

RURAL HIGH SCHOOL ENTRANCE EXAMINATION
List of Those Through Province Who Passed

The rural high school entrance results for the province were announced yesterday. The results are as follows:
No. 1, embracing Victoria and adjacent islands; No. 2, embracing West Kootenay; No. 3, embracing the Vancouver and Lower Fraser valleys; No. 4, embracing the north coast and Cariboo; No. 5, embracing the interior.

INSPECTORATE
Embracing Vancouver islands—Number of candidates, 9; passed, 4.
Embracing the Vancouver and Lower Fraser valleys—Number of candidates, 2; passed, 1.

Embracing West Kootenay—Number of candidates, 5; passed, 3.
Embracing the Vancouver and Lower Fraser valleys—Number of candidates, 2; passed, 1.

Embracing the north coast and Cariboo—Number of candidates, 2; passed, 1.

Embracing the interior—Number of candidates, 1; passed, 0.

Embracing the interior—Number of candidates, 1; passed, 0.

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Embracing the interior—Number of candidates, 1; passed, 0.

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Embracing the interior—Number of candidates, 1; passed, 0.

Buy Your SCREEN DOORS AND WINDOWS
Now, while Our Stock is Complete
Screen Doors ALL SIZES
Light, strong and serviceable, oak grained, each \$1.25

FRESH Alberta Creamery BUTTER
30c lb.
Preserving Fruit the Feature of Our Windows.

De Laval Cream Separators
are the choice of creamery men and the world's experts on dairying and dairy machinery.

DOMESTIC AND FARM LABOR ARE ESSENTIAL
Capt. Phillipps-Wolley Says Lack of Them Will Arrest Island's Progress

Boundary Mines' Output
Phoenix B. C. July 9.—Last week's Boundary mine output for the month of July was slightly larger than the week before, which was a new record.

DOUBLE DROWNING
Two Men Lose Their Lives in the Kootenay
Wardner, B. C. July 2.—(Special correspondence)—A very sad drowning accident occurred at about 5:30 p. m. on Tuesday afternoon in the Kootenay river, north of Kamloops, B. C.

BAMBOO PLANT CAN BE CULTIVATED HERE
Experiments Made by Japanese Gardener at Gorge Prove Successful

Case of World vs. Province Will Head List of Non-Jury Trials
SUIT AGAINST IMPERIAL BANK
Alex. Ewen, Pioneer Cannery Operator of New Westminster Passes Away at Ripe Age

SHIPBUILDING AT ROYAL CITY
New Westminster, July 9.—It is practically settled, although the city council has not yet given its final assent, that the Royal City shipbuilding plant will be a site for a shipbuilding plant situated on the west end of Lulu Island.

FRUIT BADLY INSPECTED
Over Half of the Consignments From California Have Been Condemned
Vancouver, B. C., July 10.—Over half of the fruit imported into British Columbia from California this season has been condemned by provincial fruit inspectors.

"WALKER'S" WHISKY
THE STANDARD of HIGHEST EXCELLENCE. It is ABSOLUTELY PURE, and MELLOWED by GREAT AGE.

PROTESTS AGAINST THE POSTAL SERVICE
James Forman Asks Board of Trade to Take the Matter Up

THE ALPINE CLUB
Lagan, B. C., July 9.—The Alpine club is in camp at Paradise valley, in the Selkirk range, near the base of Mount Temple.

TROUT ARE PLACED IN PROSPECT LAKE
Shipment From Fraser River Hatcheries Passed Through Yesterday

An epidemic is killing thousands of sheep in Wyoming.
The average Russia there is only one village school for 12,000 persons.

RURAL HIGH SCHOOL ENTRANCE EXAMINATION

List of Those Throughout the Province Who Passed Test

The rural high school entrance examination results for the province were announced yesterday by the department of education.

INSPECTORATE No. 1.

Embracing Vancouver and adjacent islands—Number of candidates, 80; passed, 30.

INSPECTORATE No. II.

Embracing the lower mainland—Number of candidates, 137; passed, 55.

INSPECTORATE No. III.

Embracing East and West Kootenay—Number of candidates, 46; passed, 15.

INSPECTORATE No. IV.

Embracing Yale, Lillooet and Cariboo—Candidates, 82; passed, 33.

INSPECTORATE No. V.

Embracing the lower mainland—Number of candidates, 137; passed, 55.

INSPECTORATE No. VI.

Embracing the lower mainland—Number of candidates, 137; passed, 55.

Embracing the lower mainland—Number of candidates, 137; passed, 55.

Lillooet, South—Number of candidates, 2; passed, 1; Clarence S. Edges, 551.

Maple Ridge—Number of candidates, 17; passed, 4; Amos V. Hampton, 623; William D. Reid, 590; Walter Reddeliff, 568; Irene Roy, 565.

Mission Centre—Dunach—Number of candidates, 2; passed, 1; James C. Bailey, 617.

Mission Centre—Ferdale—Number of candidates, 2; passed, 1; Donna L. Hungerford, 718.

Mission Centre—Huntington—Number of candidates, 2; passed, 0.

Mission Centre—Kensington—Number of candidates, 2; passed, 1; Leonard E. Collisshaw, 688.

Mission Centre—Tolmie—Number of candidates, 2; passed, 2; Robert S. Watson, 665; Dorothy Astle, 649.

Mission Centre—Saanich, North—Number of candidates, 4; passed, 0.

Mission Centre—Saanich, North (east ward)—Number of candidates, 4; passed, 0.

Mission Centre—Saanich, North (west ward)—Number of candidates, 3; passed, 0.

Mission Centre—Saanich, North (east ward)—Number of candidates, 4; passed, 0.

Mission Centre—Saanich, North (west ward)—Number of candidates, 3; passed, 0.

Mission Centre—Saanich, North (east ward)—Number of candidates, 4; passed, 0.

SLANDER CASE BEFORE THE SUPREME COURT

Evidence Was Taken Yesterday in the McFarlane-Garnett Suit

The action brought by Major McFarlane against W. Frances W. Garnett to recover \$5,000 damages for criminal libel through the publication in the Victoria Times of a letter written by the plaintiff reflecting on the plaintiff's character in the civil sittings of the Supreme court before Chief Justice Burton, and when adjournment was taken last evening was still in progress.

The letter was published in the Times on Wednesday, October 31st, 1906, under the date of October 27th, and the statements made therein were in connection with the cattle killing at Cobble Hill. The parties to the action are neither living near Duncan. Major McFarlane was prosecuted on a criminal charge for shooting a cow belonging to Mr. Garnett, and was tried by Judge Harrison, who dismissed the case. Subsequently the offensive letter was written. F. P. C. and S. Perry Mills, K. C., are looking after the interests of the plaintiff, while E. V. Bodwell, K. C., and H. D. Helmcken, K. C., represent the defendant.

A number of witnesses were examined yesterday. Major McFarlane gave his version of the killing of the bull, contending that it was done in self-defence. He had been provoked by cattle on his premises and drove them off. Subsequently he again had to drive them away when the bull charged him and he shot it to protect himself. Other witnesses examined were Arthur W. Clayton, a neighbor, a boy named Willie Hawkins and the defendant, F. W. Garnett. The defence aims to prove the statements made at the time of the prosecution of the major, and which were reiterated in the letter on which the libel suit is founded. At adjournment Mr. Garnett was still on the stand.

REDUCTION IN POSTAGE CAUSES INCREASED SALES

About One-Third More Matter Being Received From Old Country Than Formerly

A result of the rate of postage on British Columbia publications coming into Canada has increased the volume at the Victoria post office about one-third. The bags of magazines averaging 60 pounds each arriving in the British mails three times a week has increased from three to four.

Whether the increase in the volume of the British mails three times a week has increased from three to four, the increase in the volume of the British mails three times a week has increased from three to four.

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MOUNT ROYAL WRECK IS TO BE DYNAMITED

Remnant of Sternwheeler to Be Removed from Channel—Two Killed by Explosion

The marine department has notified Capt. Johnson, of the wrecked Mount Royal, of the Hudson's Bay company, to have the remains of the vessel blown from out of the way of other craft, by dynamite. So far as heard no other bodies have been located.

Further notices regarding the disaster received in private dispatches show that Chief Engineer Madigan and his assistant, Mr. Good, had very narrow escapes from the wreck. Mr. Madigan floated down the canyon on some debris and clung to a rock for four hours before he was rescued. A dispatch from Aberdeen cunnery at the mouth of the Skeena river, says: "First Officer Lewis and Fireman Fryman were killed by the explosion of the boiler of the Mount Royal. The explosion occurred when the vessel struck turtle and the members of the crew were carried under."

"Joseph Offit, deckhand of the Mount Royal, said that when he was floating through the Canyon on the wreckage of the sternwheeler, he swam bravely towards him, but the young man was carried under in a whirlpool and disappeared. Offit was on the upper deck handling lines when the vessel turned completely over, carrying him under. When he came to the surface he found himself near some wreckage. He would depend on persons he climbed on the upturned bottom of the boat.

"A small boat with two lady passengers, Mrs. Phillips and Miss Tomlinson arrived at Eslington early this morning, having traveled nearly all night. They were brought down by Indians and two of the deckhands. A larger canoe, with part of the crew and several other passengers, arrived at 10 o'clock this morning, bringing the body of a man who had been killed. The remains were turned over to W. A. Wadhams, who will have the body placed in a sealed coffin for forwarding to the Princess Beatrice, which sailed here this morning on her way north.

The survivors of the wreck today declare that it was simply miraculous that everyone aboard was not drowned. All speak in glowing terms of the bravery and presence and good of Captain Johnson and the splendid discipline of the crew during the few minutes of imminent peril.

"It is believed that the engines of the vessel can be recovered from the after part of the hull, which is stranded on a bar at the foot of the Canyon. The steamer Northwest, which has for several days been undergoing repairs here for injuries to her bow and stern, will be sent to take the engines of the Mount Royal, which will leave tomorrow for Hazelton, the Hudson's Bay steamer on the Skeena run for the remainder of the season."

CHINESE TO STOP SMOKING OF OPIUM

Edict Against the Poppy Came Into Force Monday—Much Interest Here

On Monday last, which in China was the first day of the sixth month of the 27th year of Kwangsu, the new anti-opium edict came into effect and Chinese in Victoria are much interested in its enactment. While the edict will, of course, not be effective here, efforts will be made by prominent Chinese of the local colony to put down opium-smoking. A branch of the Anti-Opium Society recently organized in China will probably be organized in Victoria. This society proposes to furnish medicine to confirmed opium smokers to counteract the effects of the drug.

The new edict aims to put down opium smoking within ten years. For the present all opium dens in Chinese cities will be closed and an arrangement made whereby the smokers must apply in person to the authorities for opium. Arrangements will be made so that each outfit will be stamped with the photograph of the smoker. The amount required will be registered at all places where the drug is sold, and each smoker will be compelled to furnish government stamps with the amount required by him daily. This amount will be gradually reduced.

"So you think the agitation for rail connection with the mainland should be continued?" Mr. Ritchet was asked. "Keep up the good work. I am heartily in sympathy with you. Success will crown our endeavors at no very distant date."

MR. RITHE'S VIEWS ON RAILWAY PROJECT

In the Main He Agrees With With Case As Stated By Mr. Paterson

"In the main, I heartily endorse the views of Mr. Paterson respecting the question of rail connection with the mainland," said R. P. Ritchet, when interviewed by a reporter for the Colonist yesterday.

"Where he urges that an immediate necessity exists for such a line of railway I think he has said so accurately, though I have not gone into the matter of the inadequacy of the present facilities to any particular extent.

"For more reasons than one it is opportune to press the agitation for the consummation of the project. Never before in its history has British Columbia been regarded so favorably as a field for investment; and, personally, I am strongly of the opinion that if popular sentiment is shown to be sufficiently strong in favor of the scheme, capital could easily be interested to the extent of forming a company to initiate the enterprise.

"I do not quite agree with Mr. Paterson when he says that the road would be a paying proposition from the commencement. It would depend upon revenue to a considerable extent upon wheat hauled from the prairies destined to the markets of the Orient. I would not anticipate that such volume of business would be very great for a considerable period. However, this is but a minor difference of opinion. In respect to the carrying of wheat, I may mention that I have always been of the opinion that a point worth investigating is whether it would not pay the farmers of the north-west to ship much of their wheat destined to Europe via the Pacific seaboard. I am not possessed of full information on this phase of the situation, but I believe that it might justify the farmers to meet the extra haulage charges and send their wheat by rail rather than pay elevated rates during the winter months, when the opening of navigation on the great lakes. By this method the wheat would be on shipboard bound round the Horn instead of being in the elevators; and to this extent would the process of marketing it be expedited.

