the survey of the Alberni-Comox road was made public it would surprise some folks, no doubt. SIXTY-TWO.

KILLED BY TRAIN. Winnipeg, Nov. 20.—Murray Green, aged 50, a foreman at the east C. N. R. yards, was picked up yesterday in a mangled condition, having been run over by a freight train in the yards. When found life was extinct.

SAD DEATH OF OCTOGENARIAN CAPTAIN BARKLEY BURNED IN HIS OWN HOME Perished in Ruins of Own House at Westholme. Burned among the embers of his own dwelling, Captain Edward Barkley, R. N., of Westholme, this morning came to a horrible end. Early this morning a fire broke out in the house. There were none in the building but Capt. Barkley and a Chinaman. They got out without injury, but the old captain remembering something that he wished to save, ran in among the flames and was not seen alive afterwards. His son, who was not there at the time, came to Victoria on the morning train to make arrangements for the funeral. Captain Barkley celebrated his 80th birthday last March. He was the son of Robert Barkley, and the grandson of Captain Charles Barkley. The last named officer came to this coast in the ship Imperial Eagle, formerly a East Indian man. He arrived on this coast in 1787, accompanied by his young wife. This lady kept a diary of the voyage, which was in possession of the family until quite recently. The ship got a large cargo of furs at Nootka, and on the way south discovered and named Barkley Sound. He also rediscovered and re-named the straits of Juan de Fuca. Going farther south some of the crew went ashore and were massacred by the Indians, and for that reason the island in the neighborhood was named Destruction Island. He then returned to China and left the Imperial Eagle. Later he purchased the brig Halcyon and returned to this coast. The deceased captain was well known in Victoria and throughout Vancouver Island. He was respected by everyone, and the news of the distressing circumstances of his death will be received with general mourning.

The "Bon Ami" Large shipments to hand of OLD FASHIONED BLANKETS, EMBROIDERED DOWN QUILTS, HOSIERY, LACES, RIBBONS, and a large selection of NOTTINGHAM LACE CURTAINS from, per pair \$1.00 to \$3.50. A visit cordially invited to The "BON AMI" Late Co-op., 73 YATES STREET, SHELTON & SON, Proprietors.

BADLY Hon. Ric Farci

It was a sad scene which wended the A. O. U. W. Premiered them. His was alleged to throughout T. On all sides were asking the matter might they p other and a McBride who great main suave speak rants stood fighting with fighting with a sorry figure Whatever m electorate at next—one the certain, Pres boom large in Dominion of changes his. He got a s large crowd two hours a was to be carried the r full conclusion. But he didn platform we an unrest a continued u. E. A. Lew on the plat prominent G speeches we Wm. Blake H. F. Behn good hearing had conclude in the audie tions to hit he could say dates from raising que the meeting answered at he made a t sh.

The men Mr. Thomastions affect insisted that per. There down. The would not a scene of like of whic public meet years. For there would some sembl and the car Pr Hon. Mr. somedid he got a r the large a him to the The chair of McBride from a "str mler, in his campaign o that way. us. The victo would not put in a s rest amon standi the pres at the top. "Just let Mr. Chien of men. Th their most rough hous Continu Liberals w at all. He if there wa the next s jeers.) The prem planation o declared th clear prop with busin of speculat to the prop he would p for the de he had ke the crux o with Mack the compl of the provi giv the priu ern had p But at th 100 days e cleared th ment had system w pen the s then desc agreement A voice "The pe k" shou the top o "I don't idiots," s McBride, s intendin

GRAND RECEPTION TO SIR HIBBERT TUPPER

(Continued from page 1.)

free people under the sun. And it is an unfortunate thing that upon this great measure time does not permit before you in this campaign to be thoroughly threshed out, and yet hardly a precedent exists for such a short period in which the public are asked to make up their minds. (Hear, hear.) I have been taken to task—and I regret very much that in regard to the consideration of this question I am compelled to refer to myself for a little while—I have been taken to task because with the best consideration I could give to the great issue before us, I, a life-long Conservative, a dyed-in-the-wool Conservative, bred in the bone, utterly unchangeable, as I firmly believe, I have found it necessary for the good of this province, for my own interests, identified as they are absolutely with this province, faced to state publicly how I propose to exercise my suffrage, and that was to vote for the while Liberal ticket. (Applause.)

To my infinite regret and great surprise there are no Conservatives standing in the community in which I have the honor to live, who are opposed to this nefarious, outrageous and absolutely unprecedented railway bargain. I was given an opportunity at Revelstoke this week, however, to speak in support of a Conservative opposed to that bargain—a Conservative who is going to win and beat a cabinet minister on the merits of this question.

For making that speech I have been told that the government who told us that they dissolved the House in order to obtain our consideration and views, the gentleman, forsooth, who is now the head of the government at the moment, and who imagines he carries the Conservative party in his pocket, has breathed out animus terrible and awful because I do not agree with him so great, so pure, so holy. Well, I plod on my weary way, ladies and gentlemen, this same leader of the party cannot be consistent, as I will show you to-night, in many things and certainly is not in that. When he lays down the law and attempts in Vancouver to read me out of the party he is forgetting the appeals that he formerly made to me to join him and stand for the rights and interests of the province. The gentleman, as I will show you, is nothing if not inconsistent. (Hear, hear.)

Young in Experience. I must call your attention to one of two remarkable statements he made in this connection. In the first place, he asks you to discount my opinions on account of my inexperience. I served my country in parliament for twenty-two years, and had the honor of never having been defeated in one of the most intelligent counties in the Dominion. When I come to this railway policy he says this of me at Vancouver: "He is young in the experience of British Columbia, but in fifteen or twenty years more may get wisdom and understand this country." The old story about the little boy who said he was glad he had a little baby brother, but was awfully sorry for the little boy, forsooth, that my interference in this election "is the greatest help I have secured." So therefore I am in his good books after all.

My inexperience in this province is so poor and weak that the very fact I open my mouth is a great assistance to my friend, Mr. McBride. But he has handed me over base and baggage, body and bones, to the Liberal party. He has handed me over as a free gift. John Oliver is welcome to me, and I am no longer a member of the Tory party—because he says it. I was, and am, tempted to put my foot on a little better standing in regard to honor and experience and all that kind of thing in British Columbia. (Applause.)

There was a time when this gentleman who wants to assist my inexperience solicited my aid on the platform to make him Prime Minister of British Columbia. I went into the fight and did the best I could; he got in. On October 3rd, 1909—I was young

and not contain. There is no clause, as when the Dominion government guaranteed bonds—not on trunk lines, but on branches to rich grain fields—guaranteed bonds at 3 per cent. and gave some \$6,000,000 on guarantee they put in the contract not only that rates should not be higher than fixed by the contract, but that the road should not be able to sell or lease to the C. P. R. in order that 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 ascertain Sir Thomas Shaughnessy's views, and now the Province is out hot 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, or whether they think that this will fit into their plans, which, so far as developed, amount to this, that anticipating competition with the G. T. P. 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. There are no provisions in regard to the control of rates.

