

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 two months of the present year aggregated \$12,795,337, compared with \$8,556,873 for the corresponding period a year ago, an increase of sixty-one per cent., and with \$8,662,808 for the months of January and February in 1909, an increase of sixty per cent.

While the figures for last month show a falling off compared with those of January, a decrease accounted for by the bad weather conditions, which have interfered with business to a considerable extent, the results are distinctly favorable when compared with the months of February in 1909 and 1908. The monthly returns for the present year to date compared with those of the same months in the past two years were:

Month.	1910	1909	1908
Jan.	\$7,390,267	\$4,235,476	\$4,391,096
Feb.	\$4,405,070	4,321,397	4,271,712
Total ..	\$11,795,337	\$8,556,873	\$8,662,808

PREMIER McBride More Than Redeems His Election Pledges

(Continued from Page Two)

may approve, to be by the bank delivered on the order of the Pacific Company from time to time to the purchasers or pledgees thereof, upon the moneys realized by sale, pledge, or otherwise of such securities being paid directly by the purchaser or pledgee, or lender into the said bank, or into the Bank of Scotland, or Lloyd's Bank, or such other bank as the case may be and as the Government may approve, to the credit of a special account or accounts, in the name of the Minister of Finance, of the Province of British Columbia: Provided that if money be borrowed by the Pacific Company upon pledge or otherwise of any of such securities prior to the sale thereof, and to be paid into the credit of such account or accounts as aforesaid, the amount so paid in shall be deducted from the purchase price subsequently received from such securities so borrowed upon, and the balance only shall be paid in: Provided, further, that securities borrowed upon may, after the loans thereon have been paid or discharged by the Pacific Company, or by deduction from subsequent sale of bonds, be issued or re-issued, and shall be secured by the trust indenture of indentures, before referred to, and be entitled to the benefit thereof, notwithstanding such loans and payment and discharge:

Transfer of Funds.

(d.) The balances at the credit of the said special account or accounts shall be credited with interest at such times and at such rates as may be agreed upon between the Pacific Company and the bank holding same, and the said balances shall from time to time be transferred to the Pacific Company, or its nominees, in monthly payments, as far as practicable, as the construction of the lines of railway aforesaid is proceeded with to the satisfaction of the government and according to the specification or standard determined by this contract, at such time to time, as the work of construction proceeds, the government by the minister of finance, or other duly appointed representative of the Government, shall, out of the said balances, transfer from the amount to be transferred to the Pacific Company, or its nominees, in monthly payments, as far as practicable, such sums as are justifiable, having regard to the proportion of work done, and material and supplies purchased for the railway, as compared with the whole work done and to be done thereon, pending completion of the said lines; and the government shall from time to time, as required, transfer to the Pacific Company any interest earned by such moneys so on deposit in any such bank, to assist such company in paying the interest accruing on any outstanding guaranteed securities hereunder. The balance at the credit of such special account or accounts shall, until paid out as above provided, be kept in trust at the premises included in said trust instrument, and shall not be taken to public moneys received by the province.

10. Should the earnings of the Pacific Company during each or any of the first three years of operation, after completion of the aided lines, be insufficient to pay the operating expenses and interest on the guaranteed securities, the government shall pay the amount of such deficit of interest untilled thereto. Any moneys so paid by the government shall be repayable (except as hereinafter provided) by the Pacific Company at the maturity of the guaranteed securities, and shall bear interest at four per cent. per annum, which interest the Pacific Company shall pay or cause to be paid half-yearly on the first day of January and the first day of July in each year, but the Pacific Company shall have the privilege of repaying at any time any such moneys, whereupon interest cease. The government shall have the privilege of calling in the moneys so paid by the government at any time after ten years after the said three-year period, by six months' notice in writing to the company, whereupon such moneys shall be payable to date, without interest.

11. For the purpose of ascertaining any deficits under the preceding paragraph, no salaries paid by the Pacific Company shall be taken as a disbursement except those of such persons as devote their entire services to the company, or devote some substantial portion thereof to the company,

and in the latter case a fair proportion only of their salaries shall be taken as disbursements.

12. The Pacific Company shall keep during the currency of the bonds separate books of account in which shall be correctly set forth in full detail the cost of the said lines, the operating expenses, and the earnings thereof, or such as should be properly credited thereto, and it shall retain and keep during such period all proper vouchers and receipts, and any appointee of the government shall, at all reasonable times, if permitted to inspect and audit said books and vouchers, the Pacific Company facilitating as far as possible any such audit when so made.

13. The government hereby covenants and agrees with the Northern Company that it will covenant and agree with the Pacific Company in manner following, that is to say:

Usual Concessions.