"So you think the agitation for rail connection with the mainland should be continued?" Mr. Ritchet was asked. "Keep up the good work. I am heartily in sympathy with you. Success will crown our endeavors at no very distant date."

FINDS GOLD NUGGET IN CHICKEN'S CROPP

Interesting Find by Victoria Woman While Preparing Fowl for Dinner

Douglas Hallum of 33 Douglas Street called at the Colonial office yesterday and exhibited a decided curiosity in the shape of a double egg or an egg within an egg. The outer appearance of the egg presented no possible clue to its strange contents, which consisted of the ordinary meat of an egg with the addition of another perfectly formed smaller egg covered with a shell as firm as the other covering. Mr. Hallum contemplates handing it over to the museum.

Ottawa, July 10.—The department of mines has a Swedish expert, W. Lindeman, investigating the iron deposits on the west coast of Vancouver Island with a view of reporting how far they are workable. It is only a question of time before that section of British Columbia will be a great centre of metallurgical industry, as is near at hand, and there is every chance of creating a great iron centre there.

Water for Fair Grounds. The city council will likely place a new water main from the city limits to the agricultural grounds in the near future. The matter is a necessity as the present main does not furnish sufficient water for the track and for the animals which will be stabled at the grounds during the fair. There will be little trouble in completing the work in time as there are two full months before the commencement of the exhibition.

Architects Are Busy. There never has been a time when so much home building is going on as now. There must be a very great increase in population for no one seems to be moving out, so far as the city is concerned. A reporter for the Colonist, yesterday morning, another delivered himself along the lines of the contractors of

Old Country Dress Tweeds

Regular Price 90c and 75c. On sale today

A Truly Superb Bargain Offering

DRESS GOODS SAVINGS absolutely without precedent in the annals of Victoria merchandising, combined with the extraordinary quality, which plays almost as important a part as the ridiculously low price that features this great July Sale.

Headquarters for Dress Goods. Dents' Gloves. Milliners Dress-making Etc., Etc.

Hot Weather Food

What more enjoyable and nourishing for hot weather than biscuits? Always dainty, always handy.

HUNTLEY & PALMER'S. Dinner Rolls, 40c; Salt Wafers, 65c; Navarre, 25c; Cherry Wafers, 50c; Campaign, 25c; Silken Wafers, 25c; Dinner, 50c; Short Bread, 65c; Diet, 40c; Philadelphia, 75c; Osborne, 30c; Alaska Wafers, 40c.

JACOBS. Butter Cream, 30c; Italian Wafer, 30c; Marie, 30c; Angelica Macaroon, 40c.

DIXIE H. ROSS & CO.

Independent Grocers 111 Government Street

Sailors from England. A draft of 52 sailors arrived in the city yesterday from Portsmouth, England, from H. M. S. Pembroke to reinforce the complements of the Shearwater and Egeria. They came in on the Princess May from Vancouver having travelled across the continent by the C. P. R. About half will be assigned to each vessel and when the Shearwater sails for Behring sea next week to commence her patrol work here she will have a crew of over a hundred men. The men for the Egeria will be held at Portsmouth till that date.

Suit Over Piece of Land. In the county court today before Judge Lampan a suit brought by David Maxwell et al. against Joseph Tahoney to determine the ownership of a small plot of land of about two acres cent on Salt Spring Island and worth about \$100 will be continued. The case was partly heard yesterday. The parties to the action are all half-breeders. The plaintiff claims the land by virtue of a sale from Adolphus Trage, the owner of crown grant, but the defendant maintains that the land is his by prescription. He has had 20 years undisputed possession. H. G. Lawson is appearing for the plaintiff, while E. A. McPhillips, K. C., is counsel for the defendant.

Water for Fair Grounds. The city council will likely place a new water main from the city limits to the agricultural grounds in the near future. The matter is a necessity as the present main does not furnish sufficient water for the track and for the animals which will be stabled at the grounds during the fair. There will be little trouble in completing the work in time as there are two full months before the commencement of the exhibition.

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability
27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST
One year \$1 00
Six months 50
Three months 25
Sent postpaid to Canada, United Kingdom and United States.

RAIL CONNECTION.

Mr. Drury favors us with another letter. He thinks that we have not been fair to him in representing that he is in favor of a policy of delay. We take his word for it, and we are as much in favor of prompt action as he is, and are sorry to have put him in a false light. We think this has occurred because we have not understood each other. Mr. Drury seems to have been under the impression that the Colonist has been agitating for the immediate construction of a bridge at Seymour Narrows, whereas what we have been working for is "a full and exhaustive survey" by the Dominion government of the route. Mr. Drury was opposing prompt action in respect to such a survey, when it appears that all he was objecting to was the delay in the construction of a bridge. We wish it distinctly understood—it is not necessary to say this to Mr. Drury because he already knows it—we have no quarrel whatever with our correspondent upon any of the points involved. He knows that we understand him to be working for the same result as we are. The differences of opinion between us are such as are likely to arise in the discussion of any large project.

We asked Mr. Drury some questions a few days ago, which we are sorry that he has not found it convenient to answer categorically, but we must take what he chooses to say with that. He does not think that the survey recommended by the Commission on Transportation would be of any practical value. He says that it would not have the slightest influence upon the Grand Trunk Pacific, the Great Northern or the Canadian Northern, and he claims that he has ample data to show the feasibility of the route. We refer to the letter itself for Mr. Drury's own language. Our correspondent does not appear to appreciate the situation as it was laid before the Transportation Commission. It was substantially as follows: Four railway companies have the powers, which, if they choose to exercise them, will bring their lines on to Vancouver Island, or, if they have not the powers already, they can procure them. These companies are: The Canadian Pacific, the Grand Trunk Pacific, the Canadian Northern and the Vancouver Island. There is probably only one good route whereby the Island can be reached, and this route must be common to all four roads, if they wish to participate in the great business which will be developed on the Island. This common route the Commission thought ought to be owned and operated by the Dominion government so that no one railway company could have a monopoly of it to the disadvantage of the others, and so that all present and future companies would have free access over a neutral line to the ports of Vancouver Island. Upon such a route being made the government would be in a position to say it was a route, which would be followed, possessed such advantages that all the transportation companies, having lines to central or northern British Columbia, would be likely to want to use it. If this fact were established, the government might then announce that it would supply a route which would venture to say that such a declaration would have a potent influence upon the policy of all the railway companies mentioned and of others now in process of organization. Mr. Drury thinks that existing data show the feasibility of the route, which is quite true, but there is a difference between mere feasibility and great practical advantage. We regard it as highly probable that such a survey as the Commission recommended would show such an improvement over the route followed by Mr. Marcus Smith that the government would be at once justified in determining upon the construction of the line to connect the Mainland and the Island. If the data at present available demonstrate that a first class route exists, then we think the Dominion government ought long ago to have been urged to take up the question of constructing such a connection, so that all the railway companies might have their services available to them. We do not mean that construction should be begun, but that the government should declare its policy to be to construct it. Our correspondent asks us some questions, which we shall refer to very briefly, although they do not appear to be exactly pertinent to the subject at the present stage. We believe it is the duty of the provincial government to devise a railway policy, in which the Dominion government, with the great northwestern section of the province ought to form a part. What shape government assistance ought to take is a matter for consideration. Times have changed since the British Columbia project was before the public and even since Mr. E. G. Prior's plan was proposed, so that the Colonist does not feel itself called upon now to advocate assistance of the same nature as it favored then. We are very heartily in favor of the principle of a judicious guarantee of the bonds of railway companies. This plan proved a great success in Manitoba, and cost the province nothing. It could under wise precautions be just as great a success in this province. Mr. Drury's fourth question involves the discussion of other things than the desired railway, and so we leave it unanswered.

AN APPEAL

Christ Church, Fernie, wants to erect a hall equipped with attractions for young men, so that they will have some other places of resort than saloons, gambling dens and brothels. It says that Fernie cannot provide the money. We think the Crown's Nest Pass company could well afford to do so. We believe it is the duty of corporations employing hundreds of men to have some care for their physical and moral welfare. If the company has been appealed to and has not given a favorable response, it is in its duty; and if the rich men who own stock in the company have not come forward with the needed assistance to the church in its honest and unselfish taking, they have failed in their duty. But that does not lessen the duty of the people in other places. Fernie has many things to provide and not too much money to pay for them. In the proposed work the Church of England deserves help from other more

fortunately situated places. We ask the people of Victoria to send in subscriptions. In view of the many people to whom an appeal has been made, we do not suppose that large individual amounts are needed, and it would be better any way for a number of people to give small amounts, as it would show that the interest in the work is widespread. If any Colonial readers care to contribute they may send the money to this paper and it will be forwarded to the rector of Fernie.

MR. MCBRIDE'S FUTURE.

Eastern papers are discussing very seriously the probability of Mr. McBride's entering the field at the next Dominion election as an opponent of the Templeman. There is probably no reason for supposing that he entertains any such idea. The provincial arena is that in which for the present he works, and he has the least desire to abandon it. At the same time we have recognized that there are some influences stronger than any one's will, and it is within the range of probability that the Conservative party of Canada may put such pressure upon him as to enter the wider field that it may be difficult for him to decline. The Colonist has no authority whatever for expressing Mr. McBride's views upon this or any other subject. It is possible that this may be as good a time as any to define what its relations to the provincial government and its members are. It supports those gentlemen because it believes it is in the public interest that they should be continued in power, but it does not claim upon any occasion to express the views unless it says so in so many words. We observe that in an interview in Toronto Mr. McBride is reported by the News of that city to have said that the Conservative party might see his services at Ottawa he will be "obliged to obey the call of duty." This is exactly the position taken by the Colonist without having any information whatever as to Mr. McBride's ideas, but solely from a general idea of what might reasonably be expected of any public man. We do not see why Mr. McBride will oppose Mr. Templeman at the next election, even if he enters the federal arena at that time. The same considerations besides Victoria which would be glad to have him represent them at Ottawa.

The Colonist would regret very much if the call of duty should take Mr. McBride out of the provincial field. As we said in a recent article, there is a great work to be done in this province, and we think it worthy of the ambition of any man in public life in Canada. There are great problems of a practical kind to be worked out, and we believe that Mr. McBride has been proved by events to have been a very wise one, we only state what must be the universal sentiment of all who keep close to the facts of the events. It had the effect of breaking up many political ties of long standing, but it strengthened the hands of his strong administration was the one thing needed by British Columbia. It had become necessary to do a very unpopular thing, namely, to curtail expenditures to the lowest possible limit. A ministry without a support, that could have been depended upon, would hardly have been able to do this. We think that we only state what is fair and just in saying that the improvement in the province has been a great one, and that the decision of Mr. McBride at the local election was a wise one, and that the formation of a government, and in the next place to the excellent judgment exhibited by himself and his colleagues in administering the affairs of the province. We do not wish to be understood as claiming that none of the improvement is due to the general government of the Dominion, in which the whole of Canada has happily shared.

AS TO WATER

Mr. F. B. Gregory sends us a letter about the manner in which the civic authorities of the city of Victoria in the great business which will be developed on the Island. This common route the Commission thought ought to be owned and operated by the Dominion government so that no one railway company could have a monopoly of it to the disadvantage of the others, and so that all present and future companies would have free access over a neutral line to the ports of Vancouver Island. Upon such a route being made the government would be in a position to say it was a route, which would be followed, possessed such advantages that all the transportation companies, having lines to central or northern British Columbia, would be likely to want to use it. If this fact were established, the government might then announce that it would supply a route which would venture to say that such a declaration would have a potent influence upon the policy of all the railway companies mentioned and of others now in process of organization. Mr. Drury thinks that existing data show the feasibility of the route, which is quite true, but there is a difference between mere feasibility and great practical advantage. We regard it as highly probable that such a survey as the Commission recommended would show such an improvement over the route followed by Mr. Marcus Smith that the government would be at once justified in determining upon the construction of the line to connect the Mainland and the Island. If the data at present available demonstrate that a first class route exists, then we think the Dominion government ought long ago to have been urged to take up the question of constructing such a connection, so that all the railway companies might have their services available to them. We do not mean that construction should be begun, but that the government should declare its policy to be to construct it. Our correspondent asks us some questions, which we shall refer to very briefly, although they do not appear to be exactly pertinent to the subject at the present stage. We believe it is the duty of the provincial government to devise a railway policy, in which the Dominion government, with the great northwestern section of the province ought to form a part. What shape government assistance ought to take is a matter for consideration. Times have changed since the British Columbia project was before the public and even since Mr. E. G. Prior's plan was proposed, so that the Colonist does not feel itself called upon now to advocate assistance of the same nature as it favored then. We are very heartily in favor of the principle of a judicious guarantee of the bonds of railway companies. This plan proved a great success in Manitoba, and cost the province nothing. It could under wise precautions be just as great a success in this province. Mr. Drury's fourth question involves the discussion of other things than the desired railway, and so we leave it unanswered.