No Sinking Fund. There is no provision in regard to a sinking fund. If a road under railway financing proposes to pay off the bonds, the only manner in which it can be done is to provide a sinking fund, and so every year a portion of the earnings go to that and the fund is available at the end of the period, but where, as nearly always, they exchange their bonds for guaranteed stock, they use what would be otherwise used for sinking fund for terminals and other things, and exchange the bonds for guaranteed stock. But they do not discuss that in the contract.

There is no provision for a deposit nor a substantial guarantee, nor is there any provision for simultaneous construction from either end. How we Tories yelled on the G. T. P. contract for simultaneous construction. Where is the clause in the agreement; where is there anything under Mackenzie & Mann's hand intimating that they will build that in any other way than they see fit? So in regard to the inspection of the books and many other things. The other day in the House at Ottawa Mr. Barrill, in discussing the G. T. P., said: "We pledged our credit, let them pledge their stock." There is \$5 millions G. N. R. stock, why should we not ask them to pledge their stock when we are pledging our credit?

Mr. Bower 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." But their, horrible proviso, "providing they purchase on the same terms as in the eastern provinces." (Laughter.) Another thing, he also said was that the contract gave ten years exemption from taxation—it is four years by the way—and the same as the prairie provinces had already done. That is incorrect.

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then (laughter)—he sent me this telegram: "Must apologise for not writing to thank you for magnificent work in my own and government's behalf. Will write. Richard McBride." And the great Richard wrote, and he said: "Dear Sir Charles, I expected to have seen you directly after the election and thanked you for the magnificent work you performed on behalf of the party during the campaign. The majority I got speaks eloquently on the point you must have made on the enemy's camp. With very best wishes—to his young baby brother—"Dear Sir Charles, very sincerely yours." (Laughter and applause.)

This is heretofore, and I propose to hand it down. But let us just for a moment destroy all this nonsense if we can. Let us try to consider quickly in regard to our exercise of the franchise. Who is Mr. McBride's leader? Dominion politics? A man who in his early life voted the other way. (Hear, hear.) Who is the chief of the Conservative organization in Vancouver? The gentleman who voted for the Liberals in 1896 when I was turned out of office. The party whip has lost its sting in this century of Canada's when we are called on to consider a serious thing. (Hear, hear.)

Opinion of Green. In discussing me, Mr. McBride is reported as follows: "After raking over the history of Sir Charles he shouted: 'Oliver may have him; we have done with him; we don't want him.' So get no telegram. My name is no more considered a decent political quantity, and why? Because I could not tolerate a colleague who had the good opinion and confidence of Mr. McBride, who is a man, who was guilty of malfeasance in office, R. F. Green. This gentleman is a decent political quantity in the Premier's estimation; thank God in his estimation I am not. (Hear, hear.) Then he says that at Revelstoke the other night I "had the audacity to speak of his loyalty to our party, as if we wanted him; gentlemen, we do not want him."

I have no such audacity. What I said at Revelstoke was this, that if the government had gone to the country on the railway policy as it was up to the time of the revelation to Mr. Tatlow and Mr. Fulton I would have voted for it. But that I could not turn so quickly as these gentlemen who constitute your ministry; that I could not change my considered views; but I made no such ridiculous statement. He takes for his text to breathe anathemas on my head. He says I told the people at Revelstoke that my heart-bled for better terms. I said that if on any sufficient better terms my party flinched or failed I would desert them in a minute, at a large and enthusiastic Conservative meeting in the opera-house in that city.

Bottom Out of Better Terms. I say this whole railway campaign has knocked the bottom out of the whole question of better terms for ever. The railway policy is based on grounds and considerations that make that demand absolutely ridiculous. (Hear, hear.) All Conservatives attach importance to that question, and an important question it was, must understand that the return of the McBride government to power kills that question once for all and releases Mr. Borden.

At Revelstoke, since he refers to the speech, I ventured to say that in my opinion, having regard to the revenue and charges on the finances we could raise, I was absolutely at a loss to understand the reason, unless Mr. Green was at the bottom of it. I said I had no proof he was, but I suspected he was the power behind the throne, that the question once for all and released Mr. Borden.

McBride's Ambition. Now I will tell you why we are to endorse this note for twenty-one million and some odd interest. Mr. McBride has let that out of the bag, it is to sooth his vanity. His head is larger than it used to be. I have his words here in his speech at Vancouver last night where he said, without for a moment attempting to make a joke or to provoke laughter, that Sir John A. Macdonald had a monument in the Canadian Pacific and that on account of the construction of the Grand Trunk Pacific Canadians will have the right to place Sir Wilfrid Laurier on a pedestal by the side of Sir John.

And now let me give you his own words, because I could not do justice to this without them: "Though Sir John and Sir Wilfrid would loom large there would still remain a page devoted to the extension of the Canadian Northern through British Columbia as a great factor in the development of a mighty country." We can fill in the gaps, we know the other man. (Laughter and applause.) You know in that wonderful cathedral of St. Paul's if you look for a monument to the architect who designed it, you will find one for you and your children and your children's children will look around you to see the monument to Richard Sir-Christophe when Mr. McBride will see the tax gatherer coming in. (Renewed laughter.)

We are being educated on endorsements and guarantees as well as on contracts, and in a short address it is rather difficult to grip these things, because most of us have been brought up to an idea that endorsing paper is a thing which involves liability. King George III. did not often make a joke, but when his physician once told him that gout was good for the system he said for his part he preferred not to have it. I for one prefer not to endorse the paper of Mackenzie & Mann, as they ever so rich, be they ever so well off. (Applause.) The better off they are the better they can afford to do without it. (Hear, hear.)

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 against the policy. I can prove by the book that not 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. Bower and Mr. Cotton deserted a policy on the 15th of October the very antithesis of the one they now ask us to approve. Mr. Tatlow and Mr. Fulton were consistent, whatever their reasons—which I regret have not been given on the platform—and their colleagues were inconsistent.

Take one test. You know there are

many arguments pro and con and I will attempt to deal only with the salient features, but one test I submit is good, it is whether this extraordinary investment of ours, this extraordinary undertaking, is legitimate and proper with a population such as we have, with duties devolving upon it such as we have.

We are dealing with a road with connections across the continent and touching the Rockies. It has been guaranteed and has had all kinds of aid from Dominion and provincial governments up to the Rockies. I ask you does anyone suggest that Sir Wilfrid Laurier or Mr. Borden would dare on such a matter as this to suggest that the Dominion should guarantee these bonds. And if it is not possible for either of these leaders of public opinion in the federal assembly to ask that does it not settle the question whether a bagatelle of people on the Pacific coast should undertake a guarantee of that character?

