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unning through, a vaists, blouses, and e could not be better ice. The widths are most modest at 25¢

at 50c on a new waist. If

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ORSETS

25c

Our chocolates ar fresh daily, mad the premi

and delicious. Try

them.

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ISSELL

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in all the newest nd smart, and modcteristic features of at Spencer's. The new Stetson shape indeed, priced at in crush and stiff\$2.50

48



Friday, March 4, 1910

Regarding the Bonds.

Premier McBride More Than Redeems Election Pledges Railway Bills Introduced Into Legislature Monday Abundantly

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this paragraph, and in paragraph 17 hereof

additional mileage occasioned by such construction: (b.). From a point in the city of Vic-toria to a point on or near Barkley Sound, on the island of Vancouver, a distance of approximately one hun-dred miles. 5. The Northern Company coven-ants and agrees with the government

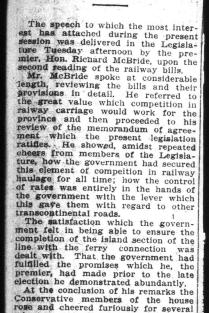
(g.) The Northern Company agrees that the Pacific Company will, from and after the completion of the main-land line, subject to the act of God, and such other interruptions as are incidental to and unavoidable in the operation of railroads, maintain, or cause to be maintained, a regular daily first-class passenger and freight lumbia, and that the railways of the

deposit of securities, or otherwise, as may be agreed upon. Regulation of Rates 8. In consideration of the guar-antee of the securities hereunder, the Northern Company covenants that the Pacific Company will agree that the Lieutenant-Gov-ernor in Council may, from time to time, having due regard in so doing to the position and inter-ests of the Pacific Company, and in the case of traffic destined to or originating in the other Prov-ince. of Canada, bearing also in mind the desirability of obtaining reasonable rates from points in the Province of British Columbia to points in the other Prov-ince. of Canada, bearing also mind the desirability of obtaining reasonable rates from points in the Province of British Columbia to points in the other Prov-ince. of Canada, bearing also or vice versa, MODIFY ANY RATES ESTABLISHED BY THE CARRIAGE OF FREIGHT AND PASSENGERS TO AND FROM POINTS ON THE SAID AIDED LINES WITHIN THE ' PROV-LINES WITHIN THE ' BROV-LINES WITHIN THE ' BROV-LINES with be dissatisfied with any rates are go modified, the Pacific Company shall be heard and its inforests taken into consideration as aforesaid: Provided, further, that if the Pacific Company shall at any time be dissatisfied with any rates so modified by the Lieu-tenant-Governor in Council, it shall have the right to appeal from the order modifying any such rates to the Supreme Court of British Columbia. Any such appeal shall be heard hefore the Chief Justice and one of the Jus-tices, or before two of the Jus-tices of such Court (hereafter re-ferred to as "the Appellate Tri-bunal"), who, upon any notice of such appeal being given, shall be nominated by the Lieutenant-Governor in Council to hear and determine such appeal. The Ap-pellate Tribunal, in the event of any such appeal, shall have auproved of by the Government, granting a first mortgage or charge (subject to the exception hereunder) upon the spe-clife lines so to be aided, and upon the car-ferry tolls, incomes, rents, and rev-enues thereof, and upon the rolling stock, equipment, and property of the Pacific Company acquired for the pur-pose of and used in connection with said mortgaged lines and ferry, and upon such of the franchises of the Pa-clife Company as may be appurtenant thereto. There shall be reserved from the operations of the said trust instru-ment and securities any and all ter-minals of the Pacific Company and any and all subsidies which may be grant-ed to the company. The said trust in-strument or instruments, and the mort-gage and charge thereby created, and the securities guaranteed, shall be sub-ject to payment of the working ex-penses of the Pacific Company as.de-fined (so far as applicable) in the Rail-way Act of Canada. The terms of the trust instrument shall be settled be-tween the Government and the Pacific Company, and when so settled, exe-cuted, and recorded, in accordance with the provisions of the "British Colum-bia Railway Act." shall, as affecting the provisions of the "British Colum-bia Railway Act." shall, as affecting the rights of any holder of any such guaranteed security (whether pledgee or owner., he deemed a full competiance with, and in form and terms author-ized by this action and terms authorzed by this agreement and the enabling act: (a) The class of securities to be is

(a) The class of securities to be is-sued and guaranteed as aforesaid shall be determined by the Pacific Company before the issue thereof, and the form of guarantee to be given shall be set-tled between the company and the Government, and shall be appropriate, regard being had to the nature and class of securities to be issued and guaranteed hereunder: any such appeal, shall have au-



Governor in Gouncil in conform-isy with the provisions of this on such appeal, be rates which the Pacific Company will be en-titled to enforce in respect of the services covered by such rates. The Canadian Northern Railway undertakes that it will not, and that the Pacific Company will optimize that it will not, bring or promote any appeal to the Rail-way Commission of Canada from any order made under and pur-suction; and, in the event of any others, that the Northern Com-pand the rates the subject of such will represent to the Commission, will represent to the Commission of such appeal, that it is satisfied appeal in so far as they are, or papeal in so far as they are or papead in so far as they are or papea Lucid Exposition of the Provisions of the Measures Brought Down ALL PROMISES ARE MORE THAN REDEEMED . Competition in Railway Haulage Secured to the Province for All Time-The Life of 9. The Pacific Company shall cause to be legally issued bonds, debentures, debenture stock, or other securities (hereinafter referred to as "securities") Trade (hereinafter referred to as "securities") for a total amount equal to thirty-five thousand dollars (\$35,000) per mile of each of the said two lines of railway to be aided under the terms of this agreement, payable in not less than thirty years, with interest at four per cent. (4 per cent.) per annum, half-vaarly. The total number of miles of thirty years, with interest at four per cent. (4 per cent.) per amum, half-yearly. The total number of miles of rallway to be covered by such guaran-teed securities shall not exceed six hundred miles in all, unless such mile-age be extended under the provisions hereof with regard to construction into the City of Kamloops. Such securities shall be secured by a trust instrument, or instruments, to trustees, to be ap-proved of by the Government, granting a first mortgage or charge (subject to the exception hereunder) upon the spe-



Friday, March 4, 1910

Hon, Richard McBride Gives

RAILWAY BILLS

THE PREMIER ON

Conservative members of the house rose and chered furiously for several inimities. At the evening session a huge bunch of roses decorated the desk of the first minister, who was absent at an official dinner at Government House, the minister of finance leading the government during his absence. The adjournment of the debate, to be resumed today, was moved by Jardine.

The first part of the avernoon sion and the entire time of the evening sitting was occupied in committee on supply. Considerable progress was

The honorable premier, in rising to move the second reading of the bill to ratify the agreement entered into by the government with the Canadian Northern Railway (Co. for construc-tion through British Columbia, was received with enthusiastic and long-continued anniave. Soid bo ed applause. Said he Mr. Speaker: It is with feelings of very great pleasure indeed that I rise to move the second reading of this very important measure. Perhaps never before in the history of this province of British Columbia has such important and far-reaching legislation been introduced for deliberation by this assembly. For the past seven sessions we have been accustomed to hearing, year after year, from gentlearing, year after year, from gentle nen of the opposition, inquiries as to at the government is doing, and en it may be expected to take some action with respect to the construc-tions of the railways so much needed for the development of this country. I recall only a tew sessions ago when the government was very severely tauned by the then leader of the op-position that the occumants of these position that the occupants reasury benches, although promsed the house and the country a constructive railway policy, had so tar tailed in our enorus—that they had been increctual. Well, Sit, we were not prepared at that tume to present the railway policy that we had pro-mised to the country, and our explan-ations that were given to the house were all that could then be given. Let the receptulate the position. We had na said, and we stood firmly by that posi-tion, that not until we had some sort of a buainess-like construction scheme th d the house and the country of a business-like construction scheme that would make for the connection of the railways proposed to be built throughout British Columbia with a the railways proposed to be built or throughout Britsin Columbia with a a transcentinential railway system, and built and the carried out under terms that would not everbarden the country nor entail an oblgation upon the credit of the province such as bri-tish Columbia might not be equal to fi bear, would we be content. In the last seven years I may say, and the state-ment is by no means an exaggeration, this government has refused, not one, but hundreds of propositions looking di to railway construction in British Co-lumbia. And why? Because the lines th which it was proposed that we should an which it was proposed that we should ssist would not make for connection with a transcontinental system, or in With a transcontinental system, or in the second place because the asist-ance asked for was far beyond the reasonable ability of this province to give to the interested companies. It was not, indeed, until 1909 that we were able to conclude an agreement with, a responsible and well known railway company, which would assure the connection of our British Columthe connection of our British Colum-bia railway with a transcontinental system, which would provide for the completion of the required road within a fixed and definite period, and with assistance toward the construction of that road, which it was easily and readily within the power of this pro-vince to give—the Canadian Northern Railway Company. (Applause.) Complete in Four Years

1

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1. To build six hundred miles of railway in British Columbia as outlined in a preliminary contract with D. D. Mann of the Canadian Northern Railway Company. At least one hundred miles of such railway construction to be from 2. To secure a first class freight and passenger ferry service from a point on the Mainland, at or near English Bluff, to connect with the Island of Vancouver, thence by rail to Victoria; to continue the same to Barkley Sound. Said 3. Construction of the Barkley Sound section to commence simultaneously

with construction upon the mainland of the Canadian Northern system in Brit-

6. To secure rom the Canadian Northern Railway Company a first mortgage upon their system in British Columbia. 7. To secure from the Canadian Northern Railway Company a covenant

MY UNDERTAKING

protecting the province from any loss whatever by virtue of its guarantee. The Province of British Columbia to control freight and passenger rates

upon the same plan as adopted by Manitoba in its guarantee of Canadian Nor-

9. To secure from the Canadian Northern Railway Company an obligatory contract requiring them to maintain a regular continuous and daily first class passenger and freight schedule between Victoria and its continental system, so that upon completion of their lines in British Columbia, Victoria will be one of the termini of a transcontinental railway system.