THE ALL RED LINE

The Times last evening said: "Lord Strathcona is not so sanguine of the success of the all-red line as he ought to be." On a preceding page of the same issue our contemporary had a news item more than a column in length, the head lines of which were: "Strathcona on All-Red Line Schemes' Value as a Bond of Empire—Hopeful of its Early Realization and Confident of its Success." The matter following this heading justified it, and tells us that the Canadian High Commissioner is full of ardor for the new scheme; hopeful of its early realization, confident of its success, and of the immense benefits it will bring to the British Empire.

After speaking of the Atlantic portion of the project Lord Strathcona deals with the Pacific part, and the article says: "Lord Strathcona is equally interested in the Pacific part of the scheme, and he is equally anxious to be also prepared to contribute her proportion. New Zealand and Australia both welcome the All-Red route, but they want at least 20-knot boats on the Pacific which would shorten the journey by about three days and a half as between Vancouver and Australia, and by about eight days as between London and Australia. Sir Joseph Ward held out hopes that New Zealand would contribute at least £100,000, and that the Dominion wealth would doubtless give proportionately. Canada is ready with a contribution equal to that of the United Kingdom for the new service to Halifax."

We have read his Lordship's statement twice over and cannot find a word in it to justify the opinion that he is any less sanguine than the head lines in the Times indicate. But our esteemed contemporary has a mission to turn the head lines into enthusiasm. It knows Lord Strathcona's mind better than that gentleman mind himself. It has the keenest eye for the wealth of new enterprises of any newspaper in either ancient or modern times. We are beginning to understand new our contemporary's attitude towards everything progressive. There is one thing, however, upon which it would be interesting to be enlightened,

namely as to whether its editorials or the local columns express its views. The local columns in this instance are in hearty sympathy with the views and opinions of Sir Wilfrid Laurier; the editorial columns think confidence of success is premature.

PROVINCIAL FINANCES.

The Vancouver Province prints a statement to the effect that there will be a surplus in the provincial treasury for the financial year just ended of a very remarkable amount. It is to say what the surplus will be, or how the accounts are not all in yet, but our information is that the balance of the year's operations will be a very handsome one, although whether it will be more or less than a million no one is in a position to say. The amount, we are satisfied, will be one that will be pleasing to the people of British Columbia, as well as an eloquent testimonial to the wisdom of the policy of the McBride administration, and a proof of the able manner in which the late Mr. Templeman has handled the finances. The change that has come about in four years is very remarkable. In 1903 the province was able to devote terms to the province; in 1907 the government is independent of all financial institutions for the public money. We do not desire to make any claim for our political friends, which the facts will not fully justify, but not even the most hostile critics of the administration can honestly deny that this change has been a very large measure due to the late Mr. Templeman, who have been in charge of provincial affairs during the last four years.

The improved condition of the finances is due in part to the courage of the government administration which the government government with an exceedingly embarrassing financial situation. It required considerable pluck to determine upon a policy of rigid economy, and to carry it out. A weaker man than Mr. McBride would have been unequal to the task. Many friends had to be disappointed in expectations of expenditures, in themselves reasonable enough, but beyond the ability of the government to handle at that time. It may be doubted if any premier could have accomplished what was at that time necessary, if he had not had behind him in the legislature a party bound together by stronger ties than those which have been formed since before the year 1903. When we say that the resolution formed by Mr. McBride, when he was called upon by Sir Henry Joly to form a government, to do so upon strict party lines, has been proved by events to have been a very wise one, we only state what must be the universal sentiment of all who keep close to the facts of the events. It had the effect of breaking up many political ties of long standing, but it strengthened the hands of his strong administration was the one thing needed by British Columbia. It had become necessary to do a very unpopular thing, namely, to curtail expenditures to the lowest possible limit. A ministry without a support, that could have been depended upon, would hardly have been able to do this. We think that we only state what is fair and just in saying that the improvement in the province has been a great one, and that the decision of Mr. McBride at the local election was a wise one, and that the formation of a government, and in the next place to the excellent judgment exhibited by himself and his colleagues in administering the affairs of the province. We do not wish to be understood as claiming that none of the improvement is due to the general government of the Dominion, in which the whole of Canada has happily shared.

The excellent financial position of the province not only will very favorably affect the question of the province as a province, but it will benefit the people of the province individually. It will enable more to be undertaken in the way of public works by its great influence will be upon the estimation in which the province will be held by the investing public. Stable political conditions coupled with an overabundant treasury will inspire confidence in the country at home and abroad. The relation between a well established public credit and good investment credit is much more than many people suppose. We do not mean that any person can buy goods to better advantage when a government is in the market than they do when not, but only that business enterprises command better attention in the money markets of the world when a country is financially prosperous as its public affairs than they do when conditions are otherwise. British Columbia's reputation will be enormously enhanced by the splendid showing which the Finance Minister will be able to make in respect to the transactions of the province during the fiscal year just closed.

WANING LIBERALISM

In an interview which he gave the Press at Montreal on his return from London, Hon. Richard McBride is quoted as saying: "I do not hesitate to say that the Federal Liberal party will have to make a very hard fight in British Columbia at the next election if it is to retain a single seat in that Province." That this is an accurate estimate of the situation here will be inclined to dispute, and to none is this more obvious than to Liberals not blinded by partisan prejudice. It is very interesting to inquire into the causes contributing to the decline of Liberalism in British Columbia. The electorate have two chief grievances which have alienated them from the withdrawal of the confidence previously placed in the Laurier Government. They feel that they were grossly deceived by certain of the party leaders

in respect to the matter of the early construction of the Grand Trunk Pacific railway. It is still fresh in the memory now, when the people of this Province urged that in all fairness it ought to be stipulated that work should begin on this coast simultaneously with the commencement of construction on the eastern section. Leading Liberals were loud in their expressions of a determination to see that full justice was done in this respect. They promised that if elected from Mr. Hays, President of the Grand Trunk Pacific, showing that it was intended to begin work in British Columbia at an early date. The hopes of the people were raised by these promises; and just to the exact measure of their expectations may be computed how great was their disappointment in realizing that they were deceived by false promises. It is but the bald truth to say that the people of this Province have practically "cut out" of their immediate calculations the Grand Trunk Pacific as a project for the development of British Columbia. The course that the line is going to be built, that it will be a most important factor in the opening up of the country, but they have ceased to concern themselves about the commencement of construction from this end.

Not at all secondary in importance to the disappointment felt because of the reasons just mentioned, the resentment aroused at the attitude of the Laurier Government and certain Liberal party leaders in this Province to determine upon "cutting out" of their immediate calculations the Grand Trunk Pacific as a project for the development of British Columbia. The course that the line is going to be built, that it will be a most important factor in the opening up of the country, but they have ceased to concern themselves about the commencement of construction from this end.

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WEILER BROS.
HOME, HOTEL AND CLUB FURNISHERS—VICTORIA, B.C.

ABOUT OUR SILVERWARE

If you imagine that the only departments of this store are Furniture, Carpets and Crockery you are mistaken. We are COMPLETE home furnisners and not the least important department of the big establishment is the Silverware Department. Our stock of all sorts of silverware for table use is one of the most complete to be seen anywhere in the West. We also stock largely in Sterling Silver goods such as Manicure Sets and all such articles, Souvenir Goods in Spoons and other little articles, and lots of other lines that heaps of folks never imagine we keep.

We would like you to come in and stroll through this department at your leisure. There are hundreds of dainty pieces on display. There is a point to keep in mind when buying these lines here—though you get the first quality goods from the foremost makers, you don't pay the "exclusive" prices of the "exclusive" dealers.

Meriden Silver-Plated Hollow Ware

Pickle Casters, ten styles, \$1.50 to \$5.00	\$5.00	Shaving Mugs, \$4.00, \$4.50 and ..	\$5.00
Butter Dishes, \$4.50, \$5.00 and ..	\$5.50	Bread Boards, silver mounted ..	\$5.00
Fruit Stands, \$4.50, \$5.00, \$6.00 to	\$8.50	A. D. Coffee Spoons, doz ..	\$4.00
Cake Baskets, \$4.00, \$4.50 to ..	\$7.00	Tea Sets, 5 pieces, \$30.00 ..	\$25.00
Cake Plates ..	\$4.50	Chocolate Pots ..	\$7.50
Bread Trays ..	\$3.75	Bon Bon Trays, \$1.50, \$1.75 and ..	\$2.00
Child's Cups, \$1.00 to ..	\$1.25	Nut Bowls ..	\$5.00
Napkin Rings ..	\$1.00	Soup Tureens ..	\$12.00
Knife Rests ..	\$1.50	Cheese Scoops ..	\$1.75
Individual Casters, Salt and Pepper, \$1.75 to ..	\$3.00	Fruit Knives, dozen \$4.50 to ..	\$12.00
Salt and Pepper Shakers, pair 40c., 50c., \$1.25 to ..	\$3.00	Butter Knives, each ..	\$2.50
Bake Dishes ..	\$7.50	Dessert Knives, doz ..	\$6.00
Card Receivers ..	\$2.50	Berry Spoons, \$2.00 to ..	\$2.50
Cigar Jars, \$5.00, \$6.00 and ..	\$7.50	Gravy Ladles ..	\$1.50
Soap Boxes \$1.50 ..	\$2.50	Sugar Tongs ..	\$1.50
		Salt Spoons, each ..	\$3.00
		Oyster Forks, dozen ..	\$6.00
		Olive Spoons, each ..	\$1.00

"1847 Rogers Bros." Silver-Plated Flat Ware

We are the largest importers of this celebrated ware in British Columbia, and carry a full line. Our illustrated catalogue shows several designs with prices of each. Sent free on request.

ROGERS BROS. KINGS PATTERNS—
Very heavy, looks like solid silver and will wear almost as well.

Tea Spoons, per dozen ..	\$6.50	Avon, Windsor, Tipped, Lotus and Vesta	are names of the other patterns of Flatware, Spoons and Forks, of which we carry the full line.
Dessert Spoons, per dozen ..	\$10.00	Tea Spoons, per doz. \$4.00 \$5.00	
Table Spoons, per dozen ..	\$12.00	Dessert Spoons, doz., 6.00 7.00 8.50	
Dessert Forks, per dozen ..	\$10.00	Table Spoons, doz., 7.00 8.00 9.50	
Table Forks, per dozen ..	\$12.00		

Some Items from the "Sterling" Stock

Sugar Spoons, at each \$1.50, \$1.75, \$2.00 and ..	\$2.50	Baby Spoons at each \$1.75 and ..	\$2.00
Butter Knives, each \$2.50 and ..	\$3.00	Match Safes, at each \$3.00, \$3.50, \$4.00	
Bon Bon Tongs, each ..	\$3.00	Vases, at each \$1.00, \$2.00 and ..	\$3.00
Sugar Tongs, at each \$3.00 and ..	\$5.50	Coffee Spoons, at per doz. \$8.00 ..	\$10.00
Sugar Sifters, each \$3.00 and ..	\$3.25	Tea Spoons, at per dozen ..	\$16.00
Cream Ladles, each \$2.00, \$3.00, \$3.25		Table Spoons, at per dozen ..	\$40.00
Salt Spoons, at each ..	50c	Table Forks, at per dozen ..	\$40.00
Salt and Peppers, per pair, \$1.50, \$2.50		Butter Dishes, at each ..	\$8.00
		Child's Cups, at each \$6.00 and ..	\$7.50

China Racks \$2.50 Up



China Racks \$2.50 Up

"Old Hickory" Here is an Ideal Summer Furniture



"Old Hickory" Here is an Ideal Summer Furniture

Nothing enters into its construction but hickory, the strongest of American woods. The bottom and backs are plaited by hand, of the inner growth hickory bark, which can be stripped from the trees only at certain seasons of the year.

This hickory bark is of far greater strength than any other seating material. The product is delightfully rustic in appearance.

A dining room in city or country that hasn't in its walls a china rack lacks somewhat in pictorial effect, as viewed in the light of fashion.

For the display of steins, flacons, plates, tankards, cups and saucers and many other things as well. The display can be changed as fancy dictates.


We have some nice racks in Weathered Oak ranging in price up from \$2.50.

Lightning Freezers from \$2.75 Up

Its remarkable ease of operation accounts for a saving of time, both in making a cream that's distinctly light, delicious and velvety—and noticeably superior in richness and purity to any you've ever bought.

Mechanically balanced gearing assures speedy response of the famous Wheel Dasher and Automatic Twin Scrapers to the merest efforts of a child of ten.

Other features incorporated in the LIGHTNING FREEZER are—the finest falls made, with electric welded wire hoops that can't fall off, and drawn steel can bottoms that won't dent, leak or fall out. The LIGHTNING FREEZER for convenience, economy and durability—always.



