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DISSOLUTION ANNOUNCED, ELECTION NOV. 25TH

McBRIDE HAS RAILWAY POLICY

GIVES FEATURES OF CONTRACT WITH MANN

Will Also Assist Kettle Valley Railway in Southern Sections.

(From Wednesday's Daily.)

This morning Premier McBride announced the dissolution of the present house and his proposal to appeal to the country on a railway policy.

The policy he proposes is to guarantee the bonds on the Canadian Northern from Yellowhead to Vancouver at the rate of 4 per cent. on \$55,000 a mile, taking a first mortgage on the roadbed as security.

He suggests a connection with Victoria by steamer and ferry, and the incorporation of the Esquimalt and Barkley Sound road in the Canadian Northern system.

His agreement will, when published, doubtless indicate the details which were lacking this morning.

The Premier's statement is as follows:

"We have entered into a contract with the Canadian Northern Railway for the construction of a road from the Yellow Head Pass to Kamloops by way of the North Thompson river, from Kamloops to Westminister and Vancouver from a point near Vancouver to English Bluff, to make a first class connection with Victoria, both for passengers and freight and to build a railway from Victoria to Barkley Sound. This distance in all will be about 800 miles. To assist the company in the construction of this road, which will cost at least about \$50,000 per mile, the government will ask the Legislature to guarantee interest at 4 per cent. upon \$55,000 per mile. For security the province will hold a first mortgage on the line of railway in British Columbia, and will have a covenant on the Canadian Northern Railway Company, indemnifying its against any loss that might possibly occur. By the time this railway is finished the Canadian Northern will have at least 5,000 miles of railway through a highly productive country. I mention that this company has already obtained guarantees from provincial governments of interest on its bonds, and has never defaulted in interest, so that provinces giving the guarantees have never been called upon to pay a single dollar. I am confident that this experience will be repeated in British Columbia, and that we will secure the construction of highly important railway without the outlay of any public money whatever.

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

"Part of the agreement has also been reached with the Kettle River Valley Railway Company for the construction of a line from Midway to Nicola, where connection will be made with a branch of the Canadian Pacific. The Kettle River Valley Railway Company has a subsidy from the Dominion government for the construction of a line between these points, and the provincial government has agreed to revive the old Midway and Vernon subsidy of \$5,000 per mile for 150 miles, and apply it to the route referred to, which will entail a cash subsidy of \$750,000, which would call for an interest charge of \$22,500 per year, but the company agrees to pay taxes on the 150 miles subsidies, which will reduce the interest to \$3,000 per year. For this relatively small sum the province will secure the construction of 250 miles of railway through a productive part of the province. It will pass through Pentiction and Aspen Grove, where there are large copper mines, will make a detour to the south for the purpose of obtaining easy grades until it comes within six miles of Princeton, where it will swing northward to Nicola.

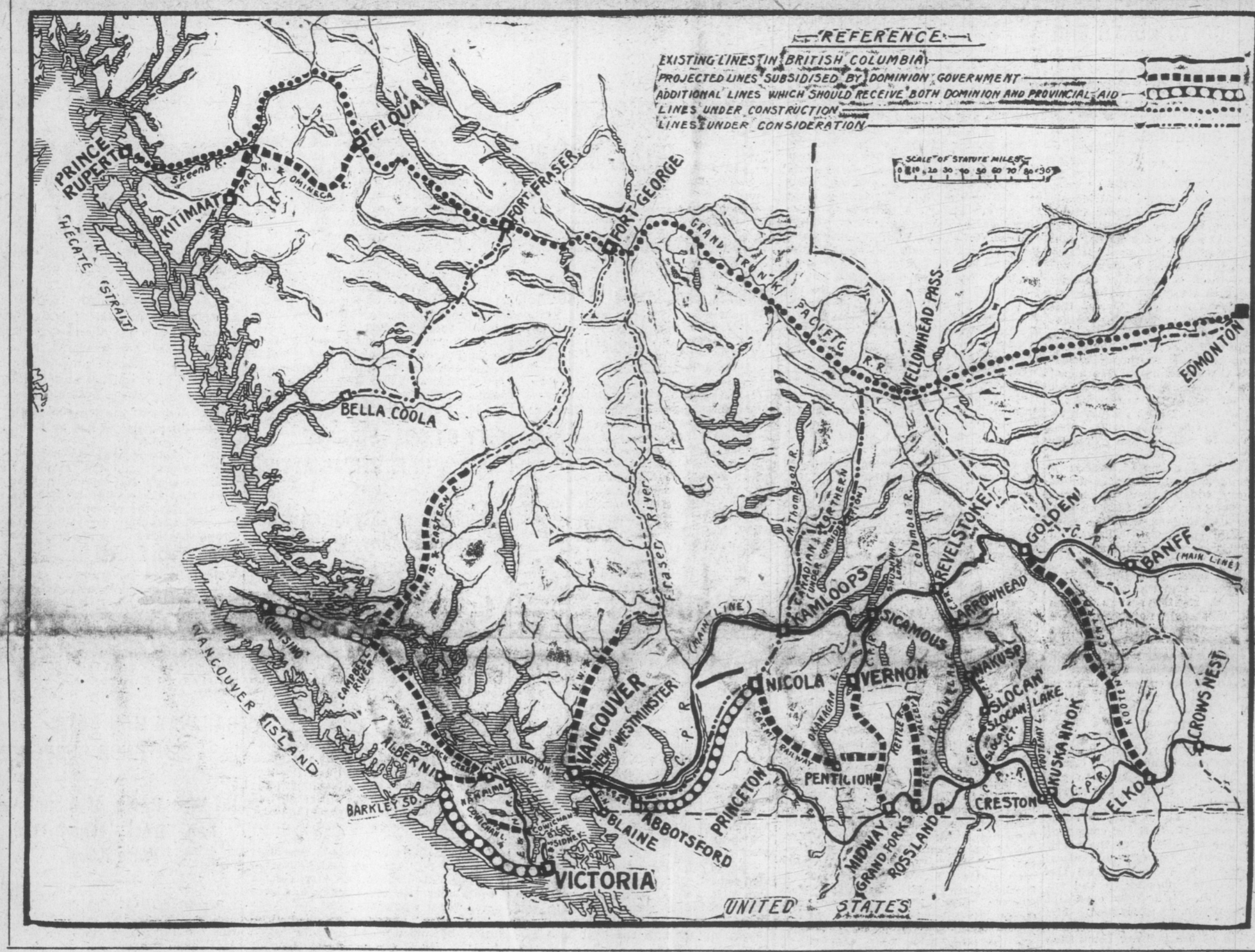
"This railway, in connection with the Nicola branch of the Canadian Pacific, will provide through all-rail route to the boundary country and the Kootenay, give a new rail line to Spokane from the British Columbia coast cities, and in short link connecting up existing lines, supply what will be to all intents and purposes a new transcontinental railway.