(a.) To convey to the Pacific Company by free grant a right-of-way not exceeding one hundred feet in width for the said lines of railway above described, in so far as the same extends or shall extend through vacant Crown lands of the Province of British Columbia:

(b.) To convey to the Pacific Company by a free grant such vacant Crown lands of the Province of British Columbia as may be necessary for aidings, stations, embankments, cuts, bridges, culverts, drains and other works and approaches thereto, in such locality, area, and shape as the Lieutenant-Governor in Council may deem reasonable and necessary:

(c.) To license the Pacific Company free of charge to take from any vacant Crown lands of the Province of British Columbia, with the approval of the Chief Commissioner of Lands, all material (timber, gravel, and other material) which may be necessary for the construction of the lines of railway aforesaid, and will also permit the Pacific Company to make fills in and upon any vacant Crown lands of the Province of British Columbia:

(d.) To convey to the Pacific Company by a free grant any vacant Crown lands which such Company may desire for the purpose of establishing divisional points or townsites along the aided lines. So far as the acreage belonging to the Government permits, these grants shall consist of one thousand two hundred and eighty acres at each divisional point, and six hundred and forty acres at each other townsite. The lands so to be granted shall be administered under the terms of an agreement which will be entered into between the Government and the Pacific Company, which agreement shall provide that such of the said lands as are not required for the railway purposes of such Company shall be administered by the Pacific Company as townsites for the joint benefit of the Government and such Company, in the proportion of two-thirds to such Company and one-third to the Government; and that these townsites, apart from such portions thereof as shall be required for the purposes of the Pacific Company (which portion, as the property of the Company, will come within the railway exemption clause hereinafter), shall be exempt from taxation until sold or occupied.

(e.) The Pacific Company, and its capital stock, franchises, incomes, tolls, and all properties and assets which form part of or are used in connection with the operation of its railway, shall, until the first day of July, A. D. 1924, be exempt from all taxation whatsoever, or however imposed, by or under the authority of the Legislature of the Province of British Columbia or by any municipal or other organization in the Province:

(f.) To permit the Pacific Company, on terms to be mutually agreed upon to use the Government bridge at Westminster for the purpose of the operation of its railway; and in the event of such an arrangement being entered into, it shall not be necessary for the Company to construct its line in duplication of the said bridge, but in the event of such arrangement and use, such bridge shall not be considered as guaranteed mileage hereunder.

(g.) To guarantee the securities of the Pacific Company in the manner and subject to the provisions herein contained and set forth.

14. In the event of strikes, reasonably unavoidable delays in procuring men, supplies, or other causes for which the Pacific Company or its contractors are not responsible, the work is delayed so that it cannot be completed within the agreed time, the time within which construction is to be completed may be extended by the Lieutenant-Governor in Council.

15. In the event of the Pacific Company acquiring by purchase any section or mileage of any other railway property forming a portion of either of the two projected lines, such acquired section or mileage shall be deemed constructed lines within the meaning and for the purpose of this Agreement and the guarantees hereunder.

16. In case it should at any time appear desirable that the Pacific Company should make running arrangements with some other company or companies for some portion or portions of the lines hereby agreed to be constructed, or either of them, instead of itself constructing such portion or portions thereof, and that capital expenditure may thereby be avoided, or that the efficiency of the operation of the lines, the Lieutenant-governor in council may consent and agree to such modifications of this contract as will enable the Pacific Company to make such necessary running or other arrangements, but the mileage over which the company may obtain running arrangements under this paragraph shall not count as mileage for the purpose of the guarantees.

Never Dominion Incorporation.

17. THE NORTHERN COMPANY AGREES THAT THE PACIFIC COMPANY SHALL NOT, AND THE NORTHERN COMPANY AGREES THAT IT WILL NOT, AT ANY TIME APPLY TO BE DECLARED A WORK FOR THE GENERAL ADVANTAGE OF CANADA.

18. If in the prosecution of any of the provisions hereunder, or the doing of any of the things by the company hereby agreed to be done, it should appear that owing to unforeseen engineering difficulties or other circumstances beyond the reasonable control of the company it will be impossible or impracticable to carry out absolutely the terms of this agreement the Lieutenant-governor in council for the province of British Columbia may from time to time authorize amendments hereof, or changes hereof, so long as in so doing the spirit of this agreement be not thereby departed from.

19. This agreement shall not come into effect until ratified by the legislature of British Columbia, and until the legislation made schedules hereto, shall have been duly enacted by such legislature.

In witness whereof this agreement has been duly executed by the parties hereto.

Signed, sealed and delivered in the presence of:

(sgd.) W. J. BOWSER,
Attorney General,
As to the Canadian Northern Ry. Co.
(Sgd.) F. H. PHIPPS,
(Sgd.) RICHARD McBRIDE,
Minister of Mines.
(Seal.)

THE CANADIAN NORTHERN RAILWAY COMPANY
(Sgd.) W. MACKENZIE,
(Sgd.) R. F. ORMSBY,
Acting Secretary.
(Seal.)

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 Canadian Northern Pacific Railway Company."