10. The money realized from the sale of Canadian Northern bonds is to be handed over to the Provincial Governm

4. The whole work to be undertaken and completed within four years; to be begun three months after the ratification of the completed contract by the provincial legislature.
5. To secure from the Canadian Northern Railway a deposit of \$500,000 for the faithful performance of the contract, such sum to be forfeited to the province if they fail to carry out the terms of the agreement.
and car-ferry service.
The source from the Canadian Northern Railway a deposit of \$500,000 for the faithful performance of the contract, such sum to be forfeited to the province if they fail to carry out the terms of the agreement.

cause to be maintained, a regular daily first-class passenger and freight service between a harbor at or near the City of Victoria and the system of the Northern Company lying to the east of the Province of British Ch-

the Hon, Richard McDruc, Indication of the Birst part, and the province of British Columbia, of the first part, and the gavernment will, at the next
Such telegraph equipment and appart atus as may be necessary for the efficient working of such telegraph lines, to rear the clear of the province of British Columbia deemstitic in the public interest to ald in the public interest to ald in the province of British Columbia deemstitic in the public interest to ald in the parties hereto have agreed as follows:
I The government will, at the next
Such telegraph equipment and appart atus as may be necessary for the efficient working of such telegraph lines, or cause to be established, by the time the firstly described line of railway is ready for operation, and there or cause to be province:
J The government will, at the next five miles during the second year, and one hundred miles during the third year, and on the Backlard year; and on the Barkley Sound line, the equivalent of at least twenty miles during each year, and so that both of such lines shall be fully com-pleted on the first day of July, A.D. 1914:

(g.) The Northern Company agrees

construction has been completed satisfactorily to the government engineer and his certificate is furnished the contractor. This is to ensure the public against any possible chance of an expenditure of money for which they do not

11. Road to be constructed by the white workers of Canada. Asiatics absolutely excluded from all public works in British Columbia. The company must covenant to pay the standard scale of wages on all work.

12. All material used in connection with the construction of the Canadian Northern to be purchased in British Columbia in every instance where it is possible to do so. Minimum mileage to be constructed each year on island and mainland and will be specified in final agreement.

Failing to carry out these promises, I shall offer my resignation to the Lieutenant-Governor.

RICHARD MCBRIDE.

ITS FULFILMENT

The legislation containing and neces-

Victoria to Barkley Sound.

ferry service to be equal to any on this continent.

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Northern Company and of the Pacific Company shall interchange traffic so as to afford the same convenience of operation to the public as if the lines of the two railways were operated by one company, and will also, after the completion of the Barkley Sound line, subject to the exceptions aforesaid, maintain, or cause to be meiptoined maintain, or cause to be maintained, on such last-mentioned line a daily on such last-mentioned line a daily freight and passenger service in every way commensurate with the business which may be offered: (h.) THE PACIFIC COMPANY WILL ERECT AND MAINTAIN, WITHIN THREE MILES OF THE CITY OF VICTORIA, ALL OF THE WORK-SHOPS, REPAIR-SHOPS, AND ROUNDHOUSES WHICH IT MAY REQUIRE IN CONNECTION WITH THE SECONDLY DESCRIB-ED LINE, and which it may establish at or near the southern terminus of such line: (i) The Pacific Company with such line: (i.) The Pacific Company will pro-vide and maintain ADEQUATE TER-MINAL FACILITIES IN CONNEC-TION WITH ITS BUSINESS AT THE CITY OF VICTORIA and at the City of Vancouver:

(j.) In the event of the Government (.1) In the event of the Government desiring for traffic other than railway purposes to join in the construction and use of any bridge which the Pa-cific Company is about to erect, it may, within reasonable time before the Pacific Company commences con-struction thereof, notify that Com-pany of its intention so to do, where-upon it shall be the duty of the par-tiles to endeavor to agree upon plans ties to endeavor to agree upon plans suitable to the requirements of the suitable to the requirements of the Pacific Company as well as to the re-quirements of the Government. The cost of any bridge so erected shall be divided between the parties joining in the erection of the said bridge, and the bridge shall thereafter be main-tained all on terms and division of expense and cost to be agreed upon between the interested parties. (k.) The Pacific Company shall, by the trust indenture or indentures hereinafter mentioned, or by other in-

thority, and it shall be its duty, to inquire into the whole matter, with power to call and examine on oath or otherwise such wit-nesses as either party may de-sire; to examine into, or cause to be examine into, all ts oks, vouchers, or accounts of the Company; to call in the assist-ance of such experts, and gener-ally to make such investigation as it may be deemed desirable to enable it to determine the mat-ters involved in such appeal; and thereupen it may either confirm, modify, disallow, or revise such rates so appealed against. Any rates so modified and determined by the order of the Lieutenant-(k.) The Pacific Company shall, by the trust indenture or indentures hereinafter mentioned, or by other in-strument, covenant, and undertake with the Government to accept the terms, covenants, and conditions of this contract, and the conditions of this contract, and the construct the several works, make the several par-ments, and do the several par-ments, and do the several things which under this Agreement are to be constructed, paid, or done by the Pacific Company, all in accordance with the several terms and provisions hereof: whereupfon, and upon the completion of the lines and terminals hereby agreed (b) be built or provided within the terms of this Agreement, the Northern Company shall be re-lleved from its covenants herein, ex-cept as agreed in paragraph 6 and

(b) The securities may be of any of the classes mentioned, or partly of several such classes, and the trust instruments may contain sult-able provision enabling an exchange of an amount of newly issued securities equal to the amount of previously guaranteed securities the diverse of British Columents and as issued, and when so guarantee the said securities when and as issued, and when so guaranteed securities shall be delivered to the Surantee of Securities and the sued securities issued, and when so guaranteed securities shall be delivered to the Government and as issued, and when so guarantee discorting shall be delivered to the Government is continued on Page Five)

Machingie

The line of that company is to ex-tend from the Yellowhead Pass to Vancouver; from Vs.couver. on to Victoria by car ferry, and from Vic-toria to Barkley Sound. Construction of this line is to be undertaken by the of this line is to be undertaken by the Canadian Northern Railway Co., and to be completed by the 1st of July, 1914. (Applause.) What is the present position of af-airs in British Columbia in so far as

he railway situation is concerned? Take a glance at the map, and a very Ansty review of the geographical con- to ditions of the province will disclose the very remarkable circumstance that wer while we have here a province with a essitiatal area of something like 374,000 exact square miles, there are at present in operation but 1,700 miles of railway. for show that this limited mileage is often yery for from decaute if we provide the statement of the provide the statement of the second statement of the provide the second statement of the second stateme far from adequate, if we propose

Friday, March 4, 1910

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respect of the y such rates. thern Railway will not, and

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der and pur-isions of this event of any brought by rthern Comorthern Com-ific Company Commission, it is satisfied

ubject of such s they are, or led within the oction. Bonds.

any shall cause onds, debentures, other securities as "securities") al to thirty-five D00) per mile of lines of railway e terms of this

terms of this not less than rest at four per r annum, half-iber of miles of by such guarannot exceed six nless such milethe provisions construction into Such securities rust instrument stees, to be ap-nment, granting arge (subject to c) upon the spe d, and upon the rents, and revproperty of the ed for the purand ferry, and nises of the Pa-be appurtenant reserved from id trust instruny and all ter pmpany and any may be grant e said trust in-s, and the mortby created, and ed, shall be sub-ne working exompany as de ole) in the Rail e terms of the be settled be-and the Pacific o settled, exe cordance with "British Colum-all, as affecting ler of any such whether pledgee full compliance terms authorand the en. urities to be isaforesaid shall

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LAND LAND OF THE

THE VICTORIA COLONIST



The Colonist. The Colonist Printing & Publishing Company, Limited Liability

27 Broad Street, Victoria, B.C. THE SEMI-WEEKLY COLONIST

Sent postpaid to Canada and the United Kingdom.

AN HISTORIC OCCASION. It is no exaggeration to describe the It is no exaggeration to describe the motion for the second reading of the Bill to ratify the agreement between 12,000,000 acres of timber lands are Bill to ratify the agreement between the provincial government and the Canadian Northern Railway Company as an historic occasion. It will be looked back to in the future as mark-ing the beginning of a new era in the development and progress of British Columbia. The undertaking, to which the Legislature is asked to give its sanction, is of itself of very great im-portance, and when regarded in its probable indirect results, it may well be claimed not only as the most im-portant ever promoted by the provin-cial government, for it is that beyond all question, but as of such national

steel which completed and rendered thinks it is not high enough. Would ature," as some reckon literature, but steel which completed and rendered thinks it is not high enough. Would ature," as some reckon literature, but amy one accuse the owner of squand-it evinces an expanding appreciation of the reality of things, a grasp of the fundamental elements of material extending from ocean to ocean across held the timbered land himself, taking greatness and a faculty of portraying the Dominion through a great, and, for all the chances of its being destroyed to others the images, existing in her the most, little understood wilderness, before any person came to buy it? it also occupies a place by itself. But The former is exactly the case of the writer of the day.

an enterprise, which will bring into timber licences. All that the licensee existence a third transcontinental rail- gets is the first right to cut the timber way, which will complete a system on paying such royalty as the govern-from the outer harbors on the Atlantic ment may demand, and for this right have been about as bad as they well to that frontier of Empire, which is he agrees to pay from year to year could be in some parts of the Mainformed by the West Coast of Vancou-ver Island, is in the same class as

ver Island, is in the same class as these greater prospects, and when we pays the rental, but there has to be Washington drank, swore, bet on these greater prospects, and when we pays the rental, but there has to be horse races, hunted foxes and genereasily bring about in connection with the two other Canadian transcontinen-the two other Canadian transcontinen-if and so far as the public is concern. the two other Canadian transcontinen-tal lines, when we reflect upon the fact of it makes no difference whether one A good many people always thought tal lines, when we reflect upon the fact that it will inevitably promote in Brit-ish Columbia that active rivalry in transportation which is gridironing the Prairies with steel, when we note that the company asks and the Legislature promises to sanction and assist other construction than that embraced in the contract now before the Legis. other construction than that embraced in the project, to which assent is now asked, we do not that the project, to which assent is now asked, we do not, that the indiscriminate people of the United States never buy from us anything that they can posother railways that its indirect beneother railways that its indirect bene-fits to the country may far exceed those that will directly follow from the mileage now under consideration. The importance of things is to be measured not only by what they are of agricultural lands held under timber licence.