"Thus it will be seen that the government has been able to secure the construction of 800 miles of railway at an annual cost of \$9,000 per year, and thereby open a large and productive portion of the province from which a great revenue will be derived in royalties and taxes, besides promoting a rapid settlement of that portion of the province through which the roads will run.

"Speaking generally I may say that one of the matters which the gov-

(Concluded on page 12.)

Leader Oliver's Policy Means a Thousand Miles of Railroad



EXISTING LINES IN BRITISH COLUMBIA

- C. P. R. main line from Banff to Vancouver.
- Crow's Nest (C. P. R.), Crow's Nest to Kuskonok.
- C. P. R. from Creston to Midway and Rossland.
- Branch C. P. R. Revelstoke to Arrowhead.
- Sicamous to Vernon.
- Nakusp to Slocan.
- Slocan Junction to Slocan Lake.
- V. & S. Victoria to Sidney.
- E. & N. Victoria to Wellington.
- Great Northern, Vancouver to Blaine.
- V. V. & E. New Westminster to Abbotsford.
- V. V. & E., Princeton, via Similkameen to Boundary.
- Under construction—G. T. P.—Yellowhead to Prince Rupert—700 miles.

PROJECTED LINES SUBSIDIZED BY DOMINION GOVERNMENT

- *Kootenay Central, Elko to Golden, 136 miles.
- *Kettle Valley, Grand Forks up North Fork Kettle River—50 miles.
- *Midway and Vernon, Midway to Vernon, via Carmi—150 miles.
- *Railway, Carmi to Nicola, via Pentiction—150 miles.
- *Van. W. & Y. Vancouver towards Ft. George—100 miles. (*With bridge across Burrard Inlet, \$200,000.)
- *Cowichan Valley Ry., Cowichan Bay to Cowichan Lake, 24 miles.
- Wellington to Alberni, via French Creek—55 miles.
- *French Creek to Campbell River—79 miles.
- *Van. Isl. and Eastern Campbell River towards Fort George—100 miles.
- Pacific N. and Omineca, Kitimaat to Telqua—110 miles.

ADDITIONAL LINES WHICH SHOULD RECEIVE BOTH DOMINION AND PROVINCIAL AID

- *E. & N., Campbell River to north end of Vancouver Island—140 miles.
- *Victoria and Barkley Sound By., Victoria to Barkley Sound—100 miles.
- *Abbotsford to Nicola and Pentiction, via Hope Mt.—130 miles.

LINES UNDER CONSIDERATION

- Bella Coola to Fort Fraser—200 miles.
- Canada Northern from Yellowhead, via Nicola, to Vancouver—500 miles.

When the Liberal party goes to the country, next month, it will do so on a definite policy of railway construction on lines so comprehensive as to embrace every section of the province.

Leader Oliver has already outlined its main features in his addresses on the subject, but the accompanying map will indicate very clearly just what is proposed under his railway policy.

In a general way Mr. Oliver proposes to "cash in" on the extensive system of subsidies already guaranteed by the Dominion government—subsidies which if supplemented by provincial aid would insure the construction of nearly a thousand miles of new railway through this province.

Instead of continuing the insane policy of "fighting Ottawa," Mr. Oliver suggests a practical plan of taking advantage of what Ottawa has done, and of supplementing the aid given by the federal administration, roughly to the extent of 50 per cent. In other words, where the federal subsidies would run to \$5,000 a mile, the province, in the event of construction being vigorously prosecuted, would grant \$3,250 a mile.

By a study of the accompanying tables and map it will be seen that Mr. Oliver's policy involves aid to about a thousand miles of road. A maximum estimate of the subsidies which the provincial government might give under this plan would be \$5,000,000. The interest and sinking fund yearly on such a loan would be only \$250,000 a year—a sum well within the present financial ability of this province with its great and expanding revenues.

Notwithstanding the fact that these subsidies have been granted for some time, the local government has never turned its hands over to see that railway construction followed. The reason has been obvious. Notwithstanding that nearly all these lines would traverse absolutely new territory, and open up huge tracts of revenue producing country, the desire of the local administration to nurse a grievance has overmastered every other consideration, and the ministry has sulked and refused to take advantage of the great opportunity which the action of the Dominion government has

provided for opening up the province.

It will be noticed that not all of the lines subsidized by the Dominion require provincial aid to insure their construction. An asterisk marks those which it is necessary to assist, while the Liberal leader has also incorporated three other roads, including two in which this city is vitally interested, namely, that to Berkeley Sound and the extension to the north end of the island.

A glance at the map will indicate the necessity of vigorously backing up the federal policy. Two great trunk lines traverse this province—the C. P. R. built under Conservative regime and the G. T. P., now being constructed under Liberal rule. Between the two is a great hinterland—the finest land in the province with enormous resources of timber and minerals and of arable land. The federal policy bonuses two roads to traverse this great tract—one running north from Vancouver toward Fort George, the other running north easterly from Vancouver Island toward the same point, and following roughly the line

of the old British Pacific. The Dominion government has subsidized one hundred miles of each line, and will of course provide additional aid for the remainder of the distance as construction proceeds.