What was our position down to this fatal day when this memorandum, this agreement, this bargain, this promise and contract with the government, the position was that in season and out of season, when the McBride government went into power charged with the rescuing of this province from a state of financial chaos, as it was claimed, the position was whether we resorted to taxes not known in the eastern provinces, these direct taxes; when considerations were such, and were permitted to be such, as a result of which was mountainous, with a scattered population, involving enormous expenditure; where we had not sufficient income to meet the necessities in the nature of local self-government, that was a fair question, the position taken up to the last day of last session. The government was being pressed in many matters and the answer always was that it was impossible for the government to do anything beyond giving "decent encouragement to any transcontinental railways coming to our shores."

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Instead of the skin throwing off one or half pounds of waste matter every day, it becomes inactive and does only half its work, leaving three-quarters of a pound of this waste to poison the body. Headache powders and pain killers simply numb the nerves and have no helpful action on the organs causing this poisoning of the blood. To cure Headaches and Neuralgia, the blood must be purified, the bowels, kidneys and skin healthy and active.

"Fruit-a-tives," made from concentrated and intensified fruit juice, is the greatest blood purifier. "Fruit-a-tives," or "Fruit Liver Tablets," is a scientific cure for Headaches and Neuralgia, and never fails to cure because "Fruit-a-tives" stops the cause of these troubles.

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The Government Policy. I want to prove this by the language of these gentlemen, and I will prove it. In the Canadian House of Commons, on October 30th, 1909, Mr. McBride is quoted as saying: "By the very force of our physical conditions we are inevitably placed face to face with our enormous responsibilities and obligations to make a joke out of the hands of our fellow-Canadians fair, decent and reasonable consideration. For gentlemen, it is indisputable that you are by far the most heavily taxed portion of the Canadian people. Your personal property, tax, your tax upon real estate, and the other revenues which accrue to the crown in this province are more, and a great deal more, per head than are paid by your brethren and sisters of the mountains." That was his position.

Mr. Cotton, one of the ablest men who ever sat in the government and one of the ablest members of the House, on February 7, 1909, discussing these things, said: "It would be unwise to ignore the possibility of the amount realized from indirect taxation becoming less, with the result that the government would have to look elsewhere for the revenue required to meet the expenditure. Even with the greatest care and most prudent management the province's expenditure will continue to grow and that fact must not be lost sight of in consideration of financial matters." Absolutely sound.

And Mr. Bower, a noisy member of the government, in the House made a speech—and he sent it to me, before I was read out of the party, of course: "We must remember, of course, that this is a new country which requires a great deal of money to develop, either by way of survey or putting in roads and trails for the transportation of the settler and his effects."

Kills Better Terms. I have under my hand a statement made by the Conservative party, used by Mr. McBride, Mr. Cowan and myself, when fighting with them, as to the permanency of these conditions which made our burdens so hard. It was on this ground we pleaded with Sir Wilfrid Laurier and then with Mr. Borden, when they made their presentation: "I will pledge myself to this, you are entitled to an impartial tribunal to examine your claims and if found well-founded to have them reduced." When we are told in the heat of this campaign, as we are, that we have money, and money to burn, that if this road defaults and there is a liability of forty-five millions on us in thirty years, we can pay it off without feeling it, we must say that if that is so—and this government being returned would null us down to that—and we compare ourselves with other provinces and talk

of having to have special treatment for any trunk line for the conservative party in the Dominion in a most difficult position. (Hear, hear.)

Coming back to the railway, let me prove this from quotations over oath by Mr. McBride in the Kaiser Inquiry, when he was asked questions by Mr. Paterson; from a speech which Mr. McBride made at Duncan not long ago, in 1908, and from Mr. Bower, who made a speech of this subject for the government in the legislature last session. You will see that I quote these references in order to make good my point as to the mystery of that sudden change of front in one night—poor Mr. McBride, who is a politician, and C. P. R. and nothing more. The reason was given with the full knowledge that their survivors were in the field, finding grades, arranging surveys, locating, and doing the work of the government in the legislature last session. You will see that I quote these references in order to make good my point as to the mystery of that sudden change of front in one night—poor Mr. McBride, who is a politician, and C. P. R. and nothing more. The reason was given with the full knowledge that their survivors were in the field, finding grades, arranging surveys, locating, and doing the work of the government in the legislature last session.

In reference to that that was the policy of the government, and, so far as it represents the Conservative party, of the Conservative party down to that hour, Mr. Oliver had been pressing for some activity in the government in regard to railways generally. The answer of the government was to point out to Mr. Oliver, "Look at the 500 miles built since we have put the financial burden on you, without the expenditure of a single dollar." To that they adhered till, presto, change.

Must Pay Through Nose. In the Kaiser Inquiry Mr. Paterson asked Mr. McBride: "Well, you must take from the government no probability in the assumption that any other road would come into the province and want to acquire this land?" Mr. McBride said: "I do not say that at all. If any road comes in in the future it will have to pay its way. This is a pioneer road, and you must understand that a pioneer road will secure advantages which will not fall to the lot of any other road. It has been the history of every transcontinental road that has ever gone into a province—for example, the Canadian Pacific railway and the Northern Pacific—both of them have been induced by large bonuses to come into a country, while other roads have had to pay right through the nose for the privilege of following them in."

At Duncan he is more specific; speaking on June 3rd, 1908, he tells all the ways: "We have the Grand Trunk Pacific; we wish to see more of Mr. Hill's roads; we have the C. P. R. building, and presently, no doubt, we will have started from the Pacific coast, and the doors." He was a good dreamer. "Let us give decent, intelligent encouragement to these undertakings; but let us give nothing more."

But suppose he does not speak for the government; let us call on the great attorney-general. What does he tell the House? He undertook to destroy Mr. Oliver in a speech. He declares that he will follow unswerving the departure from the policy as laid down by us. That 14th February, 1909. According to Mr. Borden said: "There is quite right, and until October 15th it was the policy. At the conclusion of the same speech the attorney-general says the government has so dealt with public affairs that the great majority are satisfied. So it is not to satisfy you, but Mackenzie & Mann that the new policy is launched! He has "No doubt what verdict will be returned by the jury on the policy I have just advertised to."

What will Mr. McBride say to his leader in Dominion affairs? From page 3008 of Hansard I find that on August 11th, 1909, Mr. Borden said: "There is no reason why we should build competing lines through the Rocky Mountains."

Wid and Unconsidered. When this memo was the light-dated on October 15th and the light-dated on October 30th—I ventured to say that it was unwisely and unconsidered. I was blamed for that. That it has been proved up to the hilt, I can show you from the statements of Mr. McBride and Mr. Bower. All the interesting features are eliminated from the memo, and are not to be found in it. It has been proved up to the hilt that it was wild and unconsidered. You know what the agreement is. It is complete. Why was it kept secret from October 15th to October 30th? Why was it kept secret from the public? Why was 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. There are no provisions in regard to the control of rates.