themselves but by the results to which they lead, and, unless the lessons of the Past are at fault, the coming of

the Canadian Northern will mean more to British Columbia indirectly than directly, great though the direct re-ulte rull contract that company covenants that the Canadian Northern Pacific Rail-may be noted that he came over to to British Columbia indirectly than suits will certainly be. And herein way Company shall establish a car- New York in a steamship to tell the consists statesmanship-the ability to ferry of the first class for the carriage, people this. He says/he has Zeppelin see what lines of policy will lead to of passengers, mail, express and beat any old distance you car think great and far-reaching indirect advan- freight from a point at or near Eng- of. Hot air seems to be becoming tages, while promoting some specific lish Bluff on the Mainland to a point once more fashionable for aerial naviand desirable object. Those, who know at or near Victoria, and this company from which Mr. Mc- is to go into operation by July 1, Bride has approached this question, 1914. will bear us out in the statement that What is the nature of a car-ferry he was always influenced by this broad view, and that his object was not so the contract? We know how very of the Canadian Northern guarantee, much to secure the construction of difficult it is to get Victoria people to it would be interesting to know what six hundred miles of railway in this believe that a car-ferry is anything possible good any opponent of the province, for this he could have more than a barge towed by a tug. Government expects to accomplish by brought about in many other ways Speaking of the ferry Pere Marquette insisting that the credit of the provthan that which he adopted, but a No. 1, the general manager of the ince will be injured thereby, and by railway constructed between such Pere Marquette Railway said that if misrepresenting that the province has points, along such a route and by such he could get that vessel through the assumed a responsibility for \$44,000,a company as would make it a factor of canals, he would undertake to land it 000, when in point of fact the obliga-

THE CAR-FERRY

abrupt conclusion, but the speech was in all probability by July 1st, 1914, the well worthy of the great subject with Great Northern will have extended the which it dealt. As a comment upon V., V. & E. through to the coast, as a legal document it was lucid and by no means diffuse. As a presentation of a policy it was straightforward thus with the construction of the coast, as

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THE VICTORIA COLONIST

and comprehensive. 'The cheers with tion with Victoria, and, is not likely which his supporters testified their appreciation will echo around the to abandon it, after the line to Kootenay is completed, but is far more likely to replace its barge and tug with vince. a fine self-propelling ferry. The Can-NATURAL RESOURCES adian Pacific put on its ferry from Vancouver to Ladysmith as an answer to the Great Northern car-ferry. It is Whenever a critic of the local government is at a loss for argument, and hardly likely to be willing to permit that is pretty often these days, he

the Canadian Northern to outclass it finds fault with it for squandering the in this line of transportation. MISS AGNES DEANS CAMERON.

clai government, for it is that beyond all question, but as of such national importance that it is worthy to be ranked with the great transcontinental projects with which the fame of the Conservative government of Canada and that of the Liberal government are inseparably connected. In magni-tude, it is not, of course, to be comtude, it is not, of course, to be com- man offers to pay him a certain rental boluness or outline and the manner in which she suggests details, rather than tude, it is not, of course, to be com-pared with the Canadian Pacific or the Grand Trunk Pacific. In one respect Grand Trunk Facine. In one respect have the first therefor such price as by telling them what they ought to tion that must ever remain unique, the owner thinks it is worth at the think but by pointing out the direcfor there can be only one pioneer rail- time it is cut, and subject to have tions in which their thoughts may way across Canada, only one band of the rent increased whenever the owner wander. Her work may not be "literown mind, not excelled by any other

The recent storms have been none 人 前間

ment to provide for the settlement of We are doing pretty wen, thank you, north of the forty-ninth parallel.

A German aeronaut says he has an airship that will carry him from Germany to America in three days. He By the Canadian Northern Railway says he has already been three and a



Manag Bros

Some Excellent Values Offered

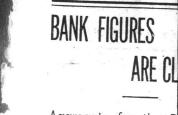
NO doubt there are some curtains in your home that will not "stand" another "wash" this Spring. If so, you'll require at least one new pair, and so this news of new arrivals in Nottingham Lace Curtains should be of special interest to you-especially as these prices represent values. We have just received a large shipment of Nottingham Lace Curtains from what we believe to be

the best factory in Great Britain. Their patterns are right down-to-the-minute, and quality fully up to the high Weiler Standard demanded of any of the offerings of this store. Buying in large quantities and direct enables us to quote you prices in these that represent splendid

values. Come in and see the splendid offerings at, per pair, \$2.75, \$2.25, \$2.00, \$1.75, \$1.50, \$1.25.

Rich Spring Carpets

AST week we received from the Templeton factories a large shipment of rich carpets for the Spring trade. These included some very handsome patterns in Brussels, Axminsters and Wiltons. These are now on display in the carpet department, and we suggest an early visit so that may view complete assortments.



Friday, March 4, 1910

88 80.81

Friday, March

Aggregate for the Months Shows Inc. Sixty Per Cent. Ov Months Last Year

Local bank clearings for

months of the present year \$13,795,337, compared with for the corresponding per ago, an increase of sixty-on and with \$8,662,808 for th and with \$8,662,808 for the January and February in 1 crease of sixty per cent. While the figures for 1 show a falling off compared of January, a decrease acc by the bad weather conditi-have interfered with busines siderable extent, the result tinctly favorable when com the months of February for the months of February in 1908. The monthly return present year to date comp those of the same months in two years were: Month. 1910 1909 Jan.\$7,390,267 \$4,225,476 Feb. 0,404,570 4,321,397

Total ..\$13,795,337 \$8,556,873

PREMIER MCBRIDE MC THAN REDEEMS ELECTION PL

(Continued from Page ?

may approve, to be by the ba ered on the order of the Pac pany from time to time to the ers or pledgees thereof, u moneys realized by sale, pl otherwise of such securities b directly by the purchaser, s pledgee, or lender into the s or into the Bank of Scotland, c or into the Bank of Scotland, c Bank, or such other bank or the case may be and as the ment may approve, to the cr special account or accounts, name of the Minister of Fir the Province of British C Provided that if money be by the Pacific Company upo or otherwise of any of such by the Pacific Company upo or otherwise of any of such s prior to the sale thereof, and t into the credit of such accoun counts as aforesaid, the an paid in shall be deducted from chase price subsequently recei the securities so borrowed the balance only shall be paid vided, further, that securities I upon may, after the loans ther been paid or discharged by th Company, or by deduction fr sequent sale of bonds, be issue issued, and shall be secured trust indenture of indentures referred to, and be entitled to t fit thereof, notwithstanding su and payment and discharge: Transfer of Funds

Transfer of Funds (d.) The balances at the cred said special account or accoun be credited with interest at su and at such rates as may be upon between the Pacific Comp the bank holding same, and balances shall from time to transferred to the Pacific C or its nominees, in monthly pa as far as practicable, as the co tion of the lines of railway a is proceeded with to the sati of the government and accor the specification or standard mined by this contract; and time to time, as the work of co tion proceeds, the government, minister of finance, or other d pointed representative of the said pointed shall, out of the said ba minister of finance, or other d pointed representative of the i ment, shall, out of the said bi certify to the bank the amoun transferred from the said acc the credit of the Pacific Comp its nominees, in monthly paym far as practicable, such sums justifiable, having regard to th portion of work done, and mater supplies purchased for the sai way, as compared with the who done and to be done thereon, p done and to be done thereon, r completion of the said lines; a government shall from time to required, transfer to the Pacific pany any interest earned be moneys so on deposit in any suc to assist such company in pays interest accruing on any outst guaranteed securities hereunde balance at the credit of such account or accounts shall, unt out as above provided, be deem of the premises included in sai instrument, and shall not be ta be public moneys received by ti vince. 10. Should the earnings of the 10. Should the earnings of the fic Company during each or i the first three years of operation completion of the aided lines, sufficient to pay the operating penses and interest on the guar securities, the government sha the amount of such deficit of in to the Pacific Company or suc to the Pacific Company, or such sons, firms, or corporations as r entitled thereto. Any moneys s by the government shall be repa (event as hereinafter provide (except as hereinafter provide the Pacific Company at the ma of the guaranteed securities, and bear interest at four per cent. pe hum, which interest the Pacific hany shill pay or course beam interest at four per cent per num, which interest the Pacific pany shall pay or cause to be half-yearly on the first day of uary and the first day of July in year, but the Pacific Company flave the privilege of repaying a time any such moneys, whereup terest upon the principal repaid cease. The government shall ha privilege of calling in the mon-paid by the government at any after ten years after the said t year period, by six months' not writing to the company, where such money, with interest to shall become and be payable to government. Said notice may be shall become and be payable to government. Said notice may be at any time during the last six m of the ten-year term, or thereaft the event of the government ma an issue of securities to procure money to make any such paymen otherwise borrowing the same Pacific Company shall also pay to government any loss or expense v the government shall be put to ti by; but in such event the govern by; but in such event the govern shall take into account any sayin interest by reason of such loan obtained, or securities issued, be interest at a rate less than four 11. For the purpose of ascerta any deficits under the preceding proph, no salaries paid by the Pa Company shall be taken as a bursement except those of such sons as devote their entire service the company, or devote some sub-

supreme influence upon the future de- with a full train of loaded cars and thon fixed by law is \$21,000,000. development of the province. He has send it on a voyage around the world. been able to give effect to those views. That was seven years ago, and car-He has been able to present to the ferries have been improved since then.