MEMBERS WEARY OF LONG SESSION

Round Robin Signed by Many Asking for Early Prorogation—Government May Shorten Up its Programme

OTTAWA, Feb. 28.—That the government is earnestly considering ways and means for shortening the present session, even though legislation promised is thrown overboard, was demonstrated in the House of Commons today by Mr. Fielding. Mr. Foster asked when the revising of the banking act would be brought down. The finance minister replied that he had contemplated bringing down the revision of the present act at an early date as the work was now in an advanced state. In consequence, however, of representations made that it would suit the convenience of many members if prorogation came at an early date, and as the curtailing of the government programme would bring that about, this bill might possibly be held over for this session and proceeded with immediately parliament meets next November. Mr. Fielding pointed out that the bank charter did not expire until July 1st, 1911. If the session ran its ordinary course, the bill revising the bank act would be brought down at an early date, but in the event of curtailment being decided upon it would be allowed to stand over.

Mr. Martin of Regina, a government supporter, explained to the house the reason of the "round robin" or petition signed by a large number of members asking that public business be expedited that prorogation might come by Easter. He explained 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 replied that it had two Conservatives. Mr. Martin went on to explain that the statement made that western Liberals were not enamored of the naval bill was incorrect. The petition merely set forth the desires of many members to get home by Easter and was addressed to Sir Wilfrid Laurier and Mr. Borden asking that steps be taken to bring this about. No attempt had been made to prevent proper discussion of the naval bill.

J. D. Taylor, of New Westminster said he was one of the few opposition members who signed the petition, and his sole object to call attention to the desirability of securing prorogation within a reasonable time. So far as amount of business had been done though the house had been sitting since the beginning of November last. This ended the incident for the present, but there is general unrest at the long talk on the naval bill.

Here is a list of the important legislation on the order paper: Combing bill; Mr. Oliver's immigration act; Mr. Lemieux's bill to control the rates and facilities of ocean bills of Mr. Graham amending government bills. After Fielding's statement today it would not be surprising to see the naval debate brought to a sudden end and the committee stage entered upon.

U. M. W. Convention.

INDIANAPOLIS, Feb. 28.—A special general convention of the United Mine Workers of North America to be held at Cincinnati March 14 was called today. 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.

VANCOUVER, Feb. 28.—W. H. Welsh, one of the best known detectives in the west, has resigned as superintendent of the Canadian Detective bureau in Vancouver, and will go into the real estate business. The resignation became effective today, when the office was taken over by Harry Roden of Montreal.

Small Philadelphia Strike

PHILADELPHIA, Feb. 28.—Two hundred cabinetmakers employed in a West Philadelphia furniture factory quit work today. It is reported that they struck in sympathy with the carmen. The firm refused 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.

France's School Fight

BAYONNE, France, Feb. 28.—The court today pronounced the abbe of Agde to pay a fine of 50 and costs of the action brought against him, because he had forbidden Catholic school children to use the interdicted books under pain of a refusal of the sacrament to their parents, and of the first communion to the children.

Murphy Gets Decision.

SAN FRANCISCO, Feb. 28.—Tommy Murphy, of New York, tonight won the decision at the end of twenty rounds from Owen Moran of England. Both men were on their feet after 20 rounds of desperate fighting, and Referee Eddie Smith declared Murphy winner over Moran by a unanimous lightweight. The decision was heard and Moran frantically protested, saying he had been robbed.

Miss Neelands left last night for Seattle on a brief trip.

English Prints

GRAFTON'S ENGLISH PRINTS

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

15c per Yard

HENRY YOUNG & CO.

1123 Government Street,

Victoria, B.C.

\$25.00 is the Midway

You can go either way from \$25 into a Fine Suit or Overcoat at the Fit-Reform Wardrobe.

\$25 is the middle of the Fit-Reform line of prices. On one side are the \$15, \$18, \$20 and \$22 grades. On the other are the \$28, \$30 and \$35, and 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

ROYAL HOUSEHOLD FLOUR—Sack \$2.00
B. C. SUGAR—Sack \$1.25
ISLAND POTATOES—Sack \$1.50
DIXI PASTRY FLOUR—Sack \$1.75
C. & B. & KELLER'S MARMALADE—Tin 75c
AUBURN CREAMERY BUTTER—3 lbs. \$1.00
DIXI CEYLON TEA—3 lbs. \$1.00

SPECIAL BARGAINS THIS WEEK

Ogilvie's Mount Royal Flour—Sack \$1.65

DIXI H. ROSS & CO.

Phones 50, 51, 52

Liquor Department, Phone 1599

Have You Seen the Windows of Copas & Young

AT THE CORNER OF FORT AND BROAD STS. They would like to tell you of a few plain facts in Prices and Quality second to none.