There had been murmurs; two cabinet ministers had been forcibly ejected because they could not approve. They were never asked to consider this bargain, but the subsequent memo, came from Mr. McBride as to things not there, but which he would try and have put there. This document has been published, and in it it says it is a basis of an agreement.

Mr. McBride on October 30th in that manifesto says it contains the core of an agreement. Mr. Mann says in an issue of the Toronto News that it contains just what we want. More, and Mr. McBride last night at Vancouver said he had closed the bargain on these terms. I have no doubt that it is the bargain, good, bad or indifferent, and as I briefly trace all the things people say I tell you Mr. McBride has no more power to obtain them from Mackenzie & Mann than I have. (Hear, hear.)

If this government is returned Mackenzie & Mann have a moral right, if they have not a legal right, to insist on that contract under the sign manual of the premier of British Columbia before the Dominion government. I mentioned that that I, I say to you that neither you nor I will ever see Mackenzie & Mann yield one inch from the position they take with regard to rates and the control of rates.

"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 having the right to raise sufficient revenue for interest on bonds, for operating expenses, and to do all that it has to raise what the traffic will stand. It will be absolutely impossible, as Mackenzie & Mann said to Mr. McBride, according to Mr. McBride, they would not agree to it. We stand by the way—and the same as the prairie provinces had already done. That is incorrect.

Hon. J. H. Agnew, treasurer of Manitoba, speaks with delight of having

not contain. There is no clause, as when the Dominion government guaranteed bonds—not on trunk lines, but on branches to rich grain fields—guaranteed bonds at 3 per cent. and gave some \$6,000,000 on guarantee they put in the contract not only that rates should not be higher than fixed by the contract, but that the road should not be able to sell or lease to the C. P. R. in order that 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 ascertain Sir Thomas Shaughnessy's views, and now the Province is out hot 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, or whether they think that this will fit into their plans, which, so far as developed, amount to this, that anticipating competition with the G. T. P. 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. There are no provisions in regard to the control of rates.

No Sinking Fund. There is no provision in regard to a sinking fund. If a road under railway financing proposes to pay off the bonds, the only manner in which it can be done is to provide a sinking fund, and so every year a portion of the earnings go to that and the fund is available at the end of the period, but where, as nearly always, they exchange their bonds for guaranteed stock, they use what would be otherwise used for sinking fund for terminals and other things, and exchange the bonds for guaranteed stock. But they do not discuss that in the contract.

There is no provision for a deposit nor a substantial guarantee, nor is there any provision for simultaneous construction from either end. How we Tories yelled on the G. T. P. contract for simultaneous construction. Where is the clause in the agreement; where is there anything under Mackenzie & Mann's hand intimating that they will build that in any other way than they see fit? So in regard to the inspection of the books and many other things. The other day in the House at Ottawa Mr. Barrill, in discussing the G. T. P., said: "We pledged our credit, let them pledge their stock." There is \$5 millions G. N. R. stock, why should we not ask them to pledge their stock when we are pledging our credit?

Mr. Bower 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." But their, horrible proviso, "providing they purchase on the same terms as in the eastern provinces." (Laughter.) Another thing, he also said was that the contract gave ten years exemption from taxation—it is four years by the way—and the same as the prairie provinces had already done. That is incorrect.

Hon. J. H. Agnew, treasurer of Manitoba, speaks with delight of having

Campbell's THE FASHION CENTRE Sale of Ladies' Nightgowns To-day and To-morrow For to-day and to-morrow we place on the bargain counter a splendid line of Flannelette Nightgowns, to be disposed of at the exceptional price of \$1.00 Each These are quite new; low necks, embroidered cuffs and yokes. Regular price of these nightgowns is \$1.25. To-day and To-morrow they go for \$1.

NEW THE CAL ANOTHER CO Company P Cope The long di C. Telephone couver Island increasing so has found it the install an early date the Van couple of day manager of t nouncement cable would, years and wh would more t Victoria. The Agassiz and Springs would be. "The busin toria," said so largely to add another seins one wh one will pr on laying it istic cable practical, he made a s attle. In th ways had to Bellingham-lays. Last t Pacific State Company an to build a d ished in ab seins one wh to also con Harrison H and when r pushed furth the main lin ever else th all parts of lines are in mpted to t times and -most places Offices have established f mond, and a also been a Forks which have been e is one of t New office Roseland made now "Long dis made, am Robin came t Comox, and person in Y direct with nections" ha mentation Ladir. Give thus. Give long distan The great ish navy re Here are ex exhaustive Ste 7 Every to give bedroo aids thri ful arti We are the nev each se pieces. PR \$6 Splen day p charmi able fo tofia to our sh are thor place tion m will arti a de are W. 915 "I Dupli tion Notice from herof, t John Ki 1897, and Land this 19th

NEW TELEPHONE CABLE TO CITY

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.

"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.

"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 wherever else that business will offer.

"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.

The great gunnery school for the British navy is situated on Whale Island, in the upper reaches of Portsmouth harbor.

Sterling Silver Toilet Sets

Every woman of culture likes to give an individuality to her bedroom or boudoir. Nothing aids this more than dainty, useful articles for the toilet table.

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 1806.

"LAND REGISTRY ACT."

In the Matter of an Application for a Duplicate Certificate of Title to Section 8, Radium 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 4176.

Land Registry Office, 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 \$5,000 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 \$38,000, 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.

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. steamer. 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 of the weather, but 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 Arena. 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 canneries, 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 Tees, and among the other passengers were 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 Canning Company is being reorganized and formed into a joint stock company. An enormous capital is being attracted and a large fully equipped canning 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 firm 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 Silverman 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 substantiates what he says that his wonderful energy and vitality are due to Dodd's Kidney Pills.

"I suffered from Rheumatism for over seven years," Mr. Silverman says, "telling his story and in doing so 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 Letorne 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. Improved BLOWER. Heals the inflamed membrane of the bladder and stops dribbling in the throat and permanently cures Catarrh and Gonorrhoea. 25c. BLOWER FREE. Accept no substitutes. All dealers or J. Mansson, 240 St. George, Toronto.

HOLIDAY GOODS ON LONSDALE

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 was 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 be 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 Tehuacanque 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 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, J. A. Lagard, 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. J. Murphy, Chas. Holden, H. W. Lethbridge, J. E. Holland, W. M. Suttice, J. S. Hooper, A. E. Ham, Jno. Brockie, A. E. Wray, W. Silt, W. J. Stevenson, Alex. Paxton, W. J. Lister and C. M. Scott.

Nominations for officers for 1910 resulted in the following being nominated: President, E. L. Thomas, acclamation; vice-president, H. W. Lethbridge and G. W. Barrett; treasurer, L. C. Macintyre, acclamation; directors (eleven to be elected): J. E. Holland, J. H. J. Murphy, A. McAllister, Chas. Holden, T. E. Elliott, J. M. Suttice, J. S. Hooper, A. E. Ham, Jno. Brockie, A. E. Wray, W. Silt, W. J. Stevenson, Alex. Paxton, W. J. Lister and C. M. Scott.