He has been able to present to the people of his native province a project that in itself means much to them and in its assured indirect results will mean far more. A very pleasing feature of yester-day's interesting occasion was the fact that the new railway policy was brought down by a British Columbia by. It is worthy of mention that Mr. McBride, who has been able to pre-sent so excellent a contract for rati-fication by the legislature, received his public training on the floor of the House, where he is about to enjoy his great triumph, a triumph such as

his great triumph, a triumph such as has fallen to the lot of few men of his age anywhere in Canada. He showed self in every way equal to the occasion. At the outset of his masterly speech he was a little nervous, as any public man might well be at such a momentous period of his career, as any son of British Columbia might be expected to feel when called upon to unfold to the representatives of the people the crowning act, so far, of his public life-an act to which the whole country has been looking forwar with expectancy; but as he proceeded with his speech he "found himself" and did full justice to his great subject. An absolutely needless inter-ruption by Mr. Hawthornthwaite broke into the concluding portion of the speech, and when the member for Nanaimo sat down, the hour of ad-journment had passed and Mr. 3. Bride was forced to bring his remarks to; an

Seeing that the people of British Columbia have by an unprecedented

The local Opposition organ "In the main the fact may be

1228 Government Street

A Good Tonic Is Needed Often at this time of the year If you feel, as many people do just now, run down, weak or nervous, why not tone up the m and improve the appetite Bowes' Compound Syrup of Hypophosphites No better spring tonic can be procured. One bottle, price \$1, contains sufficient for one month. CYRUS H. BOWES, CHEMIST

Tel. 425 and 450.

Hundreds of delighted customers throughout this city and the country bear witness to the high quality and the excellent values offered in our carpet department. And that's the best kind of a reason why you should investigate our offerings before investing a penny in carpets. Costs nothing to visit our store.

INGRAIN CARPETS from, per yard..... 60¢ TAPESTRY CARPETS from, per yard 75¢ BRUSSELS CARPETS from, per yard 85¢

VELVET CARPETS from, per yard \$1.50 These prices are for carpets made and laid by skilled workmen.

Hundreds of Rugs on Display

WHEN we say that our showing of rugs and squares isn't equalled in Western Canada, we mean just exactly what we say. We have "the goods" to back this broad assertion, and we invite you to come in and see the display.

Last year we installed a rug rack of most modern design, and through the medium of this rack we are enabled to show you hundreds of rugs in the same time most stores require to show but a small percentage of a hundred.

We have about 500 rugs displayed on these racks and many more shown in other ways. If you are planning a new rug or square, don't you think it advisable to see what this collection offers?





Lace

Friday, March 4, 1910

THE VICTORIA COLONIST

 BANK FIGURES

 ARE CLIMBING

 Aggregate for the Past Two Months Shows Increase of Sixty Per Cent. Over Same Months Last Year

 Local bank clearings for the present year aggregate with 38,556,87

 and in the latter case a fair proformation only of the boats set its and agrees with the Pacific Company shall keep and receipts; and any spontized at proper vouchers, the overnment shall, at all reasonable and receipts; and any spontized to inspect and and agrees with the Pacific Company fail the Northers, the overnment shall, at all reasonable and receipts; and any vouchers, the source and agrees with the Northers, the out as should be exponenty coven and receipts; and any spontized of the source and agrees with the Northers, the source are with the Pacific Company fail targets and agrees with the Northers on and agrees with the Northers, the agree with the Pacific Company fail and agrees with the Northers on and agrees with the Northers and agree with the Pacific Company that it will coven and set agrees. (a) To convert to the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the Northers and agree with the Pacific Company to the pacific Company to the ADVE

International property in the province of partial company that it will covenant and agrees with the Pacific Company that it will covenant and agrees with the Pacific Company that it will covenant and agrees with the Pacific Company that it will covenant and agrees with the Pacific Company that it will covenant and agrees with the Pacific Company that it will covenant and the Pacific Company that it will covenant and agrees with the Pacific Company that it will covenant and the Pacific Company that it will coven and the Pacific Company that the solution of the the solution of the the solution of the the solution of the the pacific Company that it will coven and the Province of British Coven and the Province of Lands of the Province of British Covensition of the Brook of the Province of Lands of the Province of Lands of the Province of Lands of the Province of British Covensition of the lines of railway construction of the lines of railway down the provended was demonstrated fridance in the province of British Columbia.
Continued from Page Twoil
May approve, to be by the basic definition of the lines of railway down the provended was demonstrated provended with a secret of the Pacific Company to make fills in and provended the provended was demonstrated provended with a secret of the Pacific Cowe and the province of British Columbia.

As to the Canadian Northern Ry. Co. (Sgd.) W. J. BOWSER, Attorney General. As to the Canadian Northern Ry. Co. (Sgd.) F. H. PHIPPEN. (Sgd.) RICHARD McBRIDE,

(Seal.) THE CANADIAN NORTHERN BALLWAY COMPANY (Sed.) W. MACKENZIE, (Sed.) R. P. ORMSBY,

Note.-The schedule referred to in paragraph 1 of the above agreement is this act, and the schedule referred to in paragraph 2 of the above agreement is "An Act to Incorporate the Can-adian Northern Pacific Railway Com-pany."

(Continued from Page Two) may approve to be by the bank deliv-gread on the order of the Pacific Com-prany from time to time to the purchase-res or pledgees thereof, upon the contervise of such securities being paid directly by the purchase-, subscriber, or into the Bank of Scotland, or Lloyds Bank, or such other bank to be bark or into the Bank of Scotland, or Lloyds Bank, or such other bank to be bark each divisional points of the granted shill be ad-ing to the Said bank. Trovided that if money be borrowed by the Pacific Company purpheness of any of such accounts of the bank act the bank act provided that if money be borrowed by the Pacific Company purpheness of such Company, which agreement which will be on-there also of the soil bank. Following and the bank act provided that if money be borrowed by the Pacific Company purphenessite of or accounts or ac-counts as aforesaid, the amount so paid in shall be deducted from the purp-chase price subsequently received from the balance only shall be paid in. Fro-yided, further, that securities borrowed upon may, after the leans thereon have been paid or discharged by the Pacific Company (which partice for the purposes of such Company, will come the balance only shall be paid in. Fried the balance only shall be paid in. Fried to the the assued or re-securities so torrowed upon, and the balance only shall be paid in. Fried to the the assued or re-trow such port, is alt the the securities borrowed been paid or discharged by the Pacific Company, or by deduction from sub-sequent sale of bodis, be issued or re-by shall be securited by the Pariphic contexperiment by the partianed that the signatures the balance only shall be paid in. Fried the balance only shall be bala in provide that such of the partial consister of or the purposes of the partial consister of or the proportion of two-thirds the proportion form sub-been paid or discharged by the Pacific Company, wich ashall be securities borrowed the balance only shall b

reason of the "round robin" or petition signed by a large number of members asking that public business be so ex-pedited that prorogation might come by Easter. He produced a part of the petition signed by seventy members, but he disclaimed that the signatures were those of western Liberals entirely. It contained signatures of members on both sides of the house. Mr. Staples asked how many from the Opposition side. Mr. Martin re-

 when may after the loans thereon has the produced spart of the produced spa line of prices. On one side are the \$15, \$18, \$20 and \$22 grades. On the other are the \$28, \$30 and \$35, and of the schove provided, be deemed part instrument, and shill not be taken to be public momers received by the port.
10. Should the earnings of the factor is and the guarantees here under the particle of the factor is compared to provide the factor is compared to provide the government shall be to be part the government shall be provided by the part of the factor is compared to provide the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the factor is compared to provide the provide of the government shall have the provides of allog in the same the sould factor is provided by the government shall have the provides of the government shall have the factor compared to difficulties of compared to difficulties of the compared with the medicing to the compared with the medicing to the compared with the medicing to the sould be payable to the factor is compared to difficulties to provide the government shall have the sould all provides to the compared with the medicing to the sould be payable to the sould be payable to the sould all provides to be payable to the sould be payable to the source any the sould be payable to the source any the sould be payable to the source the provide to the the source any the source any the provide to be payable to the source the provide to the the source the theore the provide the the source the provide to the the sour INDIANAPOLIS, Feb. 28.—A special general convention of the United Mine Workers of North America to be held at Cincinnati March 14 was called to-r day. This convention will act upon the conclusions of the joint conference of the central competitive field to be held also at Cincinnati on March 2. Detective Welsh Retires. Detective Welsh Retires. VANCOUVER, Feb. 28.-W. H. Welsh, one of the best known detec-tives in the west, has resigned as superintendent of the Canadian Detec-tive bureau in Vancouver, and will go into the real estate business. The res-ignation became effective today, when the office was taken over by Harry Boden of Montreal. Small Philadelphia Strike Small Philadelphia Strike PHILADELPHIA, Feb. 28.—Two hundred cabinetmakers employed in a West Philadelphia furniture factory quit work today. It as reported that they struck in sympathy with the car-mien. The firm recused to discuss the matter, and from the attitude it has taken it is believed the walkout was due more to grievances than to the trolley strike. rolley strike. Such money, with interest to data the half be put to the to the prosecution of any of the things by the company have the partiel to the the prosecution of any of the totage to be done, it should appear to the soveriment is also be to proving any the bear of the totage by the company have the partiel to the totage by the company have to the totage by the company have to the totage by the company have to the totage bear of the soveriment to the partiel to the totage bear of the soveriment to the partiel by the part France's School Fight



Warranted fast colors, in stripes and fancy designs, all shades.

15c per Yard

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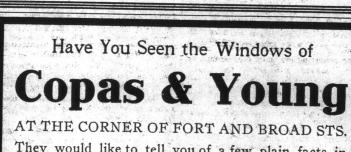
form Wardrobe.

\$25.00 is the Midway

You can go either way from \$25 into

a Fine Suit or Overcoat at the Fit-Re-

\$25 is the middle of the Fit-Reform



Victoria, B.C.

They would like to tell you of a few plain facts in-Prices and Quality second to none.

CHIVER'S ENGLISH MARMALADE-NICE MILD HAMS-Per lb..

BEST GRANULATED SUGAR-20-lb. sack \$1.15

MANITOBA ROLLED OATS, the best made-

CALGARY RISING SUN BREAD FLOUR-

ANTI-COMBINE JELLY POWDER-

10-lb. sack 60¢

ST. CHARLES CREAM-Large 20-oz. can 10¢

NICE AUSTRALIAN BUTTER-3 lbs. for \$1.00

4 packets for 25¢

ANTI-COMBINE TEA, in lead packets, the finest

service and the service of the servi

Miss Neelands left last night Seattle on a brief trip. Phones 50, 51, 52

at each price we will show you variety without end. Styles of distinction, reliable fabrics, exclusive patterns, and the kind of tailoring and finishing that have made Fit-Reform famous from one end of Canada to the other. We are after your custom, and we hope to get it by deserving it. **ALLEN'S** Fit-Reform Wardrobe 1201 Government St. Victoria, B. C. QUALITY COUNTS Buy Only the Best

THE QUALITY STORE.