So far as revealed the policy of Premier McBride is to aid a line to parallel one already assured under the federal policy from the Yellowhead for some distance westward in B. C., which will then be diverted south and prolonged to the coast parallel to other operating railways. He plans to avoid the great northern interior—perhaps because its needs and importance have already been recognized by the Dominion government.

Mr. Oliver's policy is one which obviously it is good business for the province to adopt. It insures at a very modest expenditure an era of railway construction in this province which would prolong present good times for many years to come. It provides for this work at an expenditure so modest that it would not be felt by the taxpayers of the province. It opens up to the settler, the miner, the farmer and the in-

vestor enormous tracts of the best country in the world—land for which men are clamoring all over the globe, and the occupation of which would enormously enhance the riches of the whole province. It is a policy of co-operation, and not of contention, and is based on the principle that whatever claims for exceptional treatment this province possesses will be more likely to be recognized by frankness in meeting the federal authorities than by a system of guerilla warfare which injures no one but ourselves, and only forms an excuse for inaction by a government which has no better claim to recognition than a boasted determination to obtain "better terms."

Mr. Oliver's policy is before the people. On it the Liberal party ask for the support of the electorate. The Premier has been waiting, Micawber-like, for something to turn up, before enunciating his plans, and now intimates that his policy is to aid a railway system which opens up less than 300 miles of new territory, and for the rest of the distance parallel existing lines.

LEADER OLIVER STATES POLICY

SOLID COIN OF REALM INSTEAD OF GOLD BRICK

Enthusiastic Gathering Heard Liberal Policies Outlined Last Night.

(From Wednesday's Daily.)
"We propose to co-operate with the Dominion to get railway communication for this province, a policy the exact contrary to that of the McBride government, which is one of fighting Ottawa, no matter what its effect upon the province."

Co-operation with the strongest government Canada has ever had, that is the idea which the leader of the opposition—the Premier—who will be after November 25th—laid before a gathering of citizens of Victoria, Esquimalt and Saanich, which filled institute hall to overflowing last night.

In a splendid speech the leader, on the eve of the campaign, as it turned out, placed before the electors a sound, well-conceived railway policy, a policy which would assist in the development of this province and of its vast resources. Mr. Oliver's speech was followed with the closest attention, and the frequent bursts of applause testified to the fact that he and the great party which he leads have the people with them on this question.

A lesson in the settling of public lands was drawn by Ralph Smith from the case of the prairie provinces. He showed how they were being filled as a result of the vigorous policy inaugurated by Hon. Clifford Sifton, and how this province had directly benefited from that in the creation of an immense and increasing home market for all that this province has to sell.

The land for the actual settler, the man who will go in and cultivate it, and the development of the province by railway construction were the two chief planks in the platform laid down by Mr. Oliver, a platform containing many other planks which appeal to the electorate.

Mr. Oliver illustrated his references to railway matters by a large map, which showed the lines for which the Dominion government has granted subsidies, the additional lines which a Liberal government in power in the province would assist and have carried to speedy completion, and extensions for which the Dominion is certain to clear a subsidy. The map made very clear how far the Dominion government has gone in giving to the province the very kind of better terms for which the government of Hon. E. G. Prior asked in 1903.

M. E. Jackson made an excellent chairmat. With him on the platform were John Oliver, M.L.A., Ralph Smith, M.P., Senator Riley, Senator Bostock and a number of leading Liberals of the city and district.

The Chairman.
The chairman expressed gratification at seeing so many of the electors present. It augured well for the future of politics and policy that the Liberal party was able to gather so many electors of the high calibre of those present with no election immediately in sight. Referring to the attendance of so large a number of ladies, Mr. Jackson said the time had come when women were entitled to their fair share of the rights of citizenship. Speaking generally he recalled the words of Lord Dufferin, spoken in this city in 1878, when he said British Columbia was the culmination and climax of confederation. It had remained until now for this wonderful province to come into its own. The great fields of the west were being settled by sons and daughters of Canada, who were now able to make a living at home instead of having to expatriate themselves as when the Conservatives were in power. This province had not derived all the benefit it should. It was in a sense shut off, with all its limitless resources and grand possibilities, it needed a Liberal government in power, with Liberal principles such as were exemplified by that good, honest man, John Oliver. (Cheers.) Its present government had simply drifted with the tide, and the province was sorely in need of a strong, progressive policy such as Mr. Oliver outlined.

Regret was expressed by the chairman that Hon. Frank Oliver, minister of the interior, was unable to have come on here. He read a telegram from the minister from Revelstoke, in which he said he had made his arrangements for returning east before he received the Victoria invitation. "I wish the Victoria Liberals all success, I am with them in spirit," Mr. Oliver concluded.

Senator Bostock.
Senator Bostock renewed his acquaintance with a Victoria audience, and recalled with pleasure memories of the 1898 campaign. Dealing with the land question the senator drew a sharp contrast between Dominion and provincial policies in this province. The minister of the interior had for some time, he said, been having the fullest information gathered as to the lands in the railway belt suitable for settlement, and then made readily available to all inquiries. In the case of the provincial government the policy seemed to be to keep the people off the land rather than get them on. Almost daily

(Concluded on page 12.)

ANNUAL ADDRESS TO THE SYNOD

BISHOP PERRIN ON DEVELOPMENT OF CHURCH

He Makes Pointed Remarks Relative to Provincial University.

(From Tuesday's Daily.) The regular annual meeting of the synod opened last evening at the cathedral when the charge was given by Bishop Perrin. Choral evening prayers preceded the charge.

"My reverend brethren, and brethren of the laity. On June 24th, being the feast of the Nativity of St. John the Baptist, the thanksgiving service in connection with the jubilee of the diocese was held in the cathedral. The diocese was held in the cathedral. The diocese was held in the cathedral.

Referring to the new church building required at Oak Bay, and to needed extensions in other parts of the diocese, the bishop said: "The laity of Victoria and Nanaimo will have to respond more liberally to the appeals for the diocesan mission fund, for under existing circumstances it would not be right to ask for any increase of the fund."