Beside Ice, Cream, hundreds of frozen desserts can be quickly and cheaply made in

Lightning Freezer

RUNS EASY.

A Carload of Iron Beds Just Put Into Stock

Sole Agents for the "Ostermoor" Mattress

WEILER BROS.
HOME, HOTEL AND CLUB FURNISHERS—VICTORIA, B.C.

Try Our Satisfactory Mail Order Service

GOVERNMENT REFUSE

Marconi Company Must Out From Coast

PERMISSION IS NOT

No Land Stations Can Without Consent of Authorities

Contracts are being drafted, commissioner of graphs for the Dominion for the construction of government stations, which will be equipped with the Shoenon wireless telegraph stations. Vancouver, C. F. F. stations and be house towers is complete point arrangements. It is understood that the government may refuse to allow the establishment of wireless telegraph stations on this coast. In order to wireless telegraph stations must be secured from the government by private license. In order to wireless telegraph stations must be secured from the government by private license. In order to wireless telegraph stations must be secured from the government by private license.

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RAIL TO VANCOUVER IS NECESSITY

SITUATION IN BRIEF

- (1) A great and immediate need exists for the construction of a line of railway from Vancouver Island via Seymour Narrows to the plains of Alberta.
- (2) The facilities at the disposal of the Canadian Pacific Railway company are inadequate to the present business conditions in this province, to say nothing of future development.
- (3) It is demonstrable that a line of railway from Vancouver Island to the northwest would pay from the start, did not carry a pound of freight east save timber, nor a single passenger.
- (4) Any plans of the Grand Trunk Pacific Railway Company and the Canadian Pacific Railway Company which do not include such a line of railway via Seymour Narrows will be entirely inadequate to meet the situation.
- (5) Not only are the people of Victoria and Vancouver Island vitally interested in seeing such transportation facilities provided, but the business interests of the whole province are equally concerned.
- (6) A demand should at once be made by the people of British Columbia that the C. P. R. build westward from Edmonton, via Bate Inlet and Seymour Narrows, and failing compliance with this demand, a strenuous endeavor should be made to secure the consummation of the project by some other method.

Trumpet Call to Action, Is Sounded by T. W. Paterson—Progress of Province Is Being Retarded by Inadequate Transportation Facilities

Here are summarized, the vital points of an argument presented to the Colonist yesterday by T. W. Paterson of this city. That gentleman is competent to speak with authority on transportation matters is universally admitted, his long experience as a practical railway man making him eminently well qualified in this respect. In this connection it may be mentioned that Mr. Paterson gave evidence before the Royal Commission on transportation which met in Victoria a couple of years ago and with D. R. Ker assisted in preparing the report which embodied the recommendations that a further and exhaustive survey be made of the route for a line of railway from Vancouver Island to the plains of Alberta.

Mr. Paterson is emphatic in insisting that the progress of not only Victoria and Vancouver Island, but the whole province is being retarded owing to inadequate transportation facilities. He said:

"Regarding the construction of railway lines from Vancouver Island to the plains of Alberta and other provinces, it must be apparent to anyone who has given the matter any thought that it is impossible to do the increasing business of British Columbia over a single pair of rails as at present. A railway from Vancouver Island, by way of Seymour Narrows, is required at once to relieve the congestion of business on the existing transportation lines.

"It is a well known fact that at the present time the capacity of the Canadian Pacific Railway is taxed to its limit and it is quite natural to suppose that the business of the province is going to increase at a much greater rate in the future than it has in the past. In order to handle the timber business alone it is necessary that other railways should be in the field as soon as possible.

"A line of railway from the north end of Vancouver Island would have its terminus in the midst of the great timber areas of the island and even if no other business offered, the revenue from timber alone would be sufficient to pay all fixed charges and operating expenses of the railroad as soon as completed.

"It is a fact that is well known to a great many people in the Province, that the limit of our present Pacific railway company has already been reached. It is therefore imperative that a line of railway from British Columbia should have its terminus at the earliest possible moment.

"It might also be said that long before the timber business was exhausted the island and the northern part of the coast would be developed, and will furnish an enormous volume of business to any railway operating in that locality.

"It may be argued that the timber would furnish traffic only in an easterly direction, but with the enormous increase in population in the western portion of the island, and the expansion of the Orient market for wheat there is no doubt that before the road could be completed there would be a surplus of wheat in sight to load every westward that has been loaded with lumber going in an easterly direction.

"The plan of the Grand Trunk Pacific railway company and the improvements proposed by the present Canadian Pacific railway company on the mainland will not remove the situation. The terminus of the Grand Trunk Pacific railway is too far north to handle the lumber business to advantage. The present main line of the Canadian Pacific railway is a long way south of the largest bodies of timber on the island and on the mainland, and any improvements that can be made to the line of the Canadian Pacific railway would be totally inadequate to handle the immense volume of business in sight, even at the present time.

"The people of Victoria Vancouver Island and the whole Province of British Columbia are vitally interested in seeing that proper transportation facilities are provided in the future, and in order to be able to market properly our immense timber resources we should have the best and most direct line that can be got from our timber areas to the provinces east of the Rocky Mountains.

"The most feasible solution of the difficulty would be the extension of the Canadian Pacific railway from Edmonton by way of Yellowhead Pass to Bate Inlet and a demand should be made by the people of the Province of British Columbia that this extension be built at once.

"In view of the fact that the C. P. R. company received a subsidy from the Dominion amounting to at least \$70,000,000 per mile for every mile of railway built under their contract with the government, and that the people of this province contribute very largely to that subsidy and have been paying excessive passenger and freight rates for many years, it is not asking too much to demand that the company furnish the means of transportation suitable to the requirements of the country served by them.

"In the event of their refusing or failing to give the relief, an earnest endeavor should be made by the people of Vancouver Island and the coast portions of the province, to secure the construction of a railway at the earliest possible moment by some other method.

"In this connection it might be interesting to mention that the contract originally signed between the Canadian Pacific Railway Company and the Dominion government provided that the line of railway should extend this province by the way of Yellowhead Pass. This was afterwards changed to a more easterly route, and through an impossible country, adopted the construction of a system of wagon road grades and tramway curves for twenty miles in the original contract, the company saved an expenditure of several millions of dollars, if the original route had been adhered to in this portion of the province, notably Cariboo, would have been at least twenty years further advanced than they are at the present time, and the furnishing of adequate transportation to the coast portions of the province would have been very much simplified.

"The people of Vancouver Island naturally expect and would get strong support for the project from many lumber and other industries, as a much shorter and better route, so far as grades and curvatures are concerned, would be made available.

"In the event of the Canadian Pacific railway falling or refusing to construct the line, the project would be a feasible one for an independent company, as they would have connection at Edmonton with three transcontinental lines, and, as already stated, the railway would pay from the commencement.

"It is time for the people of British Columbia to awaken to a realization of the true situation. Why, on the one hand, the Pacific railway being completed, necessity is still felt for still another line of railway from the Pacific seaboard to tap the northwest Province. So great is the development of the population pouring in that it will inevitably follow that projected development will be short of the actual necessities of the country. Now is the time for action.

"So far as the Dominion government is concerned, it would be very difficult to get the people of the eastern provinces that which portion of the line which could only be looked upon as a rival to the Grand Trunk Pacific, an actual necessity at the present time. But the C. P. R. were taken hold of by a private company and the needs of British Columbia and the needs of the provinces represented there is no doubt but that the government would assist the road by a material subsidy, as lumber is one of the necessities of the people of the northwest.

Barney Oldfield Released

Portland, Ore., July 9.—The complaint filed against Barney Oldfield, the automobile driver, charging him with swindling the public by means of an alleged automobile race, the most of which has been withdrawn. Oldfield having made a written statement of his conduct with the affair which was satisfactory to the complainant. Oldfield was blamed for the failure of the race meet.

Five Boys Drowned

Bangor, Me., July 9.—Six Bangor boys recently went to Hersey Retreat at Sandy Point, to spend the summer. As they were invited to take a sail across the bay, a heavy squall, with a sudden squall and was capsized. Lauront D. Hall, of Bangor, one of the party, was rescued by a tug. The other four boys and none of the bodies have been recovered. The victims were members of prominent families.

TELEGRAPH COMPANIES

Action in Court Regarding Alleged Combination

New York, July 9.—Attorney General Jackson yesterday made application to Justice Platzek, of the New York State Supreme Court, for the appointment of a referee to take testimony on the alleged telegraph combination of the Postal Telegraph and Cable Co. and the Western Union Telegraph Co. The alleged combination is to be formed for the purpose of operating a combined telegraph service in this and other States. He declared that he was about to grant the application, but that the combination and the alleged telegraph companies be ordered to testify before the referee as to the existence of the alleged combination. Acting on the petition filed by Attorney General Jackson, Justice Platzek appointed R. Dunham Moffat, of New York, referee in the matter. The Attorney General's allegations, which were taken hold of by a private company and the needs of British Columbia and the needs of the provinces represented there is no doubt but that the government would assist the road by a material subsidy, as lumber is one of the necessities of the people of the northwest.

UNHAPPY ENDING TO VOYAGE BEGUN WITH PLEASANT PROSPECTS

CAUSE OF THE VESSEL STRIKING

Members of the Crew Entrapped When Steamer Overturned—Rescue of Survivors From Island

Further particulars received yesterday from Kitelesla in special dispatch to the Colonist, state that the wrecked steamer Mount Royal struck and lifted three feet on the ledge on the rock in the canyon, and a gangway was then run out and the passengers taken to the shore. Before other lines could be got out the swift-running current turned the stern of the vessel around and turned her over, the broken hull being swept down the canyon upside down. Four of eleven men who were in the stern which she turned over escaped from the wreck as she made her way down the river.

As far as can be learned no further bodies than that of Archie Willis, steward, have been recovered. Enquiry was made at the Hudson's Bay Company's office yesterday, but the local manager refused to give any further information.

The last message from Capt. Johnson, who was on board, was that the steamer was on the point of striking the canyon at a narrow gorge, and Ring Bolt Island is in the shape of a triangle, two sides of which are steeply rising. Vessels line up the other side when ascending.

A number of years ago a small barge lined up the river, met with disaster at the narrow gorge, the current caught the boat and overturned, it eight men on board being drowned. The steamer Pheasant was wrecked there last year by a party of ten men. It is probable that another steamer will be built to replace the wrecked steamer.

Those familiar with the scene of the wreck say the canyon at the point where the Mount Royal struck is a narrow gorge, and Ring Bolt Island is in the shape of a triangle, two sides of which are steeply rising. Vessels line up the other side when ascending.

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FOR UNIFORM SYSTEM OF RAILWAY ACCOUNTS

Department at Ottawa Adopts U.S. Rules for Canadian Roads

Premier McBride on Way Home

Ottawa, July 9.—The statistical branch of the Department of Railways has decided to adopt the uniform United States rules respecting railway accounting and make them applicable to all Canadian railways, so that railway statistics over the continent will be on the same basis for comparative purposes. The change is operative from July 1st.

Premier McBride left here yesterday and was joined by Mrs. McBride, who has been visiting friends in Winnipeg. They left for Toronto last night. The Premier started direct for home. When here in Ottawa, he said he was well pleased with the results of his mission to England. He said nothing would be done in the way of the Colonial office's proposed increase of Ottawa's population. He reported that the local provincial election, which he had rather strongly about it. If I paid them back in their own coin I might do some little good or rather I might do some harm. He said he would have to obey the call of duty.

The trade and commerce department has received reports from J. S. Larkie, agent at Melbourne, Mr. Larkie says trade in New Zealand is recovering in New Zealand. The harvest will not be an average one. The prospect for the year was too dry. The leather trade is good. Developing a secure trade, most of its own is to be exported to Canada. The population of New Zealand increased from 714,182 in 1896, to 908,728 in 1906. Mr. Larkie gives figures to show that Canada's trade with Australia is increasing. In 1906 Canada exported to Australia \$203,761, an increase of \$27,770 over 1905. The imports from Canada from Australia were \$72,588, an increase of \$29,400.

The Commercial Travellers' association of Canada wants Thanksgiving day to be observed on Monday, instead of Thursday, as heretofore. It is much better for the mercantile community.

Hon. Wm. Templeman denies that the railroads people have a monopoly of the "wireless" business in British Columbia.

Extensive discoveries of coal have been made in the Rockies near the Yellowhead pass by a party of geologists by the German Development company, of Montreal.

Ottawa is getting alarmed by the incursion of wild animals. A lynx five feet long, was shot at Sandy Hill the other night.

The building of plans for the new departmental buildings has commenced.

An order has been issued by the railway commission providing that there must be a fire extinguisher at either end of passenger coaches, which must be of a pattern approved by the commission and recharged every three months. There is a penalty of \$25 for non-compliance. Trestles must be carefully inspected and provisions made for the removal of fires from the smoke stacks of engines.