CHIVER'S ENGLISH MARMALADE—
1 pound glass jar 15c
NICE MILD HAMS—Per lb. 20c
BEST GRANULATED SUGAR—20-lb. sack \$1.15
10-lb. sack 60c
MANITOBA ROLLED OATS, the best made—
8-lb. sack 35c
20-lb. sack 85c
ST. CHARLES CREAM—Large 20-oz. can. . . 10c
NICE AUSTRALIAN BUTTER—3 lbs. for \$1.00
CALGARY RISING SUN BREAD FLOUR—
Per sack \$1.75
ANTI-COMBINE JELLY POWDER—
4 packets for 25c
ANTI-COMBINE TEA, in lead packets, the finest tea ever combined at the price—3 lbs. for . . . \$1.00
PURE BLACK PEPPER—Per lb. 25c

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. Quick Delivery. Phones 94 and 95

Our Hobby Again

Proud of our fine All-Wool English Shawl Rugs: a large consignment just arrived. The appearance of your turnout would appeal to the close observer if 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
688 YATES STREET.



GOOD PROGRESS WITH ESTIMATES

Legislature Will Probably Pro-
ceed by Friday Week—
Private and Public Bills Are
Considered

MR. JARDINE COMMENDS
RAILWAY LEGISLATION

Congratulates Government for
Energy and Excellent Inten-
tion and Promises Support
of Measure

Sitting from the usual afternoon
opening hour Wednesday
the legislative assembly made
good progress with the items
remaining on the order paper
now fairly probable that the
proposals for the railway
legislation will be passed
before the end of the week
and the estimates will be
passed before the end of the
week also.

In continuing the consideration
of the bill to amend the
Canadian Railway Act, Mr.
Jardine said that he had
read the bill with interest
and had been struck by the
energy and excellent inten-
tion of the government in
dealing with the subject.

Mr. Jardine commended the
government for the energy
and excellent intention
displayed in dealing with the
subject, and promised support
for the measure. He pointed
out that the bill was a
very important one, and
that it was well worth
the attention of the legisla-
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Mr. Jardine said that he
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the present leader of the Liberal
party, Mr. Oliver, had had
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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 Wire Fencing
BULL PROOF
CHICKEN PROOF
FIRE PROOF
Diamond Mesh Cannot Sag or Lose
Its Shape
The Hickman Tye Hardware Co.
Victoria, B. C. Agents.
544-546 Yates St.

D. F. Collis Browne's
Chlorodyne
The Original and Only Genuine
The Best Remedy known for
COUGHS, COLDS,
ASTHMA, BRONCHITIS, ANGINA,
DIARRHEA, DYSENTERY, & CHOLERA.
Containing Medical Testimony accompanies each Bottle.
Sold in Bottles by
W. E. G. & Co., Ltd., London, S.E.
P. O. Address: 115, Abchurch Lane, London, E.C.

JOHN JAMESON'S
THREE STAR
WHISKY
PURE POT STILL WHISKY, made from
the finest Home-grown Malt and Corn
and embottled by JAMESON'S
MORE THAN 100 YEARS.
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.
AMANDA LINDSAY,
JOHN CUNLIFFE, Agent,
February 4th, 1910.

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:
Commencing at a post planted on the
south shore of Oyster Bay, on the north
shore of the City of Ladysmith, in the
Province of British Columbia, and
marked L.S. E. C. thence south eighty
chains, thence west eighty chains,
thence north eighty chains, thence east
eighty chains to the place of commencement,
intended to contain six hundred and
forty (640) acres more or less.
AGNES LINDSAY,
JOHN CUNLIFFE, Agent,
February 4th, 1910.

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coal on the following described lands:
Commencing at a post planted on the
north shore of Oyster Harbor, on the
north shore of the Province of British
Columbia, at a point about one
mile north of the Indian Village,
thence north eighty chains, thence west
eighty chains, thence south eighty
chains, thence east eighty chains to the
place of commencement, intended to contain
six hundred and forty (640) acres more
or less.
AGNES LINDSAY,
JOHN CUNLIFFE, Agent,
February 4th, 1910.