"Again, the drink traffic is still doing its dirty work. Lives are being ruined; there are few families in which there is not found to be one victim; the miserable habit of treating in saloons is still rife. Are we to acquiesce in the sale of this vile and poisonous liquor? Shall we not make a determined stand and be prepared to face the question?"

"There is the still more awful question of impurity. The havoc that is being wrought physically and morally amongst young and old through the terrible effects of lust may not be seen as clearly as the effects of strong drink, but they are far more widespread, and more terrible and far-reaching in the family life. Any public action, even where the law is flagrantly broken, is beset with danger. The only remedy is to teach the sinfulness of sin, and the power of God to help us to keep under the carnal desires of the flesh."

COUNCIL SEEKS MORE POWER

PETITION TO GO TO THE LEGISLATURE

(From Tuesday's Daily.) At last night's meeting of the city council the report of the legislative committee was submitted. This recommended a long list of suggested amendments to the present act and the same will be forwarded to the annual meeting of the Union of Municipalities to be held in a short time for approval.

"The work of the Columbia Coast mission will have a special report. No one could have foreseen that it would have grown in the way that it has with its three hospitals, four medical officers and a trained staff of nurses. The steamer Columbia, which by some was thought far too large and expensive, is now unable to cope with the work as it cannot regularly visit the camps, and is unsafe to cross the gulf to Texada Island in the winter."

"The work is well known throughout Canada and I am thankful to report that a telegram has been received stating that the M. S. C. C. has made a generous grant of \$3,000 towards the new hospital. This ought to make us as a diocese feel ashamed that we failed to send to the M. S. C. C. the amount we were asked to contribute last year. It is the first time that we have thus failed, and I do earnestly hope that we shall be able to collect more this year than the \$1,500 that has been appropriated to us."

"Your committee have, from time to time, pointed out that the governing power requirements of a growing city are insufficiently understood, and as Victoria is now peopled with 45,000 inhabitants, rapidly increasing, it should, your committee think, be impressed upon the Union to give due consideration to the needs of cities, more particularly adding to the local improvement machinery for the improvement and embellishment of the city highways and streets."

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PRINCETON SOON TO BE ON THE RAILWAY

Princeton, B. C., Oct. 18.—While the rail head has not reached Princeton station it is near enough to say that the town is now linked by two inseparable bands of steel with the rest of the world. The tracklayers were delayed with shortage of material but they are now within two or three minutes' walk of the center of town. The spur to the V.F.M. Co's coal mine will not be finished for about two weeks although the work is being pushed with all speed.

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"The work is well known throughout Canada and I am thankful to report that a telegram has been received stating that the M. S. C. C. has made a generous grant of \$3,000 towards the new hospital. This ought to make us as a diocese feel ashamed that we failed to send to the M. S. C. C. the amount we were asked to contribute last year. It is the first time that we have thus failed, and I do earnestly hope that we shall be able to collect more this year than the \$1,500 that has been appropriated to us."

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"There is the still more awful question of impurity. The havoc that is being wrought physically and morally amongst young and old through the terrible effects of lust may not be seen as clearly as the effects of strong drink, but they are far more widespread, and more terrible and far-reaching in the family life. Any public action, even where the law is flagrantly broken, is beset with danger. The only remedy is to teach the sinfulness of sin, and the power of God to help us to keep under the carnal desires of the flesh."

PRINCETON SOON TO BE ON THE RAILWAY

Princeton, B. C., Oct. 18.—While the rail head has not reached Princeton station it is near enough to say that the town is now linked by two inseparable bands of steel with the rest of the world. The tracklayers were delayed with shortage of material but they are now within two or three minutes' walk of the center of town. The spur to the V.F.M. Co's coal mine will not be finished for about two weeks although the work is being pushed with all speed.

HOTEL RE TO-DAY AND TWO TOTALLY INJURED... Was Totally Injured by Early Morning Fire... In a fire that gutted at Ballard early today... CAUGHT INS OF CHURCH... Bombs Which Destroyed the Structure... WATER HAD NARROW ESCAPE... Charged by Phantom While Talking... AT KAMLOOPS... sand Dollars is There by the Company... AT KAMLOOPS... sand Dollars is There by the Company...

COSTLY EXTRACT FROM COLONIST... APOLOGY DESCRIBES ARTICLE UNFOUNDED... Full Text of Published Retraction in W. T. R. Preston Case... FAREWELL SOCIAL TO SOOKE RESIDENTS... Presentations Made to Mr. Way and Miss Dewar for Church Services... OPTIMISTIC ON THE ISLAND... D. D. MANN TALKS OF RAILWAY PLANS... He Shows He Has Gone Very Fully Into the Whole Question... CONFIRMED: NOW SOCIETY... HULL CITIZENS MUST WALK... INSOLVENT SAVINGS BANK...

great colonizing organization as well as a railway system. "If our operations are extended to British Columbia and Vancouver Island," he added, "the same policy will be pursued."

Your committee recommend that amendments be sought of the local improvement clauses to meet the foregoing. Your committee have considered whether any increase should be suggested in respect of business license taxes. The subject is one which should receive serious attention, with a view of an equitable adjustment of the burden of taxation for municipal government, but save in the following, your committee do not at present deem it desirable to ask for any increased power.

GERMAN SPIES AT WORK IN FRANCE

ARRESTS MADE OF MEMBERS OF GANG

Paris, Oct. 20.—The police of this city are watching the Paris headquarters of a set of men believed to be at the head of a gigantic spying organization...

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Honolulu, Oct. 20.—A court of naval inquiry is being held at the U. S. naval station to ascertain who among the operators of the federal wireless system allowed certain figures regarding the speed tests of the Pacific fleet cruisers to "leak"...

GOOD TEMPLARS SIT AT NANAIMO

Grand Lodge Opens Sessions This Morning—Outlook is Encouraging.

Nanaimo B. C., Oct. 20.—The twenty-fourth session of the grand lodge of British Columbia, I. O. G. T., opened at Nanaimo last night in Temperance hall. Representatives were present from all provincial points...