GUGGENHEIMS TO INVADE

Believed They Have Control of Big Interior Group

PROPERTY TO BE IN VESTED

A recent arrival from Victoria reports that the Guggenheims are believed to have control of a big interior group of mining property. It is believed that the Guggenheims have secured the control of a big interior group of mining property. It is believed that the Guggenheims have secured the control of a big interior group of mining property. It is believed that the Guggenheims have secured the control of a big interior group of mining property.

POLICE ROUNDING UP COUNTERFEITING GANG

Men Arrested in Several Places and Photographic Outfit Secured

Ottawa, July 9.—The Dominion police have made a splendid round-up of Charles Burke, head of a gang of counterfeiters, arrested at Lindsay, with his outfit, while simultaneously, A. Boyeau and R. Winn were corralled at the Soo, with a hundred spurious Traders Bank fives in their possession. The gang had been counterfeiting Traders Dominion and Bank of Montreal bills.

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BIG MARKET OPEN FOR CANADIAN FRUITS

Interview With Dominion Commissioner Race Who Returned by Steamer Moana

NEW ZEALAND EXHIBIT IS OVER

Vancouver Police and License Commissioners May Appoint Special Officers to Enforce By-Laws

Vancouver, July 9.—That a tide of immigration will set in from New Zealand to augment the growing numbers of those coming to British Columbia from European countries is the substance of a statement made yesterday by T. H. Race, who returned from New Zealand on the Moana yesterday. Race has been in the Pacific islands for some months in connection with the Canadian exhibit at Christchurch, as special representative of the Dominion government, and he declares that he has witnessed a keen interest among the New Zealanders in the advantages afforded immigrants in Canada. He says that many are already closing up their affairs and are preparing to come to Canada for the present conditions, rising with the tide of progress in this province. Thirty immigrants arrived in Vancouver yesterday, and a hundred and fifty others had to postpone their move, because of the inability of the steamer to afford accommodation.

FIRE AT VANCOUVER

Dry Kiln and Sheds of McNair Shingle Company Burned

Vancouver, July 9.—The dry kiln and sheds of the McNair Shingle Company's mill at Hastings, with about 1,200,000 shingles, was entirely destroyed by fire yesterday afternoon. The loss is estimated roughly at some \$100,000. The fire broke out at about 10:30 p.m. and was first observed coming out of the shed of the mill. The kiln at that time was burning with a fire of about 12:30, when the mill had been closed for the dinner hour. How it started is not known, but it is thought it was caused by a spark from the burner, as it originated in the green end of the kiln, whereas had it been from overheating or any internal cause, it would have surely have begun in the dry end.

Luckily the wind was blowing away from the mill, and as there was a space of about eight feet between it and the kiln, the mill was never in any great danger. Nevertheless, the men from the mill and from Kirkpatrick's and Trythall's mills close by, turned out and with hose and pump kept the salt water playing upon it so that they could keep the flames confined.

TELEGRAPHIC TE-UP APPEARS IN PROSPECT

Strike at Chicago and Other Eastern Cities Is Threatened by Union

Oakland, July 9.—Following the refusal of Assistant General Superintendent Miller, of the Western Union Telegraph company, to meet a committee of the striking telegraph operators, President Small of the Commercial Telegraphers' Union of America, will leave to-morrow for the east, where he will carry a strike effort to Chicago and other eastern cities.

Mr. Miller refused to let the committee enter his office, but sent a note stating that he would meet them, as individuals if they sought re-instatement, but would meet no union man as such.

President Small, of the Telegraphers' Union, is much disappointed at the failure of a peace conference, issued the following statement: "I feel relieved from further responsibility, inasmuch as I have been present before and after the strike occurred, to bring about a conference. In the future we will have to pay less attention to the feelings of our employers, and on our fight with more determination and with the one object in view of trying to bring them to their senses, until they are willing to meet us in a peace conference. Future movements will be forcible and decisive."

Chicago, July 9.—The indications tonight that a peace conference between the commercial telegraphers and the companies will be fought out in Chicago. A message tonight from President Small to the executive committee of the Commercial Telegraphers' Union of America, who left for San Francisco with Labor Commissioner Neill last night, would be ordered to return to Chicago.

PROVINCIAL SUBSIDIES BILL IN THE LORDS

Sir Wilfred Laurier Tries to Have Objectionable Phrase Re-instated

London, July 8.—The bill to amend the British North America Act, 1867, the object of which is to increase the Dominion subsidies paid by the Dominion to the several provinces, has passed through all its stages in the house of commons, and is now before the lords. The bill is introduced by the Colonial Secretary, Mr. McBrice, and is known as the "final and unalterable" bill. The bill is introduced by the Colonial Secretary, Mr. McBrice, and is known as the "final and unalterable" bill. The bill is introduced by the Colonial Secretary, Mr. McBrice, and is known as the "final and unalterable" bill.

WAR POSSIBILITIES FOR UNITED STATES

Congressman Hull Thinks His Country Would at First Lose Ground

Des Moines, Ia., July 9.—"Neither Japan or the United States wants a war at this time," said Congressman J. T. Hurd today. Mr. Hurd is chairman of the military committee of the house of representatives. "There is a big element in Japan who would welcome a war, but the ruling classes are too wise to pick a quarrel with the United States.

"If there is war we will at first lose the Philippines and the Hawaiian Islands, but we would triumph in the end, for the United States would build warships and fight out a victory. We are only nation which can conduct war and get rich at the same time."

Akron, Ohio, July 9.—The Sterling Company at Braberton is in receipt of an urgent request from Washington to rush to completion as rapidly as possible the boilers for the battleships of the navy. The plant will be ready for operation until the boilers are completed.

SUICIDE AT CRANBROOK

Cranbrook, B. C., July 5.—Solon D. Book, employed at the sash and door factory here, and living at a nearby boarding house, wrote on a large piece of cardboard, in a clear and steady hand:

"My will is with W. W. Kidd, of Grimsby, Ont. Bury my body beside my mother at Grimsby. Be good to my cousins, and to Mrs. Merritt, who are mentioned in my will."

Having placed this in a conspicuous position he shot the greater part of his face away with a large bore Winchester, and then, after a few moments, he fell back on the floor where it was found by the police officers, Morris and Dow.

It appears that Book was working out a patent for a rotary engine, and believed that a number of women were trying to buy into the patent, but with a view to finding out the secret of his invention. He told a companion that he would make an end of his troubles by shooting himself, but no notice was taken of his threat.

GOVERNMENT COAL MINING

Saskatoon, July 9.—A. McLeod has returned from a tour of inspection in the Interior. He was accompanied by Premier Scott on the possibility of the government opening a coal mine at Eagle Lake near Fall River, and also at the mouth of the St. Lawrence. Mr. Scott said he was opposed to the principle of the government operating a coal mine, but under the circumstances would develop a coal mine, if it proved a good one.

RESCUE OF PASSENGERS

The next important step in the terrible catastrophe was to rescue the survivors who were lodged on the island between the raging waters. The right hand channel is used in going up by

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HOSE REEL

Point of their immediate service. It would be better to give their experience early days of the city. With the gentlemen who were in the majority have since retired after years of

Among the ex-chiefs of the department living in our city are Samuel Kelley, A. Borde Burnes. Of the old union

JOHN GRANT

Colonist in its issue of Saturday, 20th July, 1907, published an interesting paper on the history of the department, in part, read as follows: It is a difficult position place the chief of a great history of the people he is inducted with for thirty years praise are usually considered as those who stand on and view our work from

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UNIFORM SYSTEM OF RAILWAY ACCOUNTS

Government at Ottawa Adopts U.S. Rules for Canadian Roads

MR. MCBRIDE ON WAY HOME

Agents Report on Growth of Trade With Australia and New Zealand

July 9.—The statistical department of the Department of Railways decided to adopt the new U.S. rules...

Trade and commerce department received reports from J. S. Larkie, in Sydney, and D. P. Ross, agent in Melbourne...

Wm. Templeman denies that recent people have a monopoly in wireless business in British Columbia...

POSSIBILITIES FOR UNITED STATES

Congressman Hull Thinks His Country Would at First Lose Ground

Moines, Ia., July 9.—Neither the United States wants a "this time," said Congressman Hull today...

Disturbance in France. July 9.—Dispatches from the French report the situation following serious...

GUGGENHEIMS TO INVADE ISLAND

Believed They Have Secured Control of Big Interior Group

PROPERTY TO BE INVESTIGATED

Preparations For Work Now Under Way—Location is Near Alberni

A recent arrival from Alberni reports that there are indications that the extensive development work on the Big Interior group of mines is soon to be commenced...

Herewith are views of some of the chief apparatus of Victoria fire department taken in front of the headquarters hall on Cormorant street...

Coltonist in its issue of Sunday, January 20, 1901, published a very interesting paper on the history of the Victoria fire department...

Point of their immediate friends in the service. It would be better for some of the ex-chiefs of the volunteer days to give their experience during the early days of the city...

Among the ex-chiefs of the fire department living in our midst are: Simpson Duck, Joseph Wriglesworth, Samuel Kelley, A. Borde and T. J. Burrows...

a considerable distance, the most important valley being that extending to Ash Lake on the north-east.

The general extent of the lake is east and west, and it is about twenty-five miles long by a mile or so wide. At its western end two creeks are found...

The Big Interior claims are reached from the head of the small lake referred to by following up a small second basin, slightly to the north of the main basin, about a quarter of a mile. The head of this second basin is hemmed in on three sides by precipitous cliffs a thousand feet high on which are situated very little attention...

Practically this entire face, some 4,000 feet wide by 1,000 feet high, shows the strong red color due to iron stain, while at the base there are thousands of tons of the same rock which have been mined by the action of the elements...

still alive I remember working with Lewis Lewis, R. Homfray, Major Hayward, Joe Levy, H. E. Levy, Richard Hall, M.P.E., Aid. John Hall, F. Norris, J. Loewen, W. Harrison, E. Howarth, F. Miller, E. J. Salmon, H. Mansell, H. L. Salmon, L. F. Bauman, L. G. McQuade, A. A. Aronson, H. Gribble, E. Williams, H. Gayden, C. A. Lombard, F. Allitt, W. Wilson, J. W. Bland, T. Shotbolt, Joshua Davies, John Crowther, R. Savage, G. E. Smith, T. Geiger, C. Sehi, F. Shakespeare, L. Mark, R. Harris, W. H. Huxtable, H. F. Bishop, E. H. Hall, on upper Yates street...

Fletcher, J. Flewin, John Coughlin, G. Creed, W. F. Fullerton, L. Goodacre, J. R. McKenzie, W. J. Deasy, C. Bush, H. P. McDowell, G. H. Maynard, H. Richardson, J. W. Switzer, E. Hodges, T. H. Hodges, E. North, A. E. Carter, and a number of others whose names I cannot recall at the present moment...

A girl seventeen years old has accomplished the extraordinary feat of ascending a church spire 200 feet high, in the teeth of a gale of wind. A steeplejack had undertaken to ascend the spire of All Saints, Hereford, the highest in the west of England...

apparatus and a limited number of firemen it was a difficult proposition to keep the fire losses within bounds. The first move was the introduction of an up-to-date steam fire engine, followed by the purchase of an aerial truck...

SEALING PATROL HAS TAKEN A NEW PHASE

Japanese Warship Musashi Reported Ordered to Behring—Russian Cruisers Guard

H. M. S. Shearwater which is to leave Monday for the Behring sea on a sealing patrol cruise, will be one of a numerous fleet in northern waters this year...

"The mineralization just described, and which forms the great bulk of visible mineralization on the property, is admittedly very much diffused through the rock, and is consequently so low grade that it is of value only if found to be amenable to some form of concentration, and of which there seems to be a fair probability."

The steamer Wellington, now at Comox, will leave in a few days to carry coal to Skagway. Capt. McDougall of this city leaves today to join the vessel as chief officer.

Guard, the men who fought so nobly in the early history of our fair city. On January 1, 1888, after notice to the mayor and corporation, the volunteer firemen decided to disband and turned over to the city the apparatus and fire halls...

on and with two old steam fire engines, one old truck and two horse carts, the paid system was inaugurated. With 18 call men, two permanent men, and two officers, the outlook for efficient work was not very promising...

ble-sixty Champion chemical engine, one two-horse horse carriage, one chief's wagon. Eleven horses occupy stalls in the building and accommodation is provided for 26 men. On the Cormorant street side of the structure the offices and living apartments of the Chief are provided...

pipes, hose bridges, small chemical extinguishers and all of the necessary appliances for fighting fires. In the event of large fires it was considered advisable to have a large quantity of coupled hose on hand and a platform was erected on which the hose is laid ready for use...