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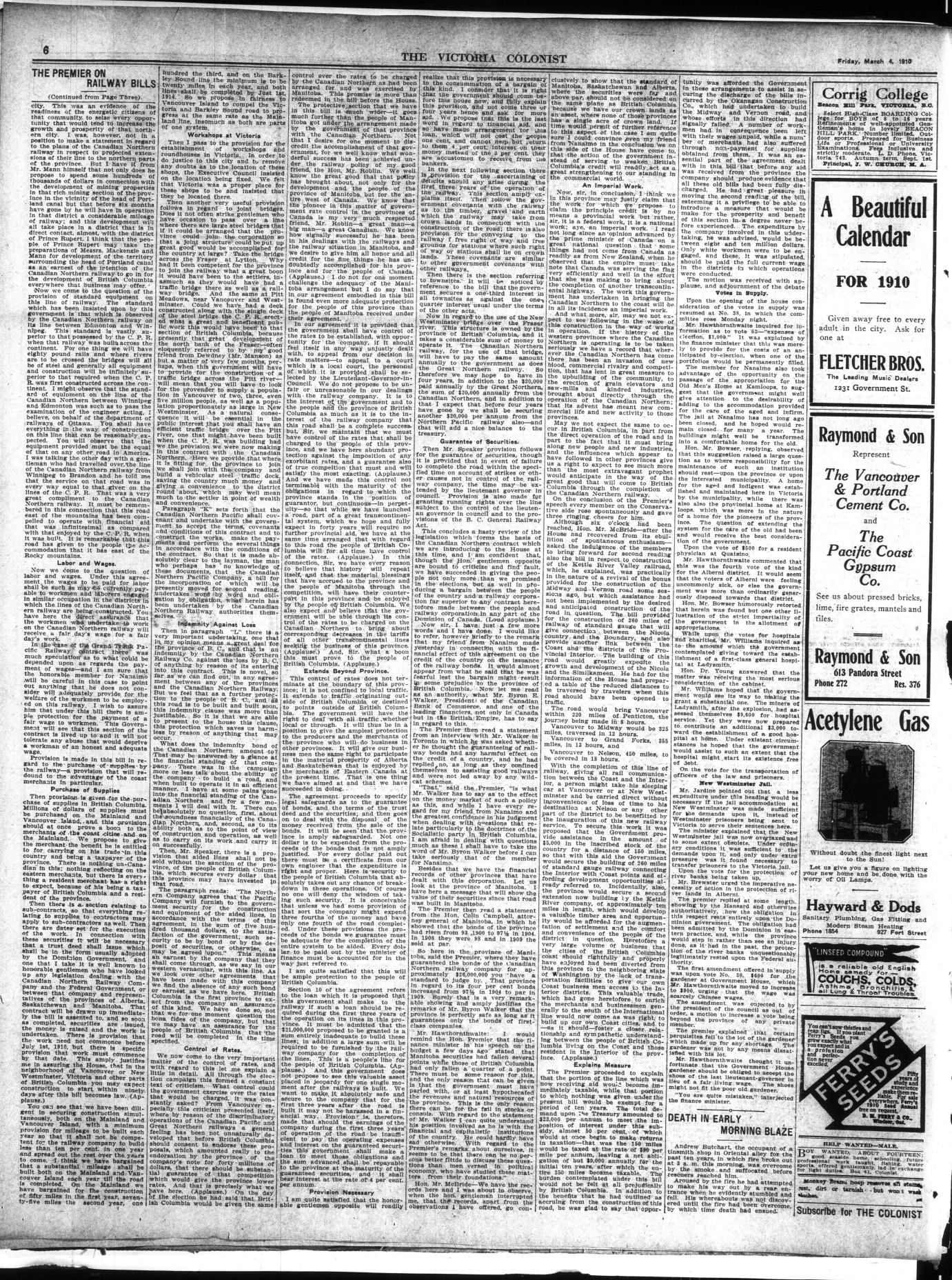
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tea ever offered at the price-3 lbs. for \$1.00 Compare above prices with those charged elsewhere. Copas & Young ANTI-COMBINE GROCERS. THE ONLY INDEPENDENT STORE. Corner Fort and Broad Streets. Phones 94 and 95. Phones 94 and 95 Quick Delivery. Our Hobby Again Proud of our fine All-Wool Eng-lish Shawl Rugs; a large consign-ment just arrived. The appearance of your turnout would appeal to the close observer ji it was equipped with one of these, or one of Chase's Genuine Mohair Rugs. Call or write for prices. B. C. SADDLERY CO., LTD

566 YATES STREET.

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THE VICTORIA COLONIST









Friday, March 4, 1910

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Fifty years of study and experient we them

RRY & CO., sor, Ont.

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OLONIST

ALE. FOURTEEN

St.

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WATER NOTICE foreshore and lands covered with water-Commencing at a post about one mile north of George Lindsay's southeast corner, near the north shore of Oyster Harbor, Oyster District, Province of British Columbia, marked W. J. L'S. S. W. Corner, thence north eighty chains, thence east eighty chains, thence south eighty chains, thence west eighty chains to the place of commencement, intended to contain six hundred and forty (640) acres more or less. WILLIAM J. LINDSAY. JOHN CUNLIFFE, Agent. February 4th, 1910. NOTICE is hereby given that an ap-plication will be made under Part V. of the "Water Act, 1909," to obtain a license in the E½ of lot 220, lot 39, di-vision of Highland district. (a.) The name, address and occupa-tion of the applicant, J. W. Deighton, 1033 N. Park street, Victoria, B. C., mill-man. man. (If for mining purposes) Free Miner's Certificate No. (b) The name of the lake, stream or source (if unnamed, the description is) East source of Deadman's river, High-land district. February 4th, 1910. COAL PROSPECTING NOTICE. COAL PROSPECTING MOTICE. NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief / Commissioner of lands for a license to prospect for coal on the following described lands foreshore and lands covered with water: Commencing at a post planted about one mile north of George Lindsay's S. E. corner post, near the north shore of Oyster Harbor, in the Oyster District, in the Province of British Columbia and marked M. J. C.S. S. E. C., thence north eighty chains, thence west eighty chains, thence south eighty chains, thence east eighty chains to the point, of commencement, intended to contain six hundred and forty (640) acres more or less. (c,) The point of diversion E% of ot 22. (d.) The quantity of water applied
 (e.) The character of the proposed
 (e.) The character of the proposed works, sawmill. (f.) The premises on which the water s to be used (describe same) E½ of (i.) The premises on which the water is to be used (describe same) E¹/₂ of lot 22.
 (g.) The purposes for which the wat-er is to be used, water wheel turbine.
 (h.) If for irrigation describe the land intended to be irrigated, giving acreage. acreage. (i.) If the water is to be used for power or mining purposes describe the place where the water is to be returned to some natural channel, and the difference in altitude between point of diversion and point of return. Three hundred feet from point of diviersion to natural channel, 40 feet fall.
(j) Area of Crown hand intended to be occupied by the proposed works.
(k.) This notice was posted on the 29th day of January, 1910, and applicationer (i.) If the water is to be used for or less. MARY JANE CUNLIFFE, JOHN CUNLIFE, Agent. February 4th, 1910. No. 10. COAL PROSPECTING NOTICE. COAL PEOSPECTING NOTICE. NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of lands for a license to prospect for coal on the following described lands, foreshore and lands cover d with water.' Commencing at a post planted about three miles north of George Lindsay's S. E. C. post, near the north shore of Oyster Harbor in the Oyster District, in the Province of British Columbia, and also near the north shore of Chg-mainus Bay and marked F. C. C'S. N. E. C., thence south eighty chains, thence west eighty chains, thence north eighty chains, thence east eighty chains to the place of commencement, containing six hundred and farty (640) acres more or less. FRANK C. CLARKE cation will be made to the Co on the 1st day of March, 1910. (I.) Give the names and addresses of any riparian proprietors or licensees who or, whose lands are likely to be affected by the proposed works, either above or below the outlet; none above.; Charles Dumbelton, Victoria, B. C., be-low. (Signature) J. W. DEIGHTON, (P. O. Address) 1033 N. Park St. LAND REGISTRY ACT. The horizon of the following described lands, foreshore, and lands covered with water of three miles north of George Lindsay's the following t

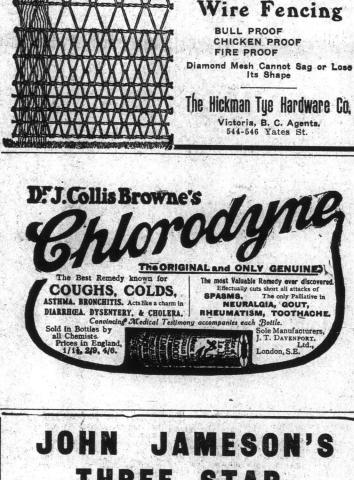
THE VICTORIA COLONIST

CHARLES MERRICK February 4. 1910 John Cunliffe, agent.

<page-header><page-header><page-header><section-header><section-header><page-header><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> JOHN JAMESON'S THREE STAR PURE POT STILL WHISKEY, made from the Finest Home-grown Malt and Corn and celebrated for its superb quality for MORE THAN 100 YEARS. WHISKEY JOHN JAMESON and SON, LIMITED, DUBLIN. Distillers to H.M. the King.

 of commencement, intended to contain six hundred and forty (640), acres more or less.
 S.E. corner post, near the north shore of Oyster Harbor, in the Oyster dis-trict, in the Province of British Col-umbia, and also near the north shore of Chemainus Bay, and marked C. M.'s N.W.C., thence south eighty chains, thence east eighty chains, thence north eighty chains, thence morth eighty chains to the place of commencement, containing six hundred and forty acres more or less.