After formal constitution of the convention, the lodge officers' reports were submitted. The grand chief, Rev. C. W. Whitaker, reviewed the work of the year, and suggested important matters to be dealt with at this session.

NOTICE TO MARINERS.

Change in Fog Alarm. On October 1st, 1909, the steam fog horn heretofore maintained at Carmanah station, west coast of Vancouver Island, will be replaced by a diaphone, operated with air, compressed by an oil engine.

The diaphone will, during thick or foggy weather, give three blasts of two seconds each, with intervals of two seconds between them. In each minute, as follows: Blast, 2 seconds; silent, 2 seconds; blast, 2 seconds; silent interval, 50 seconds.

The fog alarm building is a square wooden structure, painted white. It stands where the old fog horn building stood, in front of and below the lighthouse. The diaphone is elevated 127 feet above high water mark.

Uncharted Rock. Maurice McMicken, Esq., owner and master of the yacht Lotus, reports the existence of an uncharted rock in Vanguard bay. It is about three feet and is not marked by kelp.

From the rock, the west entrance point of Vanguard bay bears N. 76 degrees W., the east entrance point bears N. 23 1/2 degrees W., the larger of the small islands in Vanguard bay bears N. 17 degrees E., and the smaller island bears N. 66 degrees E.

TERRIBLE TYPHOON ON CHINESE COAST

Much Loss of Life and Shipping Destroyed—Communication Cut Off.

London, Oct. 20.—Hundreds of persons have been killed and much shipping destroyed by a typhoon which swept the Chinese coast, according to dispatches received here to-day from Macao, a Portuguese port near Hongs-kong.

All communication is out of commission and the damage done to the interior cannot be learned. Several small coast towns are reported to have been totally destroyed.

TO LINK ISLANDS BY WIRELESS STATIONS

Big International Scheme Proposed for South Seas.

On the arrival of the steamer Aorangi a month ago the Times reported that there was a scheme on hand to link the islands of the Pacific by means of a wireless telegraphy system. This news was confirmed yesterday by advices received from Melbourne by the steamer Marama.

"A system which has now been worked out has rendered it possible to establish communication between the various islands under British and British-Colonial control without assistance from stations on foreign soil. The stations under this proposal would be at Southport, (Queensland), Port Moresby (Papua), the Solomon Islands, Ocean Tonga, Rarotonga, and Doubtless Bay (New Zealand), each station being within communicable distance of one another.

"These proposals, however, have come to nothing, as it is considered desirable to keep the control of any system in the hands of Great Britain and her dominions.

"Now, watch what I'm going to do," said Hoag to Umpire Hildebrand. Hoag then stepped out of his box toward right field and tossed the ball to catcher who touched Smith seven feet from the plate. Hildebrand ruled that it was a balk and allowed the score.

GOOD MARKET FOR CANADIAN PEACHES

London Dealers Think They Should Be Packed to Prevent Bruising.

London, Oct. 20.—The Ontario government's exhibit of agricultural produce has arrived in splendid condition, especially the peaches, which Covent Garden fruit importers, having seen, think there is a good market in London for them. The only fault they found was with the packing, and they suggested the use of excelsior to prevent bruising the fruit, cotton batting being conducive of two much warmth,

OTTAWA TO COMPETE FOR SOCCER PRIZE

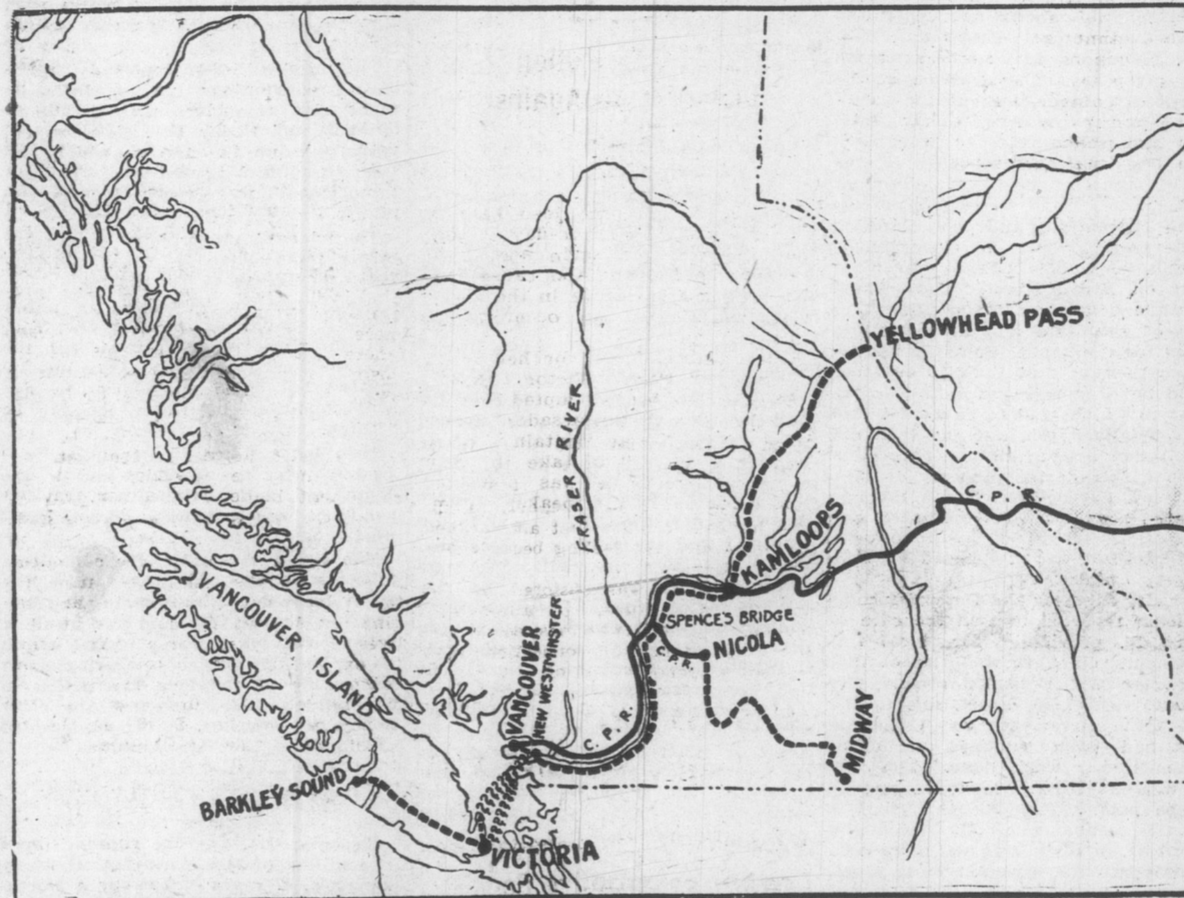
Team Will Play in Championship Matches This Year.