Victoria Fire Fighters' History of Department

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On January 1, 1888, after notice to the mayor and corporation, the volunteer firemen decided to disband and turned over to the city the apparatus and fire halls...

On January 1, 1888, a change took place in the fire department of the city, the ratepayers honoring him by the position of chief. With obsolete

Chemical Engine, Victoria Fire Department.

Before going into the equipment of the fire department of the present day and the means employed to suppress fires, I would like to direct the attention of the citizens to the pioneers of the fire service, the men who sleep in our cemeteries, forgotten by all with the exception of immediate relatives...

A girl seventeen years old has accomplished the extraordinary feat of ascending a church spire 200 feet high, in the teeth of a gale of wind. A steeplejack had undertaken to ascend the spire of All Saints, Hereford, the highest in the west of England...

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Suits for Coolness

All the hot weather aristocrats are here—English Flannels, Imperial Serges, Gray Worsteds, Scotch Tweeds, Irish Homespun

Light fabrics, dark fabrics and plenty in between—from the dignified plain effects to all manner of daring stripes, plaids and mixtures.

No trouble to pick out your summer suit, with so much elegance to choose from.

\$15, \$18, \$20, and up.

Fit-Reform 73 Government St., Victoria, B. C.

Hazelton and Bulkley Valley

Prospectors and intending settlers can be fully equipped at R. S. Sargent's General Store at Hazelton. All prospectors' groceries packed in cotton sacks. Small pack train in connection with business.

Drop me a Line

R. S. Sargent, Hazelton, B. C.

Fourteen years in Business at Hazelton

QUALITY COUNTS! White Swan Soap. Is the purest soap on the market. Each cake is guaranteed absolutely pure, therefore the safest soap to use. The Wrappers can be Exchanged for Premiums.

FRITIONLESS, on Bearing Metal, means what "STERLING" does on Silver. AN ABSOLUTE GUARANTEE. Put this metal in any place where all others have failed to keep a Journal cool. For sale by The Hickman, Tye Hardware Co., Ltd. VICTORIA, B. C. 32 and 34 Yates Street. Telephone 59.

Hot From The Press! HAVILAND'S DANCE FOLIO No. 4. Containing the popular "ARRAH WANNA" and 10 others. FLETCHER BROS. MUSIC STORE

NOTICE Raymond & Sons 7 PANDORA STREET. Wish to inform their numerous patrons that they have in stock a full line of Satin Finish English Enamel and American Onyx Tiles. The latest old and new styles in Mantels. Full Sets of Antique Fire Irons and Fenders. Copied from designs that were in use during the seventeenth century. We also carry Lime, Cement, Plaster of Paris, Building and Fire Brick, Fire Clay. Please call and inspect our stock before deciding.

Subscribe for The Colonist

Satisfies "DA" This Definition AT ALL GROCERS LOUIS, 1904

CHANTS ANADA Montreal \$6,000,000 \$4,000,000

TYLOR, Manager

W. J. GRIFFIN P. O. Box 683

Correct Clothing for Boys

POST OFFICE TO BE ENLARGED One Story Addition to Rear of Building is Contemplated WILL INCREASE THE BOX ROOM

Present Shortage of Facilities in This Respect Will be Remedied—New Stamping Machine. Big improvements are contemplated at the Victoria postoffice, as a result of the rapid growth of the business of the city.

GRANTED A DIVORCE. Isaac Portrey of Ladysmith, Secures Separation from Wife. The application of Isaac Portrey for a divorce from his wife Sarah Ellen Portrey on the ground of adultery was granted by Chief Justice Hunter in the civil sittings of the Supreme Court which opened Tuesday.

DISCUSS THE CONDITION OF RURAL ROADWAYS Some Colwood People Are not Satisfied With the Way That Money Is Being Spent. A well attended and most representative meeting to discuss the very unsatisfactory condition of the public roads of the district was held at Colwood hall on Saturday, July 8.

Correct Clothing for Boys

TO EXAMINE CARON. Hearing of Suit for Libel Brought by R. F. Green Against the World. Vancouver, July 8.—"They come here, My Lord, on the very eve of the trial, the eleventh hour, and ask for this commission to examine a witness. I strongly object to the application."

San Francisco Liner Collided With Lumber-laden Sailer Advent. NO LOSS OF LIFE RESULTED. Ning Chow Arrives from Liverpool and the Orient—Many Japanese are Coming to This Province. (From Tuesday's Daily Colonist) The steamer Sonoma, Capt. Cousins, of the Pacific Coast Steamship company, which arrived yesterday afternoon from San Francisco, reported having collided with the lumber-laden schooner Advent, Capt. Olson, at 2.15 a. m. Saturday, 27 miles northwest of Point Gairdner.

GROWERS OF FRUIT MAKE GOOD PROFIT Product of One Cherry Tree Brings \$64—Fine Crops in the Interior. With all the reports of a poor fruit crop in British Columbia, this year due to the late spring and dry weather, there are yet evidences of good yields in different parts of the province which show enormous profits for the successful grower.

Peat Plant Destroyed. Fort Francis, Ont., July 9.—The Manitoba Peat Co. plant, two miles west of here, has been completely destroyed by fire. Total loss, \$35,000, insurance, \$16,000.

BAND MASTER FINED BY MUSICIANS' UNION His Offense Was Acceptance of Engagements at Less Than Schedule. The band trouble has not as yet been settled. On Sunday last Bandmaster Rumsby was fined by the Musicians' union for violation of the tariff but this only complicates the question of the Sunday concerts.

FROM THE NORTH Princess May Arrives With Over a Hundred Passengers. The steamer Princess May of the C. P. R. Seaway fleet reached port from San Francisco with 103 passengers of whom about forty came from Skagway and interior points, the remainder being picked up at Port Essington and other northern points.

QUADRA RETURNS After Long Cruise in Northern Waters Government Steamer is Home. After a long cruise in northern waters, extending over eight weeks, the Government steamer Quadra returned to port yesterday morning with her chief officer disabled because of a broken leg and her chief engineer very ill.

FROM RIVERS' INLET The steamer Queen City, Capt. Guinn, which reached port yesterday morning from Rivers' Inlet and way back to the coast, reported having about 80 passengers south, most of them from the logging camps. She will sail again tonight, taking a large number of men and many packages brought by the Queen City.

THE WHALERS The steam whaler Saint Lawrence, which was hunting from Sechart for some time, whether or not under a special permit, has been ordered to proceed to the Narrows Cut creek station at Kyquoot, where it is to be used only for winter hunting, when the steam whalers will be withdrawn from the west coast to the coast hunting grounds in the Gulf of Georgia.

INTERESTING POINT IN ARBITRATION CASE E. M. Johnson Asks Whether Ralph Plans Are Actually Being Used. Some question has arisen in the Victoria West arbitration at present proceeding with D. E. Harris as arbitrator as to whether the city has really agreed that the Ralph plans are being used. E. M. Johnson, who is appearing for several proprietors, has raised the question as to whether the marks which have been used by the city in running their lines belongs to the Ralph survey or to some other one.

THE JESSIE Sealing Schooner Will Be Hauled out for Repair Today. The sealing schooner Jessie, Capt. Harry Brown, which returned from Kyquoot in a leaking condition as a result of having struck a reef in Schooner passage, Kyquoot, will be hauled out on the Victoria Machinery repair ways this morning.

CAPE LAZO STATION Will Report Steamers from Northern Ports—Wireless Telegraph Arrangements. Cecil Dentre, commissioner of wireless telegraphy for the Dominion Government has returned to the city after selecting a site for the wireless telegraph station to be established with-out delay at Cape Lazo, near Comox.

A Flag Trouble Brassa, Italy, July 8.—As the result of the arrest of a tramp for insulting the Italian flag during the military parade on Garibaldi Day, the labor exchange has voted a general strike, which has been effectively carried out for forty men.

McClary's SUNSHINE FURNACE will be warm and comfortable. Then drop the chain again. You see, it's not necessary to go down to the basement and turn on the drafts when you want a warmer fire in the Sunshine. Sunshine is a labor-saver as well as a comfort-producer. If your local dealer does not handle the Sunshine, write direct to us for FREE BOOKLET.

McClary's SUNSHINE FURNACE



There are 265,000 people in Canada today, who really KNOW "Fruit-a-tives" to be a splendid remedy. Four years ago, "Fruit-a-tives" were an unsolved problem in the brain of one of Canada's leading physicians. Today, over a quarter of a million of Canadians know them for what they are—a positive cure for Stomach, Liver, Kidney, Bowel and Skin Troubles.

Dr. J. Collis Browne's CHLORODYNE ORIGINAL AND ONLY GENUINE. Each Bottle of this well-known Remedy for Coughs, Colds, Asthma, Bronchitis, Neuralgia, Toothache, Diarrhoea, Spasms, etc., bears on the Starg name of the inventor, Dr. J. Collis Browne.

John Jameson & Son's Whiskey. And on each LABEL must be found the following Notice and Signature: "In order that Consumers may feel assured of genuineness, we request the attention to this our Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and C cases, also to age mark."

HOME GARDEN FRUIT CULTURE

THE FARM AND POULTRY YARD

THE POULTRYMAN

Warm weather is here and so are lice and mites. Lots of people think that their neighbor's hens may be lousy, but their own are never in the world that condition.

Maybe you are one of those people. If you are not be too sure. Sometimes it takes an experienced hand to locate lice before they have gotten to the point where they are a great hold on the flock, but there are many flocks of farm fowls that are free from lice, no matter whether or not the farmer or his wife can find them.

If the lice are allowed to multiply for a while (and it will not be a very long while) their effects will become visible in the disposition of the fowl. A lousy hen is dumpy and almost sick if the lice are very numerous; a clean hen is bright, energetic and busy.

The common gray body louse may be kept under by a frequent use of ordinary house powder and plenty of dust baths for the birds to wallow in. But the red mites or lice are terrible stickers. They suck the fowl's blood at night and then hide in the crevices of any kind accessible during the day. The roosts should be sprayed or painted with some good quality louse-killer once a week for several weeks.—Ex.

LATE HATCHED CHICKS

At one time we believed in the old superstition that it was almost impossible to successfully rear chicks during the hot months of the year. We took the word of others for this and for many years after we began raising pure-bred poultry did not try to hatch chicks after May, until about September.

Now it does not matter in the least to us what time the chicks are hatched. The advantage of hatching chicks early lies in getting the pullets mated so they will begin laying in the fall and lay through the winter when eggs are high priced.

This is an advantage for the market poultryman who seeks to make money from the sale of eggs at current rates. For the fancier who desires to sell eggs for breeding purposes, or to be used in breeding pens, early laying is a detriment rather than an advantage.

The fancier does not seek winter eggs. He wants eggs when the demand for hatching purposes is on. He makes no effort to secure winter eggs, although very few people have a large surplus of them, because to most feed his hens in such a way as to keep them in vigorous condition, and this method produces the very best results he is not seeking—the production of eggs in winter.

We have pullets hatched late in last July which are now in full laying. They began in February and the production increased until now they are producing eggs in quantities, at a time when they are worth much for hatching purposes. These pullets have not been weakened by long laying, the eggs they produce are strong in fertility and they will continue to lay until late in the season before they experience any desire to sit. Then they will be allowed to sit or broken up, as the case may demand.

They will be ready to lay right through next winter, and on into the next spring, doing their best work when they are in full vigor and the following year will be ready to sell as tested breeders or disposed of in market according to their quality.

They will have done as much work as any other pullets of the same age, and have been more profitable in some ways than the pullets from the same stock, hatched in the season before they were hatched.

The summer care of chickens is not a matter to worry over. They come out at a season when the weather is exactly suited to their comfort. They will not suffer if kept in brooders where there is no heat, although a little shade might be kept for night. They can run out of doors from the day they are hatched and enjoy the sunshine to the great benefit of their health and vigor.

We are inclined to believe that dry feeding should be practiced in feeding the weather chickens. We have not experimented along this line because we practice dry feeding all the time, feeding ground feed as a dry mash, when we feed it all.

Wet feed of any kind begins to ferment in a very short time in summer, and fermented feed is not wholesome for fowls. Their nature is to feed on fresh green feeds, berries, fruits and grains, all of which are consumed when perfectly fresh. We have noticed that where fowls have the run of a season of rotting and decayed fruits, when they can get sound fruit to eat, and very rarely will an instance be found where decayed fruits or vegetables are eaten from choice.

Pure water should be provided for summer chicks. It should be given to them in clean vessels. The drinking vessels should not only be filled with fresh water every day, but they should be washed and dried in the hot sun at least every other day.

Furnish a shady place to which the chicks may resort during the hottest part of the day. It is not a bad plan to have a patch of sunflowers for the chicks to run in during hot weather. These tall growing plants furnish a dense shade close to the stalks during hot weather, and a less dense one farther toward the center of the row, allowing the chicks an opportunity to select as much or as little shade as suits them.