 NOTICE IS HEREBY GIVEN that thirty days after date'i intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal on the following described lands foreshore and lands covered with water: Commencing at a post about one mile



TWO UNEQUALLED VALUES

JEWEL BLEND CEYLON TEA-Per pound 40¢ MOCHA AND JAVA COFFEE-Per

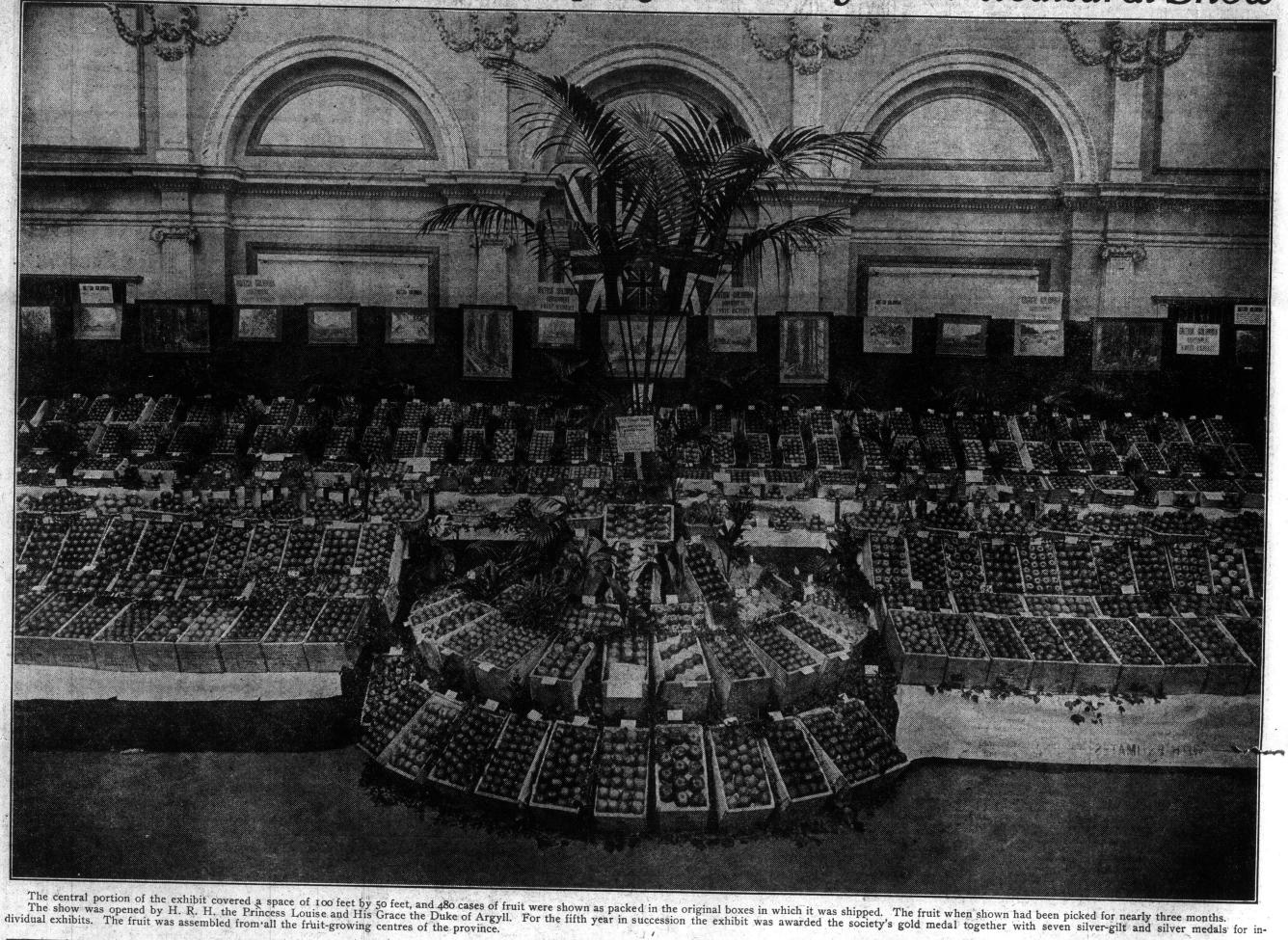
pound 40¢

The Family Cash Grocery Cor. Yates and Douglas Sts. Phone 312.

Ellwood

THE VICTORIA COLONIST

British Columbia's Fruit Display at the Royal Horticultural Show



My Treck to the Arctic more Canadian than the Canadian, but more to Lake Lake Athabasca and Fort Chipewyan. The Arctic Ocean whale is enormed That was rather a perilous voyage; one of able, an average specimen being worth $\pounds 2,000$, But not only Americans come to Canada's our boats-we were with a Hudson Bay Co. and the Americans have established a mono-A Chat With Miss Agnes Deans Cameron in M.A.P. Wheat Belt, that large bread-yielding plain flotilla-was upset, and the passengers were poly over this most valuable fishery of the which is as large as Europe; but Britons rescued with great difficulty. north A quiet, sweet-faced, middle-aged lady, Danes, Germans, the agricultural manhood of Here I may say that my niece and I trav-The return journey does not call for rethe world pour into it in mighty streams. The elled very light; we were determined not to mark, but I must not forget to tell you about Wheat Belt is the melting-pot of the nations, be a nuisance, and to show the men that a and from that crucible there emerge the loyal-"Louis the Cannibal," whom we met at Lesser woman could travel without half-a-dozen Slave Lake. Poor Louise! She suffers from ist sonse of the British Empire. But there is trunks. Our outfit was cut down to essenthe poverty of our language, for "cannibal" is Canada we never talk of our patriotism; it is tials, and our only "luxuries" were the typenot a just description to apply to her, but as part of us, a natural constituent of our blood. writer on which we nightly wrote up our "Louise the Cannibal" she is known through-Well, the Wheat Belt fascinated me, and I diaries, and the camera with which we obwrote about it in many leading American jour- tained unique and splendid photographs. out the north. nals, eventually settling down in Chicago, as a As a young Indian, Louise was a member It was at Fotr Chipewyan that the wheat convenient half-way house between New York of a "starvation camp"-a camp, that is from was grown that took the highest award at the where my "copy" was wanted, and Edmon-ton, the capital of Alberta, where the three which the "braves' had gone out hunting, nev-Philadelphia Exposition in 1876. At Fort er to return. Their supplies exhausted, and, Smith, on the Slave River, we came across the lines of railway running to the Wheat Belt at with no means of obtaining help, the members new steamship which the Hudson Bay Co. present end, and to which the skins and furs of the camp lived on those who died, and has just completed building at that far north Of Scottish parents, I was born in Victoria, come down from the far north. Louise was one of those who survived. Poor thing! I found nothing cannibalistic tion point Then I conceived the idea of travelling . A Great River from Chicago to the Arctic Ocean, to see for about her. We were photographed together, In due course we came to Great Slave Lake, myself that great land beyond the Wheat Belt and I am inclined to think that it would be from which pours the mighty Mackenzie Rivdifficult to distinguish the "cannibal" from which, now sparsely populated by hunters, er, eight miles wide at its source, and seldom trappers, and Indians, will in my opinion, one In passing, I may mention that in British the writer! less than two miles across during its sweep day teem with prosperous millions. The jour-This is my first visit to London. What to the Arctic Ocean. And so, at last, we passed advertisement. ney was made under the aegis of the Hudson has most impressed me about London? I the arctic circle, and stood on the shore of Bay Company. It would have been impossible hardly like to tell you, lest I be thought unthe Arctic Ocean, five thousand miles from to have accomplished the task but for the facikind to my mother country; but so far my our starting point, and having passed through lities afforded me by the great company. most vivid impression of London is seeing districts where no white woman had trod be-Where All are Young three white men rooting in a garbage heap for fore. I was accompanied by my niece, Miss Jesfood. It stupified me. Here, I may say, that within the Arctic sie Cameron Brown, and our first stage was I once saw a Chinaman similarly engaged Circle we saw wild flax growing, which proves in Vancouver Island, and I thought that was by rail from Chicago to Edmonton. Edmonton that flax could be cultivated there. The World's Greatest "Trek" is a city of compelling fascination. It is a pretty bad; but that a white man-a Briton-Eskimo Adonises I do not think people in England realize metropolis of youth. Everyone there is young; should be brought so low in the British Em-At our journey's turning point we saw pire's capital-I should not have believed it youth, glowing, vigorous idealistic youth rules some of the finest men in the world. Eskimo had I not seen it with my own eyes. dmonton.

possessed of a wonderful gift of lucid and polished diction and a delightflul sense of humour -that is a little impression of Agnes Deans Cameron, heroine (though she would probably object to the description) of a ten-thousand mile journey from Chicago to the Arctic, by way of Athabasca Great Slave Lake, and mighty Mackenzie River. Miss Cameron is now in England, lecturing, and she gives the following account of her travels, the story of which is told in full in her book, "The New North," already published in America, and shortly to be issued here.

Vancouver Island. Like most over-sea girls, I was brought up to do something and to earn my own living, and I did so as a schoolteacher.

Columbia, the most "British" spot on earthboys and girls are educated together. From assistant-mistress, I became headmistress of a large school, holding the post for many years. It was deeply interesting work, but journalism drew me as offering a wider field, a wider educational field than teaching, and I became a journalist, taking as my "specialty" Canada's Wheat Belt.

the magnitude of the "trek" that is being made from the four corners of the earth to Canada's Wheat Belt. It is the greatest trek the world has known.

Last year 80,000 Americans alone crossed over from the United States to the wheat belt ize a university. Edmontonians are not only of Manitoba, Saskatchewan and Alberta. Here let me say that those who talk of the danger of the Americanization of Canada speak in ig-

When the railways transformed Edmonton from a trading pose into a city, almost the first thing the young citizens did was to organ-

young, but they keep young; they are the "Peter Pans of the West." From Edmonton we drove with horses norance of the facts. The American settler to the Athabasca River, a distance of about

they were, but as different from the ordinary spuat, ugly Eskimo as could be. They were tall, handsome, athletic, and of perfect manners and address.