Ottawa, Oct. 18.—The Ottawa soccer team will play for the Dominion championship in Toronto on October 23rd and 25th. Arrangements have been made by which the Ottawa team play two games, the first with the Thistles and the other with the Britanniads.

A FINE POINT IN GAME DECIDED

Oakland Gets California Point on Interesting Decision.

Stockton, Cal., Oct. 20.—On a fine point of baseball, the Oakland team was awarded the 1909 pennant of the California State league by President Frank Herman over the protests of the Stockton management.



THE McBRIDE RAILWAY POLICY. Showing the line they propose to subsidize.

series of seven games was to decide the pennant race. The close of the series found each team credited with three victories with a seventh game in dispute, that game having been played in Oakland, Oct. 9th and won by Oakland.

JOHNSON OFF FOR NEW YORK TO-DAY

Will Be on Hand When Jeffries Arrives From Europe.

San Francisco, Oct. 20.—Jack Johnson, his manager, George Little, and Promoter Crofford left for New York to-day to be on hand when Jeffries arrives from Europe.

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MANY SEALS BUT FEW OTTER

SCHOONER PESCAWAHA HAS GOOD CATCH

Total Number of Seals for Season Less Than 3,500—Otter 18.

After lying becalmed for four days at the entrance to the Straits, sealing schooner Pescawha, Captain Bert Zalcom, arrived in port last night with 440 sealskins and two otter pelts with the 438 sealskins before landed makes a total catch for the season for the vessel 478 seal and two otter. He is the first to have taken more than forty to fifty more otter had he not been prevented from hunting by the American revenue cutter Bear, which sealed her guns in the neighborhood of Chirikof Island.

J. B. A. A. TEAM READY FOR VANCOUVER MATCH

Dance in Honor of Visitors Thanksgiving Evening Gala Affair.

J.B.A.A. ruggers are busy getting in shape for the big Rugby match that takes place at Oak Bay grounds, when the local club will line up against the crack McGill University fifteen of Vancouver.

ELECTRIFICATION OF C. P. R. LINE TO PHOENIX

It is Understood Plans Have Been Adopted to This End.

Phoenix, B. C., Oct. 19.—Some weeks ago it was stated that the Canadian Pacific railway management was investigating the feasibility of the electrification of its branch into Phoenix city and that, with the abundance of power at the front door, the construction of an electric railway system to handle transportation on boundary grades is but a matter of time.

STUDYING DATA OF EXPLORER

BOARD NAMED TO EXAMINE RECORDS

Washington, Oct. 20.—Three men were to-day appointed by the board of managers of the National Geographical Society to pass upon the data of Commander Robert E. Peary, with which the explorer hopes to prove that he was successful in reaching the north pole.

TERRIBLE

WOMAN

(From Steamer Steamship) Cried in port two hundred of freight, a she expert she has ever was washed firemen was the vessel in a collision his legs, and set at Bristol The vessel fully ill, and ship for some The vessel 27th, and as Sydney Head. The vessel was Mrs. Sampson caught by a sea lashed round in spite of the howling wind in a vain sea lady, but no both bound.

DRUNKEN FATHER FRIGHTENS CHILD

Commotion on Government Street Early Last Night.

Declaring that her father had threatened the life of her young brother and that she was afraid the boy was killed, a young girl seventeen years of age last night rushed into the Aaronson's curio store on Government street in an hysterical state and sought assistance. No sooner had she reached the store, and made known her distress than she fainted, falling to the floor.

FIRST WOMAN JUROR SITS IN LOS ANGELES

Judge Rules That She is Citizen and Capable of Serving.

Los Angeles, Cal., Oct. 20.—Mrs. Johanna Engleman of Santa Monica, was sworn in as a juror yesterday in Judge Houser's court. She will bear the distinction of being the first woman to sit in a jury box in the history of California.

GUATEMALA DISCLAIMS TO HAVE ABETTED TROUBLE IN NICARAGUA.

Washington, Oct. 20.—The minister of Guatemala has received an official denial from President Cabrera that the government of Guatemala has been aiding and promoting the revolution in Nicaragua. The denial was made following telegraphic news from Managua, in which it was asserted that Cabrera was actively engaged in stirring up the insurrection against Zelaya.

HEAVY LOSS FROM FIRE IN WINNIPEG

Winnipeg, Oct. 20.—Fire broke out shortly after noon to-day in the basement of the Consolidated Plate Glass Company on Fort street, just south of Portage avenue, originating in defective furnace.

SEAMEN'S INSTITUTE IS IN SIGHT

Committee Collecting Money for Much Needed New Building.

The second anniversary of the Vancouver Seamen's Institute has just been celebrated in Vancouver, Victoria has not yet commenced to build her, but the site is bought and paid for, and a committee of ladies is busy at work canvassing the city for funds.

CLAIMS \$5,000 AS PRICE OF ONE KISS

Seattle Hello Girl Suing for Value of One Stolen From Her.

Seattle, Oct. 20.—"One kiss \$5,000." That is the entry Miss Hazel Gill, an operator for the Independent Telephone company, made in her note book, under date of September 18th, to be charged to G. E. Palmer.