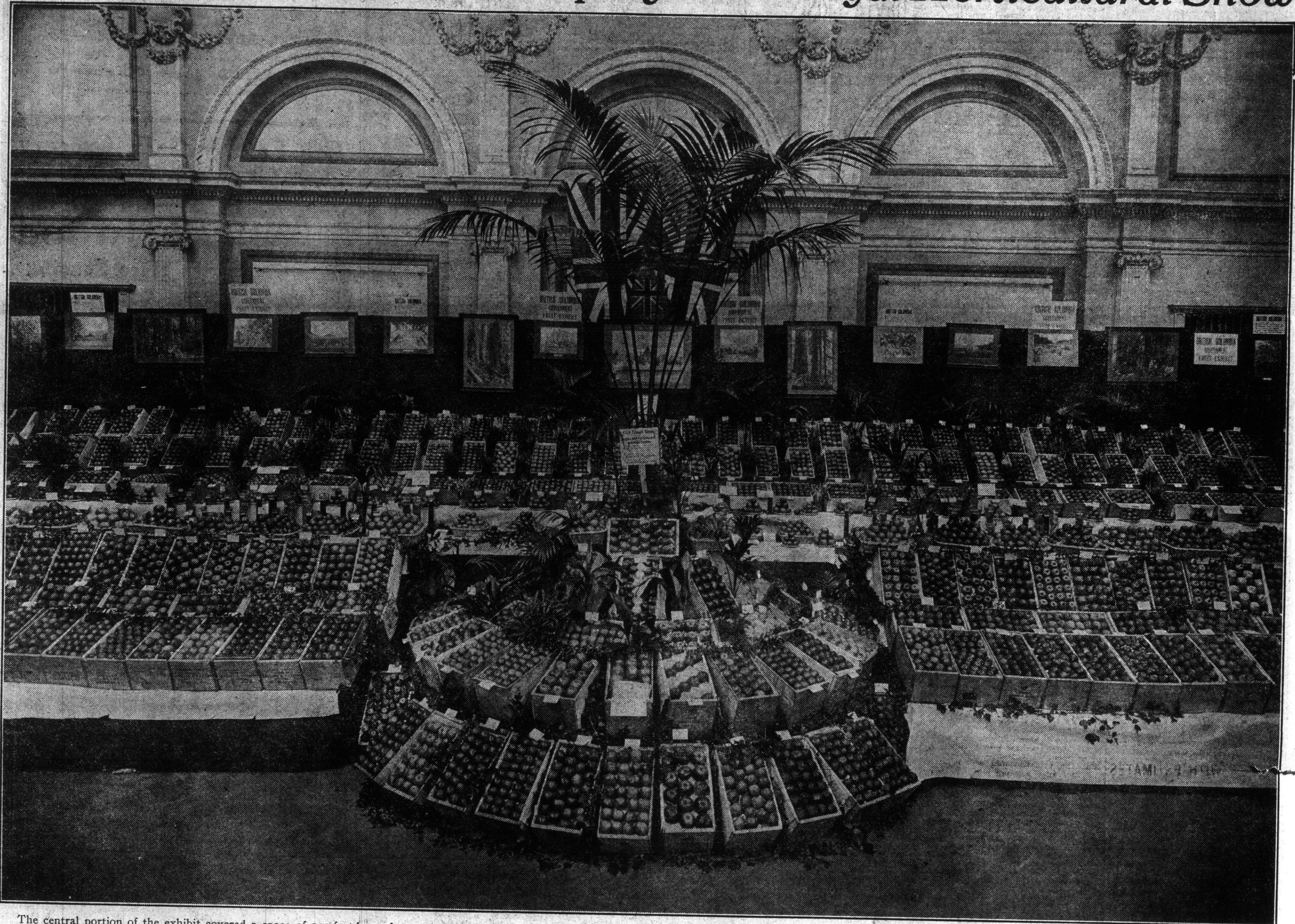
NOTICE IS HEREBY GIVEN that
thirty days after date I intend to apply
to the Honorable Chief Commissioner
of Lands for a license to prospect for
coal on the following described lands:
Commencing at a post planted on the
north shore of Oyster Harbor, on the
north shore of the Province of British
Columbia, at a point about one
mile north of the Indian Village,
thence north eighty chains, thence west
eighty chains, thence south eighty
chains, thence east eighty chains to the
place of commencement, intended to contain
six hundred and forty (640) acres more
or less.
AGNES LINDSAY,
JOHN CUNLIFFE, Agent,
February 4th, 1910.

THE LOCAL MARKETS
Flour
Royal Household, per sack... 2.50
Lakers, per sack... 2.00
Whitcomb, per sack... 2.00
Robinson, per sack... 2.00
Middling, per sack... 2.00
First Quality, per sack... 2.00
Second Quality, per sack... 2.00
Third Quality, per sack... 2.00
Fourth Quality, per sack... 2.00
Fifth Quality, per sack... 2.00
Sixth Quality, per sack... 2.00
Seventh Quality, per sack... 2.00
Eighth Quality, per sack... 2.00
Ninth Quality, per sack... 2.00
Tenth Quality, per sack... 2.00

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Dods
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ALE.
FOURTEEN,
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in exchange
er. No. 1
er. Ont.
OLONIST

British Columbia's Fruit Display at the Royal Horticultural Show



The central portion of the exhibit covered a space of 100 feet by 50 feet, and 480 cases of fruit were shown as packed in the original boxes in which it was shipped. The fruit when shown had been picked for nearly three months. The show was opened by H. R. H. the Princess Louise and His Grace the Duke of Argyll. For the fifth year in succession the exhibit was awarded the society's gold medal together with seven silver-gilt and silver medals for individual exhibits. The fruit was assembled from all the fruit-growing centres of the province.