They gladdened the eye but on the shores of the Arctic Ocean I also saw something that saddened me, and that was the spectacle of a the city of the young, and the Temple, which great and profitable industry, that should be- was old before Canada was discovered-these speedily becomes "de-Americanized," not only a hundred miles, and then we "shot" the rapids - refer to the Arctic Ocean whaling fisheries. memories of my life. British, entirely in the hands of Americans-I will always be among the most delightful

On the other hand, I had one of the greatest treats of my life the other day when I went to tea in the Temple. The wonderful cloistered peace of the Temple, I shall never forget it, and I sat in the room where Samuel Warren

wrote "Ten Thousand a Year." Edmonton,

For Eighteenpence

Sir Edward Elgar, who is the composer of the new patriotic song, "The King's Way," now being sung by Mme. Clara Butt, probably owes a great deal of his success as a musician to heredity, for his father was an excellent musician, and he commenced life in a thoroughly sympathetic atmosphere.

One of his first appointments was bandmaster of a local lunatic asylum, where he used to conduct an orchestra composed of the attendants, and in those days he thought nothing of writing a whole score of a piece for the princely sum of eighteenpence. Nowadays, his income must run into many thousands a year, whilst it would be hard to say by how many hundreds he will benefit from his latest produc-

But in spite of his great success, modesty has always been a strong point of Sir Edward's character, and had it not been for the genius and forcefulness of his music, he would probably never have reached his present eminence, like so many others who lack the art of self-

On one occasion, when one of his compositions was included in the repertoire of a Birmingham band in which he played first violin. the conductor asked the young composer if he would like to conduct. "Certainly not," replied Sir Edward heatedly; "I am a member of the orchestra, and in the orchestra I'll stay." In this case, however, he was mistaken, for so great was the enthusiasm with which his composition was received, that he was obliged to leave his seat and come down beside the conductor to bow his acknowledgments.

There is even more between a reasonable sympathy with other folk and the desire to be always thrusting yourself into more intimate.

Arranging other people's lives is fully as dangerous a business as interfering between man and wife, which, to return to our starting point, all people, who are sane, regard as a mark of insanity.

certainly be put to this everlasting speculation in the water resources of the country. Nor did he see why the city of Prince Rupert should be com-pelled to buy out the British Columbia Tie and Timber Co., as this bill con-templated. With regard to the prop-erty qualifications for voters, he re-sented this as distinctly reactionary; in adopting this principle the province was going back hundreds of years. "Talk of Conservative legislation," said the member for Nanaimo, "this is prehistoric legislation with a ven-gennce!"

Friday, March 8, 1918

Ion, R. P. Porter, Who Is Coming Here, Well Known as Ambassador of the London

IN EMPIRE PRESS

interesting

here

omez at a time

Times

NOTED FIGURE

Times

of London's

spapermen will arrive

dition which that paper will ext July. Mr. Porter is the American continent the United States from the age of fifteen he quickly way to prominence

lay in the person of the Hon. orter, who is on as representative of the Londo in connection with the Japanes

Late vas sent to Cuba by him as a sp sioner to straighten out diffic various officials in th

Subsequently ndency. Subsequently he was dis hed in a similar capacity as an am

hen that republic was in a state of Mr. Porter's connection with the Lo don Times has been of long standing. For many years he represented that pa-per on the North American Continent.

ican edition, the largest and most able single edition ever issued in e Empire's metropolis. He is now ful ing a similar capacity with the Japa-e edition which will be issued at the le when the British Japanese Ex-ition is in full swing in London. He an able writer, a good speaker. 'an widely known throughout the E in his editorial capacity. Another member of the London Times staff who is associated with Mr. Porter

is Captain Bellaire, who is at present in the city. Captain Bellaire is at-tached to the managerial end and was responsible for all the propaganda car-ried out in connection with the Times South American edition. He is known to the back of all the primerical

on his periodical returns to London, where he is the honorable secretary of the Raconteurs' Club. Yesterday Cap-tain Bellaire interviewed Fremier Mc-Bride in connection with the Empire Edition of the Londo. Times which will be nublished on Marc Still

will be published on May 24th. He leaves here tomorrow night for Van-couver where he will await the arrival of the Hon. Mr. Porter, with whom he will return to Victoria. Captain Bel airs is a guest at the Empress hotel.

(Continued from Page Seven)

sults supporting the Conservative po-sition. He thought the bill before the House exceedingly meagre and insuf-ficient in connection with the incorpor-ation of such a city as Prince Rupert promised to become. He had hoped that the bill would prove sufficiently comprehensive as to have saved that city from the necessity of continually pestering the legislature for amend-ments, as had Vancouver and Victoria in past years. As to the bill, if this were to be all the bill for Prince Ru-pert's incorporation, the G. T. P. rail-

were to be all the bill for Prince Ru-pert's incorporation, the G. T. P. rail-way would seem to have secured a very strong hold upon the city, particularly with respect to the extraordinary priv-lleges at Hays creek that had been conferred. He regretted to see this company and the others that had been for scheme for Scheme

entioned by the member for Skee control of the water resources the country and given the opportinity to hold up the cities of the province for uncarned benefits. A stop should certainly be put to this everlasting menulation is to this everlasting

WITH ESTIMATES

GOOD PROGRESS

to the heads of all the national to the heads of all the national, provin-cial and state governments in the Em-pire, his duties carrying him far afield and incidentally furnishing him with a fund of exceeding which fund of anecdote which he dispenses

He it was who was respons al end of the

Proceeding, he held that there could very few voters in Prince Rupert lots costing the \$100 prescribed as on lots costing the \$100 prescribed as the minimum qualification. He thought that the member for Skeena should certainly record the views of the House on this and other features of the bill. As to the initiative and referendum, the people already had ample powers in their franchise opportunities. The eight-hour clause met with his ap-proval of course; while as to the local 1 option proposal, it was a manifest ab-surdity to talk of extending this prin-ciple to one town or city while denying 1 ciple to one town or city while denying it to the rest of the province. There It to the rest of the province. There was the same necessity for uniformity ho with respect to the licenses and police "ti commissioners. As to the initiative and necessary power, and as a Socialist he felt bound to protest against the ex-tension of any further functions of government to the people. Extensions in this direction meant only confusion Worse confounded.

worse confounded. The bill passed second reading, to be committed today. The bill to extend aid to the Kettle River Valley Railway company being

lley Railway company, being River Valley Railway company, being co brought on, on a motion for second he reading, Mr. Jardine said that he had the little to add to what he had algeady ac said during the afternoon in discussing ca the Canadian Northern bill, while he we hoped that in committee he might be able to offer some slight amendment that would be in the direction of fur-ther safeguarding the interests of the we

The debate was further adjourned by Mr. Hawthornthwaite.

Minor Measures.

Hon. Mr. Bowser moved the second h reading of the Forged Transfers of T Stock bill, explaining that this was at brought forward in connection with the consolidation of the Companies' act, the bill being kept separate in accord da ance with the practice of the English staatues, from which this bill (already in n operation in our courts) was token bo The bill passed second reading. The bill passed second reading. The minister of mines next moved the the second reading of the bill to amend She the Coal Mines Regulation act, explain-

Friday, March \$ 1910

Show

1.000

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three months. silver medals for in-

teenpence

success as a musician

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wledgments.

"Certainly not," rely; "I am a member of he orchestra I'll stay." e was mistaken, for so m with which his com-hat he was obliged to down beside the con-

ing briefly that it was devised largely for the consolidation of the existing law on the subject which during many years had been found to work exceed-NOTED FIGURE



who is the composer of , "The King's Way," e. Clara Butt, probably Talk of Conservative legislation," said the member for Nanaimo, "this s prehistoric legislation with a ven-reance!" Proceeding, he held that there could be very few voters in Prince Rupert in lots costing the \$100 prescribed as he minimum qualification. He thought hat the member for Skeena should ertainly record the views of the House in this and other features of the bill.
 Treasury—

 Deputy minister finance~2,400
 2,800

 Clerk
 1,680
 1,800

 Clerk
 1,680
 1,800

 Clerk
 1,284
 1,284

 Clerk
 900
 1,140

 Clerk and typist.
 720
 996

 Auditorfice—
 Auditor.
 2,800
 the wery few voters in Prince Rupert on lots costing the \$100 prescribed as the minimum qualification. He thought that the member for Skeena should certainly record the views of the House on this and other for the views of the House
 Secretary
 1,500
 1,732

 Clerk
 708
 900

 Clerk
 420

 Text books officer
 1,900
 2,040

 Assistant
 1,000
 1,000

 Clerk
 Mr. Findlay Munro and Miss Violet from Penticton to Summit is said to be assured. Mining at Jervis Inlet. Nelson, both of Summerland, have been joined in matrimony. this and other features of the bill.