AUSTRALIAN VISITORS STILL IN CUSTODY

Letters of administration of the estate of Francis David were granted on the application of R. Lowe to William Morrison. The estate consists of personal property valued at \$45 and realty to the value of \$1,000, situated at Mayne Island.

NOTICE

Information marine at the Rosenfeld reef, has been removed off the reef, in position at Local paper Victoria, B. C. An occultation of the Copper Island the buoy on been withdrawn.

The death of Strathey of Immigration Currie was announced by Eastern Canada of the Industry more a very gift of Malacca city.

The funeral of Charles afternoon at Victoria Undertakers where service church there Clay. The large and many presented. The bearers: B. S. Tait, C. V. Morrison, in Colwood cemetery.

The funerals will be at 10:30 a.m. at the undertakers Rev. John G.

LEADER OLIVER STATES POLICY

(Continued from page 1)

was to be heard stories of would-be settlers going in to districts like the Nechaco and Bulkeley valleys...

Senator Bostock pointed out the value the Crow's Nest Pass railway had been in the opening up of the Boundary country...

In introducing the leader of the opposition the chairman paid a graceful tribute to his predecessor, J. A. Macdonald, K. C. The country could not have too many men of the highest qualifications...

The leader cheered. Mr. Oliver was greeted with a storm of cheers and applause which lasted for a couple of minutes.

The leader began by saying that no one but those who had had the pleasure of working with Mr. Macdonald could appreciate his sterling worth...

"We have come to what is probably a critical time in the history of British Columbia," continued Mr. Oliver.

"What is our provincial government doing to get British Columbia settled or developed? We have a province immensely rich in timber, minerals and fish...

"How Not to Settle Country." "What is our provincial government doing to get British Columbia settled or developed?" continued Mr. Oliver.

"I want to say right here that the position should be taken that if Premier McBride brings forth a policy which is to the benefit of the province it should be supported, because I believe in putting the interests of the province ahead of party (cheers).

"Mr. Mann is quoted in the Victoria Times to-night as saying that with a railway from end to end of this Island we could not keep people away from it with a shot-gun."

him pay for clearing it. If the Dominion government is giving land free to people who will use it they are more generous than our government...

"The policy of the McBride government regarding our natural resources is as bad. We have raw materials to build up one of the greatest manufacturing countries in the world...

"A government that realized its responsibilities would very quickly put legislation on the statute-books which would enable our people to purchase that on as favorable terms as foreigners can in our own markets."

Mr. Oliver went on to deal with the need of municipalities for larger revenue and the Liberal proposal that they be given power to collect their personal taxes now taken by the provincial government...

Speaking of better terms he compared the financial statement prepared by the government and that prepared by the auditor-general of Canada...

"In 1898 the Turner government entered into a contract for a line of railway to cross the province. Who signed it? D. D. Mann. Where is the railway? Again a contract was signed for a railway from 'Victoria to the Inland and out by Yellowhead Pass. The same D. D. Mann signed it, and where is the railway?"

"To-day we have D. D. Mann telling the people his grand project, a right through to Yellowhead Pass of less than half of one per cent. Where has the C. P. R. and its engineers been all these years that they have failed to do it? If this grand project is why are his surveyors working all through this winter to find a route?"

"On the other hand you have the policy of the Liberal party and the Liberal government to provide you, and all these subsidies available for the province to-day."

"We propose that the province shall take care of its own defence and well-considered scheme of defence to protect our own shores, so that we can show to the Motherland that Canada is able to take care of herself and help the Motherland in time of need."

"The Badger referred briefly to the McBride government's record on the Asiatic question, one of talking white and voting yellow, and pointed out that the Dominion restrictive measures were effective in controlling Oriental immigration."

"I should feel flattered by the attention the editor of the Colonist paid to my speech of a week ago, but I do not propose to allow any paper to publish untrue statements in regard to what I say."

of Hope we must have that railway connection. It is the Liberal policy to secure that and if we cannot get it otherwise to make that connection ourselves and reserve running rights for all railways which may desire to use it."

"Any proposal to build a railway which Mr. Mann may make is worthy of support—if we can get it on reasonable terms. But the government of British Columbia for some years past has followed a policy of fighting Ottawa on every sort of construction. The Dominion government, in providing subsidies, showed it was willing to give better terms."

"The policy of the provincial Liberals is to co-operate with the Dominion in securing all the railway construction necessary for the development of the province. Is the Dominion going to take a slap in the face from the McBride government—for this is what our friends over the Bay will propose. They will propose the building of the Canadian Northern. Now the Canadian Northern has no Dominion subsidy. If Mr. McBride's government desires to assist roads subsidized by the Dominion because the Dominion has subsidized them, is he going to be able to dictate to the government at Ottawa and get a subsidy for Macdonald & Mann for a line his government is assisting?"

"As to assistance to railways, I honestly believe if we gave half of what the Dominion does we would be giving material aid, but suppose we give \$3,000 a mile, that would be five millions for one thousand miles of railway, and we would have all these roads now subsidized by the Dominion under construction in a very short time."

"I propose to co-operate with the Dominion to get railway communication for this province, a policy exact contrary to that of the present government, which is one of fighting Ottawa, no matter what its effect upon the province. (Cheers.)"

Mr. Mann as a Contract Signer. "But suppose the province makes an agreement and no subsidy is granted by the Dominion. Mr. McBride saddles it on the Ottawa government, and attempts to blame them for any failure of it? I do not propose, however, that he will do this sort of thing any longer."

"Mr. Oliver should be supported in associating his provincial policy with the Dominion policy of Sir Wilfrid Laurier. (Cheers.) I am glad to see the Laurier government, cautious and conservative and careful, are taking care of the naval defence of this country. We must not have jingoism in Canada. It has always been the policy of the Liberals in England as here to take a cautious and careful view, and it is well for Canada that it has a Liberal government in power when first the country has to consider the question of naval defence, for I believe they will exclude from the consideration of the interests of the country Tory views always associated with it in the Old Country."