My Trek to the Arctic

A Chat With Miss Agnes Deans Cameron in M.A.P.

A quiet, sweet-faced, middle-aged lady, possessed of a wonderful gift of lucid and polished diction and a delightful 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.

Of Scottish parents, I was born in Victoria, 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 school-teacher.

In passing, I may mention that in British Columbia, the most "British" spot on earth—boys and girls are educated together.

From assistant-mistress, I became head-mistress 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 World's Greatest "Trek" I do not think people in England realize 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 of Manitoba, Saskatchewan and Alberta. Here let me say that those who talk of the danger of the Americanization of Canada speak in ignorance of the facts. The American settler speedily becomes "de-Americanized," not only

more Canadian than the Canadian, but more British than the Briton.

But not only Americans come to Canada's Wheat Belt, that large bread-yielding plain which is as large as Europe; but Britons, Danes, Germans, the agricultural manhood of the world pour into it in mighty streams. The Wheat Belt is the melting-pot of the nations, and from that crucible there emerge the loyal-ist sons of the British Empire. But there is Canada we never talk of our patriotism; it is part of us, a natural constituent of our blood.

Well, the Wheat Belt fascinated me, and I wrote about it in many leading American journals, eventually settling down in Chicago, as a convenient half-way house between New York where my "soppy" was wanted, and Edmonton, the capital of Alberta, where the three lines of railway running to the Wheat Belt at present end, and to which the skins and furs come down from the far north.

Then I conceived the idea of travelling from Chicago to the Arctic Ocean, to see for myself that great land beyond the Wheat Belt which, now sparsely populated by hunters, trappers, and Indians, will in my opinion, one day teem with prosperous millions. The journey was made under the aegis of the Hudson Bay Company. It would have been impossible to have accomplished the task but for the facilities afforded me by the great company.

Where All are Young I was accompanied by my niece, Miss Jessie Cameron Brown, and our first stage was by rail from Chicago to Edmonton. Edmonton is a city of compelling fascination. It is a metropolis of youth. Everyone there is young; youth, glowing, vigorous idealistic youth rules Edmonton.

When the railways transformed Edmonton from a trading post into a city, almost the first thing the young citizens did was to organize a university. Edmontonians are not only young, but they keep young; they are the "Peter Pans of the West."

From Edmonton we drove with horses to the Athabasca River, a distance of about a hundred miles, and then we "shot" the rapids

to Lake Lake Athabasca and Fort Chipewyan. That was rather a perilous voyage; one of our boats—we were with a Hudson Bay Co. flotilla—was upset, and the passengers were rescued with great difficulty.

Here I may say that my niece and I travelled very light; we were determined not to be a nuisance, and to show the men that a woman could travel without half-a-dozen trunks. Our outfit was cut down to essentials, and our only "luxuries" were the typewriter on which we nightly wrote up our diaries, and the camera with which we obtained unique and splendid photographs.

It was at Fort Chipewyan that the wheat was grown that took the highest award at the Philadelphia Exposition in 1876. At Fort Smith, on the Slave River, we came across the new steamship which the Hudson Bay Co. has just completed building at that far north point.

A Great River

In due course we came to Great Slave Lake, from which pours the mighty Mackenzie River, eight miles wide at its source, and seldom less than two miles across during its sweep to the Arctic Ocean. And so, at last, we passed the arctic circle, and stood on the shore of the Arctic Ocean, five thousand miles from our starting point, and having passed through districts where no white woman had trod before.

Here, I may say, that within the Arctic Circle we saw wild flax growing, which proves that flax could be cultivated there.

Eskimo Adonises

At our journey's turning point we saw some of the finest men in the world. Eskimo they were, but as different from the ordinary spout, 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 great and profitable industry, that should be British, entirely in the hands of Americans—I refer to the Arctic Ocean whaling fisheries.

The Arctic Ocean whale is enormously valuable, an average specimen being worth £2,000, and the Americans have established a monopoly over this most valuable fishery of the north.

The return journey does not call for remark, but I must not forget to tell you about "Louis the Cannibal," whom we met at Lesser Slave Lake. Poor Louise! She suffers from the poverty of our language, for "cannibal" is not a just description to apply to her, but as "Louise the Cannibal" she is known throughout the north.

As a young Indian, Louise was a member of a "starvation camp"—a camp, that is from which the "braves" had gone out hunting, never to return. Their supplies exhausted, and with no means of obtaining help, the members of the camp lived on those who died, and Louise was one of those who survived.

Poor thing! I found nothing cannibalistic about her. We were photographed together, and I am inclined to think that it would be difficult to distinguish the "cannibal" from the writer!

This is my first visit to London. What has most impressed me about London? I hardly like to tell you, lest I be thought unkind to my mother country; but so far my most vivid impression of London is seeing three white men rooting in a garbage heap for food. It stupefied me.