Give summer chicks a plentiful supply of tender green stuff. Those we now have were started on lettuce leaves, chopped and mixed with water, which was gone they were given chopped dandelion leaves in as large quantities as they could consume, and they used a wonderfully large quantity of them.

Chicks grown under such conditions, will if hatched in July or August, make wonderful progress from the time they are hatched. They are never chilled or stunted by becoming cold and the feed the chicks are fed adds to their size, but the nature of the air saves the use of feed to maintain vital heat.

The poultryman who has been unfortunate in not getting hatched early pure-bred chicks as he needs during the early part of the season should not give up in despair and wait another year. If he keeps right on hatching until September he will find that his chicks will do perfectly well.

A great many poultry fanciers have a fashion of reducing prices with the beginning of June, selling eggs after that time at low rates because the spring demand has been satisfied, and it is better to get half the regular price than to sell at the low market rates that prevail during the Summer months.

This gives the beginner an opportunity to buy cheaply from good breeders and get a start, which will leave him next spring in as good a position to begin breeding as he would be if he had bought early at high prices, for his pullets will begin to lay by the first of June, and hatchlings are inexpensive compared to the increased profits it will bring on even a few birds, and the operation is easily learned from the instruction books issued with them, or your state experiment station will start you right.

From this time on one of the principal things to combat in the poultry house will be lice, and as "an ounce of prevention is better than a pound of cure," the sooner you get to doing some of the preventing the better. Whitewashing the poultry houses is absolutely necessary, preventing and exterminating parasitic and other insects, and at the same time eating over-estimated, and where used frequently, insect life is practically exterminated. Make as follows: Mix unslacked lime and water till they are of a consistency of gruel; then add a small quantity of carbolic acid to exterminate any insects that may exist, and finally a little soft soap, to make the white ready for application to the building and well worked into all crevices, thus leaving no untouched space for insect life to hoard.

It is important that turkeys should have wide range. The birds are natives of the wild forests and they have not been fully weaned from a desire to roam over a large section of country. In raising turkeys on the farm never before in the history of British Columbia has it been so necessary for the farmers and fruit growers to display the results of their labor to all advantage at the numerous fairs and exhibitions which will be held during the coming fall.

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one must be an expert at the business, besides near to a market that pays the earliest and best looking pullets for winter layers and next year's breeder's but sell all the young cockerels that you do not specially need.

This is the time to caponize the surplus crows from the early hatches market. Select your breeding birds first, of course. The caponizing outfit is inexpensive compared to the increased profits it will bring on even a few birds, and the operation is easily learned from the instruction books issued with them, or your state experiment station will start you right.

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and other stimulants you can buy in a year. Keep the chicks busy. The best way to scatter seeds and small grains in winter, making the chicks scratch and hunt for them.

Too low a temperature in the brooder, improper food and unindulgent feeding—each plays an important part in producing bowel trouble.

If you stuff the little chicks while they're alive, you'll soon have plenty of dead ones you can stuff—if you feel like it.

Tame chickens are more pleasurable and more profitable than wild ones. And there is no earthly excuse why one's fowls should be otherwise.

There is no necessity for having the perches more than two feet above the ground. Also they should all be on a level.

The bowel trouble, which kills many chicks when they are from two to two weeks of age, may often be corrected by taking away the chicks' drinking water and giving instead scalded milk, to which a little grade cinnamon has been added.

A handful of millet hay is a good thing for the hen and her brood to have. Millet probably induces more exercise than anything else that could be fed, on account of its indigestible size and the seed is greatly irregularity of feeding also has its effect in the kind of wool.

If the animal is fed one day and starved the next, or is compelled to go for a length of time without feed or water, the chances are that there will be weak spots in the fibre of the wool.

Be sure that the chicks have plenty of encouragement to scratch. Exercise is the best preventive of leg weakness.

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standard of his expectations. And so with the fruit grower and mixed farmer who wishes to prove that British Columbia is an agricultural country second to none in the world, if not in extent of territory, at least, in the quality of its products.

Experienced wool growers must admit that the character and regularity of feeding has a great deal to do with the kind of wool produced by sheep. Sheep require certain foods—rich in peculiar elements to promote the production of a growth of wool.

If these foods are not given, and inferior protein is the result. This fact is shown plainly in some sections of the west in localities where the sheep get an abundance of proper feed the wool is of much better quality than where the animals are obliged to live on one kind of inferior feed.

In regions where there is a great deal of alkali in the soil, the wool is much inferior to that produced in sections where there is a great deal of alfalfa and other crops which are usually unknown in the alkali sections.

Irregularity of feeding also has its effect in the kind of wool. If the animal is fed one day and starved the next, or is compelled to go for a length of time without feed or water, the chances are that there will be weak spots in the fibre of the wool.

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AROUND THE FARM

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FARM AND LTRY YARD

BIRTH KNOWING

re doctors differ," says an old patient man, "I get well. Ar- along parallel lines, it may be that where good authorities disagree, the English style disagrees, the uses English doctors in his may be permitted to take his own way."

It is demonstrated that when occupies a milking stool for the purpose of extracting the cream from the interior of a hen's egg, though when an in- ating and passionate hen has her feathers, she "sets." De- at all—when a ship or a scow is at the front of a pier she though whenever a man goes "lies" though unfortunately is not the only way a man and some of them are af- fied when on their feet.

At the time of the year a good preder finds plenty of time to plate whether the word is used or wrongly, for they are con- sidered "lies" though unfor- tunately the fact that they are named hen that wants to set is a hard proposition.

set—which seldom is the case— for it is the setting hen that fled out all the eggs during the when eggs were at a premium, as she is done laying and her exhausted by the effort of to incubate and nature has a habit to prevent a total whether the breed is a breed is broody or not, it does not the average hen takes all when the litter is laid takes a period; it is nature's way cannot be helped.

high record hens without ex- make poor breeders—and ter a continuous strain on her and forcing it on this record, comes out puny and weaklings; very height of foolishness; good results to come from a which overproduction of eggs is the chief aim all winter. In such eggs are of no value, as chicks from of any merit secure best results, breeding would never be forced for egg on.

chance to give valuable always well to give valuable broody, for if this much needed refused, the system is weak-

is not by any means the that comes from breaking up from setting, for though this accomplished, and she again a few more eggs, and again becomes broody, and is broken up, and again eggs are laid, but then the is done, for when she is in her moult, she "hangs" in, in she does finally begin to system, it is late in the sea- quaters with an uncom- ter feathers, and when you a few more eggs, and again breaking up a broody hen, the stock is kept for market it may be said that it will as the bird generally is the fall, and yet I cannot but that the few eggs gained are taken to break her up, as does not show up as well which is a proven fact.

is a mistake that has been extensively by a male over one season and then next will produce better re-

fallacy, and the bird will not better the second season if used as a cockerel; in fact, are convinced that if it was the sake of keeping the plu- shape he would be as well off the year round with the fe-

bird is a snare and a delu- when a male bird is one year at his best, and when two he begins to fall in his at the females. The males are two seasons in which a is strong and capable, the second, and after that he ward.

es not say that he becomes but it is seldom that he the eggs until late in the and then he will not be able to tend to more than a very

orphy of notice that Harri- mentions a Game cock that seventeen years and kept in the end of his days, but imply a remarkable case and doubt if well authenticated by

your male chickens as can recognize them, from chickens. They will do with male and female. You wait till they get to begin to trouble the pullets separate they will not do as would be even better than to birds you had selected with

seen male youngsters pine to grow when separated and it is surprising what a so will be the result.

also say to those that intend at the fall shows, put your with a few females a week before the exhibition, and you delighted to see the change it in him. He seems to fill out and put on stature that can- nined in any other way.

at for your white birds. If them to be in good exhibition put them out of the strong the same law applies equally to the black plumaged birds, and hackle will become nated.

ers of all kinds will be spoiled if kept in the and the buff will pale out, not get bloom on your birds" by keeping them in the hot no shade is provided.

an eye on the legs of your birds during the summer. Any amount of them are this carelessness, and no after care will put them in.

the feet have been neg- the scale mite is there, nothing better to destroy it, the feet are ruined for good and they will never regain er color.—Poultry Success.

RUN TO ALBERNI

Last Week's Trip Described From Various Points of View

There are many points of view from which the recent tour of the Victoria Auto Club from Victoria to Alberni and return can be regarded either as a successful or a disastrous one.

The success of the party whose interest was centered on the speed and durability of different makes of automobiles saw some remarkable demon- strations.

The good roads enthusiast found much cause to bless the work of Nature and condemn the negligence of man.

Whose object it was to learn the nature of the country along the route was treated to successions of amaz- ing and delightful scenes.

The admirer of pastoral beauty had something to feast his eyes upon.

The tourist who took the ride for the pleasure and excitement it afforded was rewarded with full measure of the former and a lot more of the latter.

The dispirited looked forward to the development of the road which surprised himself at every stop- ping place along the road.

The man who wishes to spread the word of his path and open the grandest opportunities of a lifetime.

The humorist, the poet, the photo- grapher, found wide scope for their activities and used much of it.

The man who was merely out for good time and did not care very much what happened probably derived more enjoyment from the outing than any- one else.

Disappointments were not worth mentioning except in the case of the men who predicted that someone would be brought home dead or injured. There was nothing in the trip either for the undertaker or the sur- geon, while a little trade in cold cream for sun-burned faces was all that the druggist reaped.

The foregoing are but some of the view points of the touring party. The settlers along the route also had their way of looking at it. So had their horses, their cattle, their sheep, their swine, their poultry and their pet stock.

Never before in the history of the country from the summit of the Sooke mountain to the Alberni canal was such a panorama of excitement and interest occasioned by the passing of fifteen automobiles one after the other over the dry and dusty road. One or two motor cars had at times disturbed the rural tranquility, and when the first one had whirled by on Saturday, June 29, without regard to hills or holes, the people felt that a period of peace had passed, and that they could breathe freely again for a day or two, resume a normal life and let their car speed along and alarm reigned once more. Then on the hill tops and in the hollows dust of dust began to appear till it looked as though a sec- ond cyclone had chosen the road for a free-for-all contest.

The fifteen came along in moderate speed in an effort to pick up all the news items that the repair crew had not had time to remove from the trail. The children had nearly all the children shelter, but the beasts and birds were making frantic efforts to save themselves from calamity. Horses pranced and reared and clearly dis- turbed into the woods, sheep scrambled over logs and boulders, cows cleared branches of trees, and a dog, a spirited bull, who before the automo- bile invaded his territory, had mas- tered the road, and showed fight just for a couple of seconds, and then a wild jump for the timber where he turned and snorted furiously at the noise making thing that caused him to weaken. Children, dogs, geese and lazy pigs roared and squealed as there was a crawl under fences where they were accustomed to make rear- show passage for a rabbit. Dogs allowed a disposition to make rear out on the flying machines, but they lacked the necessary speed.

Going down from the summit the press car stopped for water, and gave the first assurance to the mother of fourteen children that there would be nothing more to fear for a couple of days.

I am so glad," she said with an enormous sigh, "I did not mind the chickens so much. He had had an awful time keeping the children ranging from windows. The young- sters, gazed from the stationery doors at the stationary machine but did not venture from the cover of their home.

When asked by the chauffeur how many cars had passed her place during the anxious mother said there must have been fifty at least. When the excitement was at its height she be- gan to think that some of the young- sters had overtaken Victoria and they alive was on a mad race for safety.

All the fright however was due to the fact that the people and their live stock had not become accustomed to automobiles. The danger was all imag- inary. The drivers of the motor cars were experienced men and capable of bringing their machines to a stop at any time almost within their own length. The only damage done on the entire trip was to the cars themselves.

There was mainly due to the condition of the road. One accident was caused by a driver's getting into a rut and driving an Indian with a horse and buggy too much of the roadway in passing. The laurels, however, for speed and dur- ability were won by the Red Humber of the Plimley company's garage, driven by H. Holton, and it can also be said that for skill and confidence in hand- ling a machine the driver was entitled to the bouquets. To the uninitiated the most daring chauffeur, but the fact that he was able to bring up without once having to stop and tin- der with his car, or allowing the heavy wheels to sink into the mud, was very, very, while the whole route was with the greatest ease and suddenness when the occasion called for it, demon- strating the fact that he was not taking any reckless chances, but was depend- ing thoroughly the mechanism and capa- bility of his car, and seems to antici- pate any whim it may have in good time to defeat it. It was a thing to wonder to see that big red car climb to the summit of the mountain and Goldstream and down into the valley where the beautiful lakes are, from the hill into Alberni and back again it was the same thing.