Board of directors for British Columbia: Vice-president for Vancouver: C. P. Egan and W. A. Allan. 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 at the following committee was appointed to take charge of the same: J. A. Haggley, 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 Lottus, 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.

Mr. Helmecken declared that the provincial government had proved a sincere friend of the workmen. Was it not the McBride government which to-day stood between the white workmen and the Grand Trunk Pacific Railway Company and prevented the latter from doing its duty with relation to low labor? Mr. Helmecken 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. Helmecken 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.

MRS. FRANK CULLIN DIED LAST EVENING

Well Known Resident of Victoria Passed Away After Short Illness.

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, but she was unable to withstand the shock to her system.

She leaves to mourn her loss besides her husband, Mr. Robert Clark, Keatinge, Saanich; five sisters and two brothers, J. E. Current, Rat Portage; Robert Clark, of Salt Spring Island; Mrs. George Watson, Mrs. A. Patch, Mrs. W. O. Wallace, Miss Clark, of Victoria, and Mrs. William Sanderson, of Courtenay, B.C. 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 St. Anna chapel, 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.

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 a few friends of the family.

Deceased was formerly a resident of this city, where she resided, Wallace street, Nanaimo, to-morrow afternoon. Rev. Mr. Robertson will officiate.

CONSERVATIVES SPEAK AT PARSON'S BRIDGE

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

H. D. Helmecken, K. C., the Conservative candidate in Esquimalt, disapproved of the present government 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 great 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 branch 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 of the day was that in years has just come from Ottawa—the rehabilitation of the naval base on the North Pacific—Mr. Tait thought it worth while to mention it, feeling, no doubt, that it would hurt Mr. Helmecken to mention the achievements of a government which is supported so strongly by the Liberal candidate, John Jardine.

Mr. Helmecken 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. Helmecken declared that the provincial government had proved a sincere friend of the workmen. Was it not the McBride government which to-day stood between the white workmen and the Grand Trunk Pacific Railway Company and prevented the latter from doing its duty with relation to low labor? Mr. Helmecken 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. Helmecken 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 in a 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 our own press has copied, 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 serious, and therefore the statesmen, 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 professional 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, 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 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 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).

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 artificial boom, that we are showing that along-hoping no matter what happens in thirty years to themselves, make something in the few years, and then go on to the next day. We are showing that 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 of money 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, they give testimony in 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 buccannery, and all who may be associated with them. (Hear, hear.)

While they are entreprising 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 shake up Mr. McBride at his word, and in regard to this transcendent 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. Sir Hibbert Tupper, replying, deprecated thanks for doing what he considered his duty in the interests of the province. He had many men whom he had sent through Canada, Liberal and Conservative, and they knew that in a fight he asked no quarters, and hit out in the open. (Cheers.)

Waters' minutes closed 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 station whistle will be continued until the diaphone is ready for operation. St. Joseph's hospital, George Jaques, agent.

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 DESIGN BEST IN FINISH B. G. HARDWARE COMPANY, LTD. 510 JOHNSON STREET Phone 1611

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 PASTE, 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. 41 TURKISH ALMONDS (granulate 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.

STRENGTH, DURABILITY AND ECONOMY Will be found in the Great West Woven Wire Fencing For sale by Chas. B. Jones or Jno. Meston, - Victoria CONTRACTS TAKEN FOR ERECTION

FROST FOR EBERTS AT GORDON HEAD 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 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 revered leader, Hon. Richard McBride. In submitting 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 the wheat of the prairie provinces would be handled via 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 on the bonds of the new towns which would be built up in that section of the Island. All the people had to do in order to usher in an era of great progress and prosperity was to endorse the government and send him (Mr. Eberts) again to the Legislature.

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 bottles—here only.

CYRUS H. BOWES CHEMIST, 122 GOVERNMENT ST. BORN. DALLAIN—On Tuesday, 15th Nov., at 43 South Turner street, to the Mrs. J. Dallain, a daughter. ORCHARD—In Victoria, on Nov. 14th, 1909, to the wife of Phil Orchard, a son. MARRIED. MCCARTNEY-MURTON—At the residence of Mr. Edward Murton, Market street, Victoria, on the 18th inst., by Rev. A. Henderson, Percy G. McCartney, formerly of Vancouver, to Miss May Murton, daughter of Mr. Frank Murton, of this city. GIRDWOOD-WARD—On 18th November, at Christ Church Cathedral, Victoria, B. C., by the Lord Bishop of Columbia, James Eberhart, son of Alexander W. Hanna Girdwood, of Frogan, Finchley, Middlesex, to Florence Eveline, eldest daughter of Mrs. Clara Robert Ward, of Oak Lawn, Leatherhead, and Victoria, B. C. DIED. BANISTER—On the 18th inst., at her residence, 34 Government street, Harbor Mary, the beloved wife of A. E. Banister, Esq., J. P., aged 65 years, late of Banister, Alberta. Funeral private. JACQUES—In this city, on 18th inst., at St. Joseph's hospital, George Jaques, aged 72 years, a native of Montreal.

HAGGERTY'S TROUBLE
DERMEN
GRY AT ACTION

Accident Growing
 's Attempt to
 e Property.

is causing the mem-
 pncil a great deal of
 and all on account
 he formerly owned
 Spring Ridge gravel
 city has purchased
 urchase. Some weeks
 announced that in
 sity for the city to
 ate for a corporation
 in the liberty to take
 lots owned by Mr.
 Spring Ridge for the
 sum of \$100,000. The
 for authority to com-
 at was the last heard
 at the meeting of the
 on Friday of last
 meeting. Aid. Stewart
 tion by announcing
 understood that the city
 lots in question he
 since the date of the
 council to buy. Mr.
 and teams busily en-
 sand and gravel from
 lots over to another
 . He thought this a
 situation, and the
 the council agreed
 body suggested that
 gerty did not know
 been purchased by
 quires being made,
 hile the city solicitor
 up the papers for the
 ad not been formally
 on of the council
 was a week ago.
 Aid. Stewart again
 up. He asked if the
 the property in ques-
 answered in the
 shed those present by
 . Haggerty was still
 d gravel away from
 ever received any
 the city had bought
 ew that Mr. Haggerty
 did not like what
 in the matter a little
 ed the city going no
 mpletion of the pur-
 at to be pursued, and
 d to complete the
 g understood, how-
 ount paid over would
 d removed.

STEARNS
NORTHERN RUN
 al Going Out of
 on for Several
 eeks.