I once saw a Chinaman similarly engaged in Vancouver Island, and I thought that was pretty bad; but that a white man—a Briton—should be brought so low in the British Empire's capital—I should not have believed it had I not seen it with my own eyes.

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, the city of the young, and the Temple, which was old before Canada was discovered—these will always be among the most delightful memories of my life.

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 production!

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-advertisement.

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 corners of their lives.

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.

NOTED FIGURE IN EMPIRE PRESS

Hon. R. P. Porter, Who is Coming Here, Well Known as Ambassador of the London Times

One of London's most interesting newspapermen will arrive here next Tuesday in the person of the Hon. Robert P. Porter, who is on his way to Japan as representative of the London Times in connection with the Japanese edition which that paper will publish next July. Mr. Porter is well known on the American continent. Emigrating to the United States from the Old Land at the age of fifteen he quickly won his way to prominence and was appointed census commissioner under the Harrison regime. Later he was an intimate friend of President McKinley and was sent to Cuba by him as a special commissioner to straighten out difficulties among the various officials in that dependency. Subsequently he was dispatched in a similar capacity as an ambassador to Senor Gomez at a time when that republic was in a state of the "shakes."

Mr. Porter's connection with the London Times has been of long standing. For many years he represented that paper on the North American continent. He it was who was responsible for the editorial end of the Times South American edition, the largest and most profitable single edition ever issued in the Empire's metropolis. He is now fulfilling a similar capacity with the Japanese edition which will be issued at the time when the British Japanese Exhibition is in full swing in London. He is an able writer, a good speaker, and is widely known throughout the Empire in his editorial capacity.

Another member of the London Times staff who is associated with Mr. Porter in the city, Captain Bellaire is attached to the managerial end and was responsible for all the propaganda carried out in connection with the Times South American edition. He is known to the heads of all the national, provincial and state governments in the Empire, his duties carrying him far afield and incidentally furnishing him with a fund of anecdotes which he dispenses on his periodical returns to London, where he is the honorable secretary of the Raconteurs' Club. Yesterday Captain Bellaire interviewed Premier McEwen in connection with the Empire Edition of the London Times which will be published on May 24th. He leaves here tomorrow night for Vancouver where he will await the arrival of the Hon. Mr. Porter, with whom he will return to Victoria. Captain Bellaire is a guest at the Empress hotel.

GOOD PROGRESS WITH ESTIMATES

(Continued from Page Seven)

suits supporting the Conservative position. He thought the bill before the House exceedingly meagre and insufficient in connection with the incorporation 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 amendments, as had Vancouver and Victoria in past years. As to the bill, if this were to be all the bill for Prince Rupert's incorporation, the G. T. P. railway would seem to have secured a very strong hold upon the city, particularly with respect to the extraordinary privilege of Hays creek that had been conferred. He regretted to see this company and the others that had been mentioned in the estimates for Skeena in control of the water resources of the country and given the opportunity to hold up the cities of the province for unearned benefits. A stop should certainly be put to this everlasting speculation in the water resources of the country. Nor should he see the city of Prince Rupert should be compelled to buy out the British Columbia Tis and Timber Co. as this will be contemplated. With regard to the property qualifications for voters, he re-iterated 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, "is prehistoric legislation with a vengeance." Proceeding, he held that there could be 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 features of the bill. As to the initiative and referendum, the people already had ample power in their franchise opportunities. The eight-hour clause met with his approval, of course, while as to the local option proposal, it was a manifest absurdity to talk of extending this principle 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 felt bound to protest against the extension of any further functions of government to the people. Extensions in this direction meant only confusion worse confounded.

The bill passed second reading, to be committed today, to the Kettle River Valley Railway company, being brought on, on a motion for second reading, Mr. James said that he had little to add to what he had already 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 further safeguarding the interests of the people.

The debate was further adjourned by Mr. Hawthorn.

Minor Measures. Hon. Mr. Bower 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 accordance with the practice of the English statutes, from which this bill already in operation in our courts was taken. The minister of mines next moved the second reading of the bill to amend the Coal Mines Regulation act, explain-

Show

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GOOD PROGRESS WITH ESTIMATES

Plans supporting the Conservative position in the House of Commons are making good progress with estimates...

Teenpence

who is the composer of "The King's Way," the Clara Butt, probably the greatest success as a musician...

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

Three Years in Prison. VANCOUVER, March 2.—With the conviction of James Olson of Portland here yesterday, and his sentence to three years in the penitentiary...

CHICAGO, March 2.—Thomas Sheridan, 103 years old, who came to America from the south of Ireland in a sailing vessel, which took 42 days for the journey...

ALBERTA CRISIS AGAIN DELAYED

Debate on Resolution Regarding Railway Question Brings Forth More Amendments—One May Be Carried

EDMONTON, March 1.—The continuance of the debate on Mr. Boylston's resolution in the legislature today saw two important amendments introduced...