 Auditor-General
 2,400
 2,800

 Auditor-General
 1,920
 2,140

 Clerk
 1,380
 1,632

 Clerk
 1,080
 1,212

 Clerk
 1,140

 Insp. of offices and fin'l
 0,000

 · VANCOUVER, Feb. 4.--Word was brought from Sechelt by the steamer Tartar that the Ben Rica placer min-As to the initiative and referendum, the people already had ample powers in their franchise opportunities. The eight-hour clause met with his ap-proval, of course; while as to the local option proposal, it was a manifest ab-surdity to talk of extending this prin-ciple to one town or city while derived a state of Australia in Mr. A. C. Mitchell Innes, one of the prominent directors of the B.C.E.R. Co., has decided to take up his resi-dence in Vancouver. ing proposition at the head of Jervise inlet will start operations next month. surdity to talk of extending this prin-ciple to one town or city while denying it to the rest of the province. There was the same necessity for uniformity with respect to the licenses and police commissioners. As to the initiative and referendum, the people had already all necessary power, and as a Socialist he feit bound to protest against the ex-TWENTY-ONE DEAD insp. hospitals..... 2,400 2,800 Assistant — 1,140 gricultural branch— There are three or four outfits waiting **MARINE DISASTER** for the snow to fly in order to com-mence preparations. A story is being circulated up coast that a strike of tin has been made around Jervis inlet. The Gibbons Lumber Co., of Revel-Results of Great Avalanches in Coeur d'Alene District—Search Is Continued Deputy minister...... 2,400 2,500 Live stock commissioner 1,500 1,560 Horticulturist and insp. 1,500 1,560 stoke, is said to be negotiating for the absorption of the business interests of the Big Bend Timber Co. Live stock commissioner1.5001.560Assistant1.200Poultry expert1.200Clerk1.000Ansistant1.200Clerk1.000Ansistant1.000Continuel1.000Clerk1.000Lands det-2.000Clerk1.000Clerk</ Fatal Attempt to Escape. After twenty years service in the land registry office at Vancouver. F. Boat Apparently Washed From necessary power, and as a Socialist he feit bound to protest against the ex-tension of any further functions of government to the people. Extensions S in this direction meant only confusion worse confounded. The bill passed second reading, to be committed today. perannuated list. Davits of Government Ves-FERNIE, March 2.-Snow slides at Swinton blocks the line and prevents Great Northern trains reporting at Fer-nia The wedding was celebrated at Kel-owna last week of Mr. Clifford P. Hurlburt, of Westbank, and Miss Agnes G. Mathie, of Kelowna. sel Comes Ashore Near Carmanah Vancouver public school teachers complain that favoritism is shown in appointments to the best city posi-tions, Manitobans being favored. The bill to extend aid to the Kettle River Valley Rallway company, being brought on, on a motion for second ittle to add to what he had algeady said during the afternoon in discussing the Canadian Northern bill, while he hoped that in committee he might be able to offer some slight amendment that would be in the direction of fur-ther safeguarding the interests of the people. The debate was further adjourned by Mr. Hawthornthwaite. Three Years in Prison. VANCOUVER, March 2.—With the convoition of James Conley of Portland here yesterday, and his sentence to three years in the penitentiary, the last action the famous race track bunco case here has been heard. This is the case where Lars Olson of Bellingham was fleeced out of \$375 and a cheque for \$5,000 on a fake telephone scheme alleged to be in direct communication with the Minoru race track last sum-mer while the meet was on, Harry Overton turned King's evidence last autumn and implicated Conley, who was Three Years in Prison. committed today. complain that favoritism is shown in appointments to the best city posi-tions, Manitobans being favored. Ranchers in the Bulkley valley ara baling large quantities of hay, which will find a ready market at the G. T. P. construction camps. Enlarged school accommodation is needed at Langley, where the pupil population has latterly been very largely increased. Mr Hiram A Carney has stimud. Ine debate was further adjourned by Mr. Hawthornthwaite. Minor Measures. Hon. Mr. Bowser moved the second reading of the Forged Transfers of Stock bill, explaining that this was brought forward in connection with the consolidation of the Companies' act, the bill being kept separate in accord-and was taken. The minister of mines next moved he coal Mines Regulation act, explain-the consolidation act, explain-the coal Mines Regulation act, explain-the second reading of the bill to amend the coal Mines Regulation act, explain-the coal Mines Regula ple's lives is fully as is interfering between Brakeman Sam Drinkwater received serious injuries in a railway accident near Spence Bridge last week, in which No. 96 of the C. P. R. was de-retied

announced of Mr. John M. Bowell, son of Str Mackenzie Bowell, for many bar port of Vancouver.
 PROVINCIAL NEWS
 PROVINCIAL NEWS
 Ward Neiss. engineer at Protection of customs for the port of Vancouver.
 Ward Neiss. engineer at Protection of police service.
 Ward Neiss. engineer at Protection of police service.
 Pins are being prepared for two ew firchalls for Vancouver.
 A prisoner giving the name of numerous patients with ordinar; beed as a dentist, and filed the teeth of numerous patients with ordinar; chewing gum.
 A S. Geddes 's bookkeeper in the granter for the service in the service of the service of the service.
 William Ashworth, while undergo, of the malinand dities) appears to be the formalited section.
 A serious shortage of coal is reporting the curre dit section.
 A serious shortage of coal is reporting to the service it mimed to the section.
 A reward of \$100 is offered by A. W.

W. E. Fisher has returned to Prince Rupert. D. D. MacTavish has taken up his INCREASED SALARIES

THE VICTORIA COLONIST

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Chief Water Com'r.... Clerk Clerk ublic Works Dept.-

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BIG INCREASE IN

9



ing for school wear. The sizes are $6\frac{1}{2}$ terns, full fashioned, fast black. All 7 and 71/2. Usually sold for 25c and sizes, 81/2 to 10. Usually 35c and 35c. Friday 15¢

China, Glass and Earthenware Interesting Items for Men from **Priced Low** the Furnishing Dept.

This department is continually improving both in variety and tasteful arrangement. The requirements of both both American and English customers are provided for, and the prices are moderate. Comparison is invited. Dinnerware in "open stock" is a great convenience. You

can select from seven distinct patterns and depend ou being able to match any part of your set at any time. Dinner Sets in china, latest shapes and tasty decorations,

China Tea Sets, 40 pieces, consisting of 12 tea cups and saucers, 12 tea plates, 2 cake plates, 1 slop basin and 1 cream jug. These are well made, useful shapes and tastefully decorated in floral designs, with gold. Prices dish, covered sugar basin, cream jug and spoon holder. class Bowls, strong and useful shapes, round, oval, oblong and fancy shapes, and near-cut decorations.

It is an undisputed fact that the department set aside for Men's Furnishings offers the greatest aggregation of Fine Shirts and everyday necessities that is to be found hereabouts. It is in reality a store in itself, and makes a careful study of what is needed for the men folk. Men's Print Shirts at 75c and 50c Men's Colored Print Shirts, in pretty stripes, black and

Men's Underwear at 50c, 75c and \$1.00 Men's Natural Merino Shirts and Drawers, medium weight. Very suitable for Spring. Strong, good wear-Men's Striped Sanitary Wool, Fleece Lined Shirts and Men's Heavy Striped Wool Shirts and Drawers, doublebreasted. Special, per garment75¢ Men's Natural Wool Shirts and Drawers, medium weight English make. Special, per garment\$1.00

Men's Silken Handkerchiefs, with pretty colored borders and white centres, soft and durable finish..... 12/2¢

Men's Socks, per pair, 121/3c Men's Suspenders, per pair, 25c Men's Strong Elastic Web Braces, leather ends. Special

The Arcadian Malleable Range, the Most Perfect Steel Range Extant. Made Like a Locomotive Boiler

The Arcadian Range is not made of cheap coke steel, but of the best charcoal iron plates, and its castings are not made of common grey iron, but of the highest quality of malleable iron. It is made like a locomotive boiler with all joints airtight. Lined throughout with pure, heavy asbestos millboard, which is held between a sheet of charcoal iron and the charcoal iron body, making a triple wall. The top is made of non-breakable, malleable iron, which will stand intense heat without the slightest injury.

The castings are fine, smooth and fit like a gun. Top turns a blue color with use and can be wiped clean with a greasy cloth.

Spencer Shoe Attractions for Friday and Saturday Boys' All-Leather School Boots, extra special, Sizes II Boys' Box Calf Blucher, stout sewn soles-Sizes 8 to 10\$1.50 Women's Boots, in Dongola kid and box calf. A variety of styles and all sizes in the lot. Some good bargain leather, black and tan kid, tan Russia, etc. \$3.00 Women's Patent Colt Blucher Boots, Cuban or low heel. Men's Box Calf Blucher Boots, dull calf tops, sewn soles are now coming in every day. Drop in and see them to-day. Their attractiveness will surprise you. Every-thing that's new and good.

The fire box is designed for economical operation and has duplex grates for burning wood or coal. The oven is airtight, dust tight, gas tight and retains all the heat.

Oven door is unbreakable and is fitted with the Arcadian oven thermometer.

14 in. oven, with high closet and reservoir \$70.00 16 in. oven, with high closet and reservoir\$73.00 18 in. oven, with high closet and reservoir \$75.00 20 in. oven, with high closet and reservoir \$80.00

For those who have water connections the reservoir is changed to the very latest waterfront with pin extension. Same prices. .

black, leather corners, clasps and lock. Special \$1.95



and Great Waterways raliway, reach-ed here this morning from Winnipeg. He stated that two hundred miles of track from Edmonton north to Lake la Biche will be laid this summer. Work will be started early next month. It is proposed to extend the line next year to Fort McMurray, a point 350 miles north of Edmonton, and where connection will be made with internal waterways 3,500 miles in extent. Mr. James declined to discuss the alleged graft charges in connection with the guarantee of the company's bonds by the Alberta government. The Unloaded Gun. The Unloaded Gun. WAILLA WALLA, Wash, March 5.-Playing with a shotgun in the cabin of N. L. Jones, a trapper, near Touchet this morning, Ray Marcri, aged 12 years, shot and instantly killed his brother Charles, aged 14. The boy's head was blown off. The younger lad did not know the gun was loaded.

Deacon in Trouble.

NEWARK, N.J., March 5 .- A war-NEWARK, N.J., March 5.—A war-rant sworn out tonight for Harry Relistab, a deacon of the Manhattan Park German Presbyterian Church at Irvington, a suburb of Newark, charges him with attempting to poi-son the Rev. F. E. Vogelin, pastor of the church. The police are looking for Relistab.

To Pole by Airship.

To Pole by Airship. HAMBURG, March 5.—The Zeppelin north pole exploration committee met here today under the presidency of Prince Henry of Prussia. Count Zep-pelin was present. The summer will be devoted to a parliamentary expedi-tion for the purpose of studying ice conditions. The expedition will start for Spitzberger on July 1. A Nor-wegian ice steamer will be used for the purpose of forcing an entrance into the polar ice, and the expedition will return at the end of August. An air-ship will be taken for summer use.

Vancouver Harbor Work

OTTAWA, March 5.—In supply the minister of public works gave Mr. Cowan, of Vancouver, the assurance Cowan, of Vancouver, the assurance that there would be placed in the sup-plementary estimates a sufficient sum to purchase in Scotland at once an elevator dredge at a cost of about \$225,000 for work in the First Nar-rows and that the dredge would be in place ready for work by the mildle of July. The minister further assured the member for Vancouver that if on closer investigation it showed that the \$90,000 now in the estimates for car-rying on the work is not sufficient to keep the dredge going from the mid-dle of July to the end of the financial