(Monday's Daily)
 months only two C. P.
 ply to and from the
 orts. One of these, the
 will also attend to the
 Islands business for-
 m this port every forty
 ill not arrive in time
 ill come here when so-
 s may will sail forty-
 ay and way ports, leav-
 The Princess Royal,
 night, will be thorough-
 engines in particular
 of attention. It will
 months to get her in
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 day afternoon. They
 at the same time that
 City and the Yucatan,
 all night on account of
 weather. Snowstorms
 Alaskan waters, one
 spent behind Shelter
 w rates in force a great
 same south from Skeg-
 sing out that town. Fri-
 for the North on Fri-

MS MEET
IN SOCCER GAME

A soccer team played a
 uth Ward team in a
 at the Royal Athletic
 der sixteen-year school
 the game was fast and
 was furnished by each
 the college team were
 vyer than their oppo-
 s had a hard job to
 school from shooting in
 each team scored one
 nly goal. V. Wescott
 school and S. Sherritt
 During the second half
 end of the field to the
 damage being done.
 up as follows:
 al, Johnson; full backs,
 art; half backs, Woods,
 s forwards, Ledingham,
 Wolesey and Cummings.
 al, Duncan; full backs,
 nd Ward; forwards, Mc-
 S. Sherritt, Newb-
 ippell.

In Oak Bay have
 Vancouver speculators.
 to place the lots on the
 delay. The price given
 over foreign Realty Com-
 e deal.

still continues active
 are doing business.
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 ak Bay avenue. About
 e hands as a result of

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 led from a population of a scant 100,000 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 Indian haste.

Why this precipitancy? 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 NOT FIRST OBTAINED THE BEST OFFERS AND 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 26th, 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 of 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. His evident intention having been to withhold the actual document altogether and to humiliate 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 ROAD.

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. 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 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 of \$10,000,000, a further contingent liability of some \$48,000,000. 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

and throw away just that much money.

ARE THE PEOPLE OF BRITISH COLUMBIA PREPARED TO MORTGAGE THEIR HOMES TO RAISE \$48,000,000 ONLY TO CAST IT INTO THE SEA!
 But we shall return to this matter of comparative cost later.

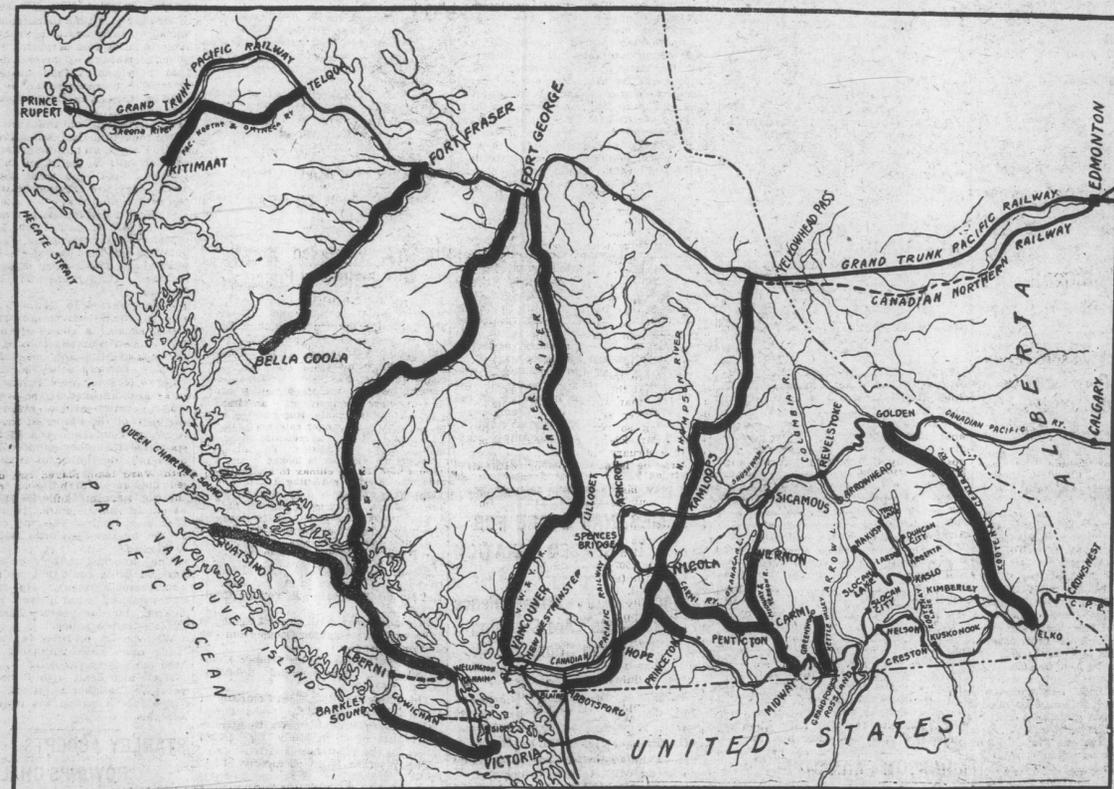
THE LIBERAL POLICY.
 We have seen that the outstanding need of British Columbia is a development and settlement railway policy to open new districts. That is the object aimed at and to be attained by John Oliver's policy. He undertakes to obtain this, and where by the offer of reasonable assistance existing 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.

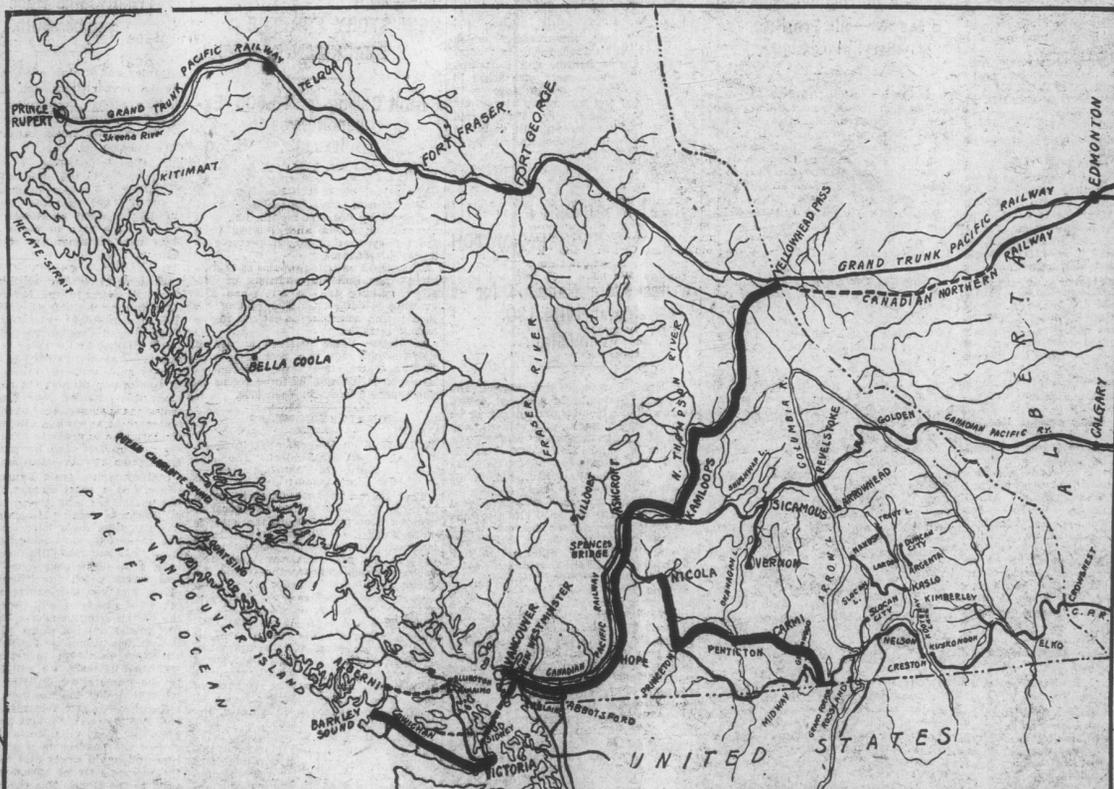
It is proposed to secure the construction of these lines in co-operation with the Dominion government. The latter have already granted assistance to most of them and as a pledge of their readiness to join with this government in the securing of transportation facilities we would point out that up to 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, or 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 merit 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.