PROVINCIAL NEWS

Ward Neiss, engineer at Protection Island, was seriously injured on Sunday by falling from the wharf and striking his head upon a floating log...

MAY BE ULTRA VIRES

OTTAWA, March 1.—In the senate today, Mr. Mackenzie Bowell called the government's attention to the fact that the constitutional soundness of the Insurance Act had been questioned...

OTTAWA, March 1.—The commonsense railway committee reported a bill authorizing the construction of branch lines of the Grand Trunk Pacific at Calgary, Battleford, Lethbridge, Moosejaw and Vancouver.

LONDON, Ont., Mar. 1.—Continued snow for 26 hours followed by mild weather, with 36 inches of snow on the ground throughout the country...

SNOW SLIDES NEAR FERNIE. FERNIE, March 2.—Snow slides at Swinton blocks the line and prevents Great Northern trains reporting at Fernie...

INCREASED SALARIES FOR CIVIL SERVICE

Work of the Public Service Commission Apparent in the Larger Stipends for the Employees of the Province

The estimates which are at present before the house have been regarded with interest by the public generally...

AGRICULTURAL MUTE EVIDENCE OF MARINE DISASTER

Boat Apparently Washed From Davits of Government Vessel Comes Ashore Near Carmanah

CARMANAH, B. C., Feb. 28.—W. P. Daykin, lighthouse keeper here, has received a report from a patrol man of the finding of a man-of-war's boat...

WASHINGTON, Feb. 28.—Tomorrow is the limit set in which corporations are required to make returns to the government under the law imposing...

WASHINGTON, Feb. 28.—The U. S. circuit court of appeals modified and then affirmed today its decree in the case against the Metropolitan Street Railway Company...

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BIG INCREASE IN BUILDING FIGURES

Aggregate Value for First Two Months of Year Show Increase of Forty Per Cent. Over Year Ago

Table with 2 columns: 1910 and 1909. Rows include: Chief Water Com'r, Clerk, Public Works Dept, Stenographer, Public works engineer, Assistant, Supervising architect, Draftsman, Chief Clerk, Clerk, Typist, Attorney-General, Deputy Attorney-Gen, Insp. of legal offices, Chief Clerk, Stenographer and typist, Parliament Buildings, Chief Janitor and mesgr, Janitor, Janitor, Janitor, Carpenter, Upholsterer, Land Registrar, Registrar-General, Chief Clerk, Book-keeper and clerk, Other clerks, Timber Inspector's office, Librarian, Stenographer, Clerk, Steam Boiler Inspection, Chief Insp., Inspectors, Statistical Bureau, Secretary, Stenographer, Junior clerk, Messenger, Surveyor and Insp., Clerk and typist, Assessors' Offices, Assessor, Assistant assessor, Clerk, Supreme and County Courts, Registrar, sup. court, Deputy, county court, Clerk, Stenographer, Usher and janitor, Assistant Janitor, Engineer and assist. jan., Attendant on elevator, Printing Office, King's printer and contr, Mail clerk, Chief clerk, Clerk, Reader, Assistant, Storekeeper, Mail clerk, Foreman composing, Linotype operator, Machinist, 1st printer, 2nd compositor, 3rd compositor, 4th compositor, 5th compositor, 6th compositor, 7th compositor, Foreman pressroom, Pressman, Pressman, Foreman, Folder and sticher, Folder and sticher, Assistant mail clerk, Assistant mail clerk, Two compositors, Apprentice, Finisher, Paper ruler, Forwarder, Forwarder, Forwarder, Second finisher, Apprentice, Foreman, Folder and sewer, Folder and sewer, Folder and sewer, Provincial Museum, Curator, Assistant, Second assistant, Janitor, Bookbinder, Superintendent, Secretary, Clerk, Text books officer, Assistant, Clerk.

MEAT TRUST CASES

NEW JERSEY PROSECUTOR TAKES FURTHER STEPS IN REGARD TO INDICTED CORPORATIONS

NEW YORK, Feb. 28.—Capitales for the indicted meat packers and summons for six indicted meat corporations were filed by the prosecutor...

ANTARCTIC EXPLORES. LONDON, March 1.—Sir E. Shackleton sails March 10th for Canada and United States where he is to lecture...

FLOOD DAMAGE IN HOLLAND. AMSTERDAM, Holland, March 2.—Great damage is resulting from the overflow of the river Meuse and the situation at many of the riverside villages is dangerous...

WHITE SLAVE TRAFFIC. GUTHRIE, Okla., Feb. 28.—The sentence today passed on the house "White Slave" bill, which provides a penalty of 20 years imprisonment for any person found guilty in any way engaging in the white slave traffic...

TO RAISE WRECK OF MAINE. WASHINGTON, Feb. 28.—A subcommittee of the house naval committee today took favorable action upon a bill appropriating funds for the raising of the wreck of the Maine...

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