"We must have some careful and well-considered scheme of defence to protect our own shores, so that we can show to the Motherland that Canada is able to take care of herself and help the Motherland in time of need. I am pleased that it is the Liberal party in Canada that is to deal with that. I call on Mr. Oliver and the Liberal party to remember the interests of the Pacific coast on that question, and come to the Dominion government with a fair and reasonable appropriation towards the defence of this country." (Cheers.)

"John Oliver is an honest man. He could not have done the work he has done in the Legislature for eight or nine years if he was not honest. He has that strong British common sense and indisputable honesty that will make him a credit to the party and the country. He never intentionally makes a mistake against the people he represents, and with common sense, I am prepared to leave any business in his hands, and I see no reason why the intelligent people of this province should not be guided by his wisdom."

Ralph Smith was accorded a hearty welcome. He congratulated Mr. Oliver on his selection as leader, and his party on their choice, and said that before he left for Ottawa he desired to say a few words in support of 'Honourable John Oliver' and his policies. Mr. Smith advised the province to put in a government that would be in harmony with the government at Ottawa. Mr. Smith dealt with the two topics of land and railways. He pointed out the successful and statesmanlike policy of Hon. Clifford Sifton was not only building up the middle west, but was giving to British Columbia a home market, illimitable in extent. The land policy of Mr. Sifton was what had made British Columbia prosperous, and enabled the provincial government to secure a revenue. This was a policy which the Liberal party had opposed bitterly. Mr. Oliver showed his sagacity in desiring here to carry out a strong land policy and secure the settling up of the province. It had been shown by Mr. Oliver that the McBride government had done nothing to assist in railway development, whereas on the other hand the Dominion Liberal government had subsidized lines which would open up and develop large sections of the province. To the railway policy of the Dominion the Conservatives offered the same

OLD CHUM CIGARETTES Equal in quality to the well-known pipe-tobacco and specially blended for cigarette smoking. TEN FOR TEN CENTS.

ANARCHIST IS UNDER ARREST ORGANIZER MAY BE DEPORTED TO MEXICO His Wife Alleges that Southern Republic Will Take His Life.

MONTANA INDIANS SAVED FROM STARVING United States Officials Take Prompt Steps to Rescue Band.

"Los Angeles, Oct. 20.—The life of L. Gutierrez de Lara, the Mexican Socialist organizer arrested as an alien anarchist in Los Angeles yesterday on orders from Washington, is sought by the Mexican government, was alleged to-day by De Lara's wife.

DR. COOK'S TRIP TO MOUNT MCKINLEY Will Take Months to Get Ready and May Cost \$20,000.

RECLUSE AT SPOKANE LEFT LARGE FORTUNE Shoemaker Who Was Believed to Be in Poverty Died Rich.

KING OF SPAIN IS IN DEJECTED MOOD Many Threatening Letters Are Being Received at His Palace.

MAIL CARRIER PAID SALARY OF CENT A YEAR Covered Eight-mile Route for Twenty Years—Has Lost Job.

JURORS SHOULD NOT BE DRIVELLING IDIOTS Should Not Hang Up Their Brains With Hats, Says Judge.

SPokane, Oct. 20.—Tucked away in an old lard pail in the safe of Frederick Hoss, a Colville, Wash., shoemaker, who died at that place several days ago, was to-day found \$4,000 in gold, currency to the amount of \$2,500, a deposit book showing a credit of \$4,000 in the First National Bank of Colville and city and county warrants and other securities aggregating \$35,000.

London, Oct. 20.—The Daily Chronicle's Madrid correspondent asserts that owing to the Ferrer agitation, King Alfonso is much dejected. He is suffering from insomnia and is almost a prisoner in the palace, having abandoned his daily outings.

Spokane, Ill., Oct. 20.—Since 1881, a period of twenty-eight years, a man who has been carrying the mails over an eight-mile route at an annual salary of one cent, has lost his job. It was not from any neglect of duty that this employee of the government was ruthlessly severed from the pay roll. Neither is there any evidence that he was unwilling to continue longer the duties of his position, for he worked as long as his penny a year was forthcoming.

Chicago, Oct. 20.—In speaking of his proposed trip to Mount McKinley, Dr. Cook said: "This expedition is one of two things that I have got to do. The other is to make a trip to Etah to recover my instruments and I must prepare for that trip as well as my expedition to Mount McKinley."

Galena, Ill., Oct. 20.—Since 1881, a period of twenty-eight years, a man who has been carrying the mails over an eight-mile route at an annual salary of one cent, has lost his job. It was not from any neglect of duty that this employee of the government was ruthlessly severed from the pay roll. Neither is there any evidence that he was unwilling to continue longer the duties of his position, for he worked as long as his penny a year was forthcoming.

London, Oct. 20.—County Court Judge Barry passed some severe strictures on jurors during the trial at Naas, County Kildare, of a man named John Bushill, who was charged with assaulting a child named Winifred Workman, the daughter of a sergeant-major in the Royal Field Artillery at Newbridge.

Ferr Hanslian has reached Zurich after a journey of 40,000 miles on foot around the world. He left Vienna seven years ago with his wife, who has since died, and his little daughter. He intends to claim a wage at Vienna which, he says, he has won.

Lever Brothers, Toronto, will send you free a cake of their famous Plantol toilet soap, if you mention this paper.

VOL. 3... NO P... Develop... Offer... How far... Vancouver... long resolution... ing of all... ver Island... at Nanaimo... At that... offered by... admirably... way on the... full below... Before off... Luginin add... terms quoted... follows: Mr. Luginin... to see that... that the gov... railway pol... should appro... After dwell... making Van... part of a... Luginin read... Whereas, v... tain transac... panies will... government... ing their in... bla; and, Whereas, v... British Colum... railway in... construction... has been gr... Whereas, v... population a... ern Mainland... share of the... and, Whereas, v... actual produc... port of nat... points on t... and, Whereas, v... ways to dev... lying dorma... Whereas, v... LAST... OF P... WAS CON... A... Spanish... sage v...