DEFEATS

JOE LA SALLE

Chlete Wins His Professional Wrestling Match.

Nov. 19.—Tom Burke, man-athlete, who holds heavyweight and heavy middleweight championships...

Nov. 19.—There was a meeting of the electors of the district here on Saturday...

SOLID H. C. BREWSTER

Jobs of All Sorts Made by McBride Government.

Nov. 15.—There was a meeting of the electors of the district here on Saturday...

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Want Ads. Here Make It Possible For You to Choose Your Tenants, Lodgers or Boarders

PROFESSIONAL CARDS

ADVERTISEMENTS under this head 1 cent per word per insertion; 3 insertions, 2 cents per word; 4 cents per word per week; 50 cents per line per month. No advertisement for less than 10 cents.

Architects

C. ELWOOD WATKINS, architect, Room 5, Five Sisters' Block. Telephones 2138 and 1238.

Bookkeeping

VICTORIA SCHOOL OF BOOKKEEPING, 1233 Douglas street. Pupils receiving or visited day or evening. Special attention to cash and estimates furnished.

Business College

VICTORIA BUSINESS COLLEGE—Presents the shorthand, touch typewriting, bookkeeping, etc., unlimited dictation practice by Edison's business phonograph.

Dentists

DR. LEWIS HALL, Dental Surgeon, Jewell Block, cor. Yates and Douglas streets. Victoria, B. C. Telephone Office, 57; Residence, 32.

Elocutionists

BREATHING, gymnastics, elocution taught; also dramatic art. 138 Medina street.

Land Surveyors

THOS. H. PARR, British Columbia land surveyor, Room 5, Five Sisters' Block. Victoria, B. C.

Legal

C. W. BRADSHAW, Barrister, etc., Law Chambers, Bastion street, Victoria.

Mechanical Engineer

W. G. WINTERBURN, M. I. N. A., Consulting Mechanical Engineer and Surveyor. Estimates for all kinds of machinery, gasolines, etc.

Medical Massage

MR. BRUGSTROM, LORNEFIELD, Swedish massage, 1008 Fort St. Phone 1864.

Music

BANJO, MANOLIN AND GUITAR taught by W. G. Fawcett, Conductor of the Alexandra Mandolin and Guitar Club.

Nursing

MRS. WALKER (C. M. B., Eng.), attends patients or receives them into her nursing home. Maternity, medical or surgical. 307 Burdette avenue, Phone 4100.

Piano Tuning

C. P. COX, Piano and Organ Tuner, 194 Quadra street, Telephone 834.

Shorthand

SHORTHAND SCHOOL, 110 Broad St. Shorthand, typewriting, bookkeeping, geography thoroughly taught.

Titles, Conveyances, Etc.

NOTICE—We draw up agreements, mortgages, conveyances and search titles at reasonable rates. Let us quote you your fire insurance. The Griffith Co., Nahon Bldg., city.

Wood Carving

C. J. BROWN, teacher of wood carving, "Wood Nest," Herward street, Victoria, B. C.

Lodges

COLUMBIA LODGE, No. 2, I. O. O. F., meets every Wednesday evening at 8 o'clock in Odd Fellows Hall, Douglas street. E. W. Fawcett, Sec. 237 Government street.

Gravel

B. C. SAND & GRAVEL CO., foot Johnson street, Tel. 1233. Products of washed and graded sand and gravel best for concrete work of all kinds, delivered by team in the city, or on scows at p.l.t. on Royal Bay.

Engravers

GENERAL ENGRAVER, Stencil Cutter and Seal Engraver, Geo. Crowther, 818 Wharf street, behind Post Office.

Furrier

FRED POSTER, Taxidermist and Furrier, 423 Johnson street.

Fish

WM. J. WRIGLESWORTH—All kinds of fresh, salted and smoked fish in season. Free delivery all parts of city. 573 Johnson St. Phone 3333.

Junk

WANTED—Scrap brass, copper, zinc, lead, cast iron, sacks, and all kinds of bones and rubber; highest cash prices paid. Victoria Junk Agency, 1203 Soyer street. Phone 1236.

THE WOODWORKERS, LTD. 72 JOHNSON ST. PHONE 1136.

BUSINESS DIRECTORY

ADVERTISEMENTS under this head 1 cent per word per insertion; 3 insertions, 2 cents per word; 4 cents per word per week; 50 cents per line per month. No advertisement for less than 10 cents.

Art Glass

ROY'S ART GLASS, LEADED LIGHTS, chandeliers, churches, schools, public buildings and private dwellings.

Blasting Rock

NOTICE—G. Zarelli and J. Paul, contractor for rock blasting. Apply 1234 South Pandora. Phone No. 7147.

Blue Printing and Maps

PRINTS—Any length in one piece, six cents per foot. Timber and land maps. Electric Blue Print and Map Co., 3213 Langley St.

Boat Building

VICTORIA BOAT & ENGINE COMPANY, LTD., boat and launch builders. Boat building material for amateur repairs, engines installed, etc.

Boot and Shoe Repairing

NO MATTER where you bought your shoes, bring them here to be repaired. 631 Oriental Ave., opposite Panjangles Theatre.

Builders' Supplies

WM. N. O'NEIL CO.—Jas. M. Mellis, Mgr. Mantels, frames, tiles, lead lights, etc. Estimates and designs furnished. W. O. Buck, mgr., 424 David St. Phone 206.

Builders & General Contractors

CARPENTRY—Jobbing, roof repairing, receive prompt attention. T. J. Lophtham, 2652 First street. Phone 1591, d16.

Legal

C. W. BRADSHAW, Barrister, etc., Law Chambers, Bastion street, Victoria.

Mechanical Engineer

W. G. WINTERBURN, M. I. N. A., Consulting Mechanical Engineer and Surveyor. Estimates for all kinds of machinery, gasolines, etc.

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Machinists

ARMSTRONG BROS., Machinists. All kinds of general repairing done. Launch engines and automobiles overhauled. 134 Kingston St. Phone 2034.

Ladies' Dresses

JUN LEE & CO., manufacturers of and dealers in dry goods, ladies' silk and cotton underwear. Dresses made to order. Cut flowers for sale. 1604 Douglas street. Tel. 1321 (Blanchard).

Landscape Gardener

E. J. LAING, Landscape and Jobbing Gardener. Tree pruning, spraying, etc. Residence, 1033 Pandora Ave. Phone 1287. Office, Wilkinson and Brown's Greenhouse, corner Cook and Fort streets.

Merchant Tailors

FRASER & MORRISON, successors to J. McCurrach. Highest grade of serges and worsteds, alterations and repairs. Pioneer Building, over P. R. Brown, 1123 Broad St., Victoria, B. C.

Optician

OVER A QUARTER OF A CENTURY'S EXPERIENCE and fine, modern equipment is at the service of my patrons. No charge for examination. Lenses ground on premises. Write or call at 645 Fort Street. Phone 2259.

Painter and Decorator

PAINTING CONTRACTOR—K. E. EHL, 1811 Amelia street. All kinds of painting, kalsomining, etc. neatly done. Satisfaction guaranteed; terms moderate. 42

Patents

FOR PARTICULARS about patents, send for booklet. Ben. D. Pannett, Ottawa, Ontario.

Pawnshop

MONEY LOANED on diamonds, jewelry and personal effects. A. A. Aaronson, cor. Johnson and Broad.

Photographs, Maps, Etc.

REAL ESTATE AGENTS AND OTHERS to take photographs of property should get them photographed by FLEMING BROS. Maps and plans copied or blue printed. Enlargements from films or prints to any size. Finishing and supplies for amateurs. Kodaks for sale or hire. PHONE 1053. 503 GOVERNMENT ST.

Plumbing and Heating

HOT WATER HEATING—J. H. Warner & Co., Limited, 831 Fisgard St., above Blanchard St. Phone 4570.

Pottery Ware, Etc.

SEWER PIPE, Field Tile, Ground Fire Clay, Flower Pots, etc. B. C. Pottery Co., Ltd., corner Broad and Pandora streets, Victoria, B. C.

Scavenging

JOHN PRIOR, Scavenger, Lease orders at Empire Cigar Store, 143 Douglas St. Phone 23.

Second-Hand Goods

BUTLER, J. R.—Successor to A. J. Winstone, dealer in second-hand furniture, stoves, books, etc., etc. 301 Yates, corner Quadra. Tel. 1823.

Stamp Puller

STAMP PULLER—Made in 3 sizes, for sale or for hire, contracts taken. J. Ducrest, 466 Burnside road, Victoria. Phone A173.

Tentmakers

JEUNE & BRO., makers of tents, ware-houses, etc. 170 Johnson St. Phone 786.

Truck and Dray

PHONE 1282 FOR JEPSON TRANSFER—Trucking and expressing. Yates St. stand, above Broad. Orders left at Acton's, telephone 1061. Residence, 343 Michigan street.

Turkish Baths

321 FORT ST.—Phone 1850. Will be open 11 p. m. Ladies' days are: Monday from 10 a. m. to 2 p. m. and Tuesday from 10 a. m. to 2 p. m. Swedish massage for a transfer of the liquor license now held by us for and in respect of the Colonnade Hotel, corner of Simcoe street and Douglas street, in the City of Victoria, B. C., into J. O. Foster. Dated at Victoria, B. C., this 23rd day of October, 1909.

Watch Repairing

A. PETCH, 99 Douglas street. Specialty of repairing watch specialties of all kinds of clocks and watches repaired.

Y. W. C. A.

FOR THE BENEFIT of young women in or out of employment, rooms and board at home from 942 Pandora avenue.

NOTICE

Notice is hereby given that I, the undersigned, intend to apply to the Board of Licensing Commissioners of the City of Victoria, B. C., at the next sitting thereof for a transfer of the liquor license now held by me for and in respect of the Colonnade Hotel, corner of Simcoe street and Douglas street, in the City of Victoria, B. C., into J. O. Foster. Dated at Victoria, B. C., this 23rd day of October, 1909.

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W. A. CLARKE

MISCELLANEOUS

ADVERTISEMENTS under this head 1 cent per word per insertion; 3 insertions, 2 cents per word; 4 cents per word per week; 50 cents per line per month. No advertisement for less than 10 cents.

Agents Wanted

MEN WANTED—We want men in every locality in Canada to advertise our goods. Lack up showrooms in all conspicuous places, and generally represent us. \$25 to \$50 per week and expenses here made; steady work; entirely new plan; no experience required. Write for particulars to Royal Specialty Co., London, Ont., Can.

For Rent—Houses

FOR RENT—Six roomed cottage, half a minute from Oak Bay car line; reasonable rent. Apply owner, Box 585, Times Office.

For Rent—Stable

TO LET—Stable, also building 15x45, centrally located; for sale, building stock, cheap. Particulars 1003 Cook St.

For Sale—Acreage

FOR EXCHANGE—A section wheat land, fenced, 30 acres brook, 4 miles from good town, 3/4 from siding, for 30 acres good improved farm in Southern Vancouver Island; must be near school. Box 102, Tofield, Alta.

For Sale—Lots

LOT, SHOAL BAY—The cheapest buys in the district and some of the finest lots on the market. \$2000, price from \$500 up. N. B. Maymirth & Co., Ltd.

For Sale—Articles

GRAY PRINCESS GOWN FOR SALE, misfit, never worn, \$3. Times Box 706.

For Sale—Rooms and Board

COMFORTABLY furnished or unfurnished rooms to let, moderate rental, central. 523 Mason street.

For Sale—Machinery

SAFES—All styles and all sizes. If you have a safe that is too small for your street and Douglas street, in the City of Victoria, B. C., into J. O. Foster. Dated at Victoria, B. C., this 23rd day of October, 1909.

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For Sale—Houses

BLANCHARD ST.—5 roomed cottage, newly painted and papered, hot and cold water, bath, electric light, 3 fruit trees, in good condition, lot 50x120, price \$3,500. N. B. Maymirth & Co., Ltd.

For Sale—Wood

FOR SALE—Good wood, 4 ft. \$3.50; cut 4x6. Burnett's Wood Yard.

Lost and Found

FOUND—Rowboat. Apply 146 Croft St., James Bay.

Situations Wanted—Male

WANTED—Situation on farm, experience in Manitoba and Alberta. Box 106, Times.

Situations Wanted—Female