In addition to carrying off all the honours, Mr. Holton proved him-

Excursion of Auto Club to Alberni Dealt With Exhaustively—This City the Motoring Centre of the Pacific Coast

self useful and helpful as an auxil- iary to the Red Cross car. When a few of the motors had arrived at Dun- can and another, that was supposed to be following close behind, failed to report within a reasonable time the Red Humber chauffeur went out to re- scue the disabled. He found a dis- abled car about three miles from the village, took it in tow and brought it in at the rate of thirty miles an hour, and the disabled car was towed to the village, where it was repaired and the driver was ready to admit when he was landed at the Quantichan hotel that he had had the ride of his life.

On the way back from Alberni the Red Humber man who was in the lead, met one of the smaller cars with a broken axle stranded by the roadside, and could not get it back, but he turned around and brought out the necessary material for repair. While he was engaged in this work a couple of cars were able to get a considerable lead

next day, and four arrived at night on a freight train of the E. & N. railway.

The arrangements for the accommo- dation of the party on the tour were looked after by E. G. Prior, who trav- eled in the Red Humber, and was al- ways at the stopping place in time to see that the wants of those who fol- lowed could be immediately attended to. The people at the various places were most obliging, and hotel keepers suspended their regular dining room rules, and provided meals at all hours.

Enough has been said about the con- dition of the road and worse it could be improved. The desired improve- ments could create a paradise for au- tomobilists which would no doubt be sought by tourists from many parts. The result would also undoubtedly be a more active demand for motor cars than now exists in Victoria. Every- body who could afford to purchase a machine, and probably some who could not, would possess one. Should the motor club not be successful in their present endeavors to have the route made fitter for automobiling, the main

clinging incidents of a fairly fast motor trip and who have absolutely no knowledge of what is transpiring in the mind of his driver, or of his skill or judgment. His feelings therefore can be imagined as those of a chauffeur, when he gets fairly started on his trip, opens his throttle to chase the ordi- nary every day E. & N. train that is five minutes ahead of him. The pas- sengers begin to think all kinds of things, but it really does not matter much, because they have no time to complete the "think" before they find themselves at Goldstream. An en-quiry for the E. & N. train, as to how much she is ahead of us, brings the rather surprising reply, that they do not yet put in an appearance. This was a matter of satisfaction to one of the party at any rate. So after the usual process of getting rid of the dust in a man's throat, the trip is re- sumed. From here on, as everybody knows, the changes of the road changes and it was for the purpose of pointing out the disadvantages of such a road that the trip was taken, and the efforts of the chauffeur were, for the time being, simply bent upon making the best time possible over the Sooke hills consistent with allowing such photographs to be taken of the places and of other features of the trip which were worth preserving, and to arrive at Duncan ahead of everybody else, even though it took an hour before us. As we passed the water tank beyond Goldstream we heard the train whistle for Goldstream station a mile behind us. This certainly was a record and one that will rarely be equalled. The same member of the party, being mentioned here, one of especially so some two hours after- wards, when we pulled into Duncan at least half an hour in front of all the cars that started earlier and that were standing the fact that we left thirty minutes behind the car immediately preceding us, without mentioning those of them being mentioned here, one of them took nine photographs on the way. This is just a record of the first part of our journey and a fairly good sam- ple of the entire trip. We had the honor of being the first into every place, with the exception of from Al- berna to Nanaimo, when our friend Ferguson slipped in ahead of us. His is not describing the experiences of the passengers.

Our experiences in the back seat over that Sooke road reminded us of nothing more than the proverbial cork in a rough sea. Not for a moment will we believe that any one ever took the grades and curves like it be- fore. The car seemed a jiving thing that could surmount any difficulty and dodge any obstacle. As one of our passengers remarked on the home run, it was the experience of a lifetime and no one could have persuaded him that such a thing could be possible.

Of course there were limitations on a road of that kind which there were not in the open country, high-ways. Whenever we came to a fine stretch of road where we could see ahead of us and upon which there was no travel, we, on the back seat, instinctively fixed our goggles more firmly, pressed our hats over our eyes, braced ourselves in our seats against possible bad holes and resigned ourselves to the will of the wizard in front. Occa- sionally there would come a remark from a remark about the beautiful scenery or something about the beau- tiful lake we were passing, and of the

safe as we were, whereupon we were entertained with a little ditty about a certain little sparrow.

There were many amusing incidents on the trip, but space will not permit of their being mentioned here, one or two, however, are too good to ignore. As we were spinning alone between Duncan and Ladymith, we passed a car laden with bottled beer and at the earnest and kind invitation of those in charge, we came to a full stop, got down to quench thirst and again got rid of the accumulated dust, but just as the wizard had the bottle to his lips the driver of the wagon mild- ly back unasked the bunch of us back on the road. We asked if they were car ahead of us; sure, was the reply, about ten minutes. Putting the bot- tle back unasked the bunch of us back on the road, we asked if they were other car, he made a break for his machine, and with the wild tooting of his horn called the bunch of us back to our seats. We certainly caught that car, and my impression at that

A MOTORING CENTRE

Victoria is the Most Advantageous Point on the Whole Coast

(By H. C.)

Victoria is fast becoming known as a centre for motoring. In a few years, if the provincial government and municipalities keep the roads in the condition they ought to be kept in, it will be the most famous resort in North America for wealthy tourists who own blood horses and palatial motor cars.

When Sir William Mulock said that Vancouver Island was the Switzerland of America he probably was unaware to what a great extent that descrip- tion was true.

Unfortunately, it was impossible to give Sir William the trip that was taken by the Victoria Auto Club on Saturday, Sunday and Monday last. The runs that may be termed "home runs" as distinct from the one under "are, in themselves, hard to beat in any country, the roads generally speaking are in fair condi- tion; I refer to the trips around the Saanich peninsula to William Head and through the valleys of the Cowichan, through front to Oak Bay, Gordon Head, Cordova Bay and back to the city, etc., these are simply tit-bits that give you an appetit for more.

I have waited for some one to give a description of the scenery through which we passed on that ever to be remembered trip. I am sorry no one has attempted it because I would never for a moment presume to do so, and it certainly ought to be described by someone as to its value to the city and island, however, there can be no question, and the sooner it is real- ized the better. It is safe to say that at least ten per cent of the people of Victoria and of Vancouver Island know of its wonders. When the Auto club organized that run they rendered an invaluable service to the public and created a piece of advertising which will be of inestimable benefit to all the southern portion of Vancouver Island.

The autoists of this city naturally know what will appeal to brother autoists in other parts of the world. They know that rich men will never for a moment take any more like that of expense stand in the way of bringing their cars to Victoria if the same are in such a condition as to enable them to take with any degree of comfort this magnificent trip of three hundred miles through scenery unsurpassed in America or even in far famed Switzerland. The club, therefore, at a large ex- pense, decided to take the trip as a test and to point out to the govern- ment, the press and members of commercial institutions, the glories of the trip and its vast possibilities in an entertaining way to the people to the island if a good road could be made.

If you have been through Fraser Canyon, or along the banks of the Kootenay lakes, or along the road through the Chilliwack valley, or etra into the magnificent virgin pine forests of the Island, you can hardly be surprised about the scenery along this wonderful drive. That is why it will appeal to all visitors. A person is enabled in this one trip to pass, in a few hours, the scenery of such varied scenery affords, accom- panied with the exhilaration resulting from travelling over a road, which is continually providing new surprises, accompanied with incidents of a more or less exciting and thrilling nature.

The drive to Goldstream alone has always been considered one of the most delightful outings we have, this is only a foretaste of what is to come, and it is no exaggeration to say that any one who has driven this route into absolute indistinctness compared with what there is beyond.

There is not space in an article of this kind to give any reasonable idea of what there is to be seen and enjoyed along this spur of the southern portion of Vancouver Island. The foliage that lines even what might be considered a prosaically prosa- ous road, is simply wonderful, the ferns alone being nearly twelve feet high. There are places where the beauties of Shawanigan lake, the several valleys between Shawanigan and Nanaimo and between Nanaimo and Cameron lake, by Duncan and Nanaimo, and the crowning glory of the whole trip Cameron lake, one of the most beautiful sheets of water in the province of British Columbia, are seen leaving the lake one of the most unique experiences of the trip is ex- periened in passing through the vir- gin forest, and the view of the forest is not in the least of any beauty comprised in this wonderful trip. And yet all this scenery is scarcely of more value to the citizen of Vic- toria than to the citizens of New York.

It cannot be said that the road over Sooke hills is a highway, it is nothing more or less than a mountain wagon road, and while the road bed itself is not in bad shape, considering the na- ture of the country through which it passes, the grades are such as to make it of absolutely no use for ordinary commercial purposes or even to settlers. This, however, I may refer to at some other time, for my object now is simply to draw attention to a mag- nificent asset of which the people of Victoria and the rest of the provin- ce are not fully sufficient advantage, and which, in the future, will be worth millions of dollars to them if properly appreciated. The wealthy tourist spends money, a lot of money. The passengers of our car spent in one day in Nanaimo over \$100. The trip of the Victoria Auto club was worth at least to the same city and worth a good deal to Duncan. What would these cities and Alberni derive from a naturally beautiful scenic view through their towns? Victoria, with its hotel accommodation and other at- tractions would be the headquarters of a naturally beautiful scenic view. There is a benefit therefrom. Sir William Mulock pointed out the way; it is up to the people to follow it.

A local sportsman who does not wish his name mentioned has just re- turned from Bella Coola. He reports big game very plentiful up there. In his words "the country was very over- run with bear, both grizzly and black. There are also plenty of coyote, lynx and other game, but of course they need to be hunted.



Overlooking Cameron Lake.



Autos Which Finished First and Second.

Photo by H. Cuthbert

Photo by H. Cuthbert

BREAKING THE RECORD

How It Feels to Ride With An Expert Autoist

(By H. C.)

The Chinaman's description of the first electric tram car he ever saw is perhaps more applicable to our auto- mobile than even to the tram; it is something like this, "No shoves, no pushee, all the same go like H—".

Every man is, or ought to be, proud of it. He takes a natural pride in work of which consists of building a new road around Sooke mountain, there is one other proposition that might be considered. Send that man off the Red Humber over that summit once a day for the rest of the summer. He ought to be able to wear it down.

STREAM AND WOOD

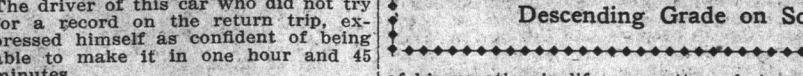
Notes of Movements of Sportsmen In Favorite Haunts

(By H. F. Pullen)

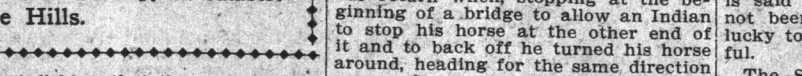
Anyone wanting to catch the biggest kind of trout should start Great Creek, his horn called the bunch of us back to our seats. We certainly caught that car, and my impression at that time was that if the flying Dutchman had been ahead of us, with the Devil as a driver, our wizard would have caught it just the same.

Another amusing incident was on our return when, stopping at the begin- ning of a bridge to allow an Indian to stop his horse at the other end of it and to back off he turned his horse around, heading for the same direction as ourselves; as we came up alongside, he for some reason or other, he got of the horse and ran behind to hold his buggy, thinking probably that the lat- ter would be more afraid of the ma- chine than the former, or perhaps with the intention of himself getting un- derneath it, as like all the Indians we passed, they were certainly more afraid that their horses. In the case, however, the horse felt insulted and did what was not expected of him and started up the hill with the In- dian in a stern chase. That Siwash talked to that horse in his native lan- guage as he certainly ought not to talk to anything on earth, the horse evi- dently understood him, as he stopped and the noble red man showed his ap- preciation of us and of the ten min- utes we had spent waiting for him, in saying the same kind of things to us as he had said to the horse. This was unkind and unreserved.

And joking aside, it was a great trip



Descending Grade on Sooke Hills.



Through the Big Timber.

Photo by H. Cuthbert

Photo by H. Cuthbert

There are differences of opinion as to some of the speed records made, but the one of two hours and 23 min- utes from Nanaimo to Alberni, a dis- tance of 60 miles, with a mountain and many small hills to be negotiated, made by the Red Humber, is undisputed.

The laurels, however, for speed and dur- ability were won by the Red Humber of the Plimley company's garage, driven by H. Holton, and it can also be said that for skill and confidence in hand- ling a machine the driver was entitled to the bouquets. To the uninitiated the most daring chauffeur, but the fact that he was able to bring up without once having to stop and tin- der with his car, or allowing the heavy wheels to sink into the mud, was very, very, while the whole route was with the greatest ease and suddenness when the occasion called for it, demon- strating the fact that he was not taking any reckless chances, but was depend- ing thoroughly the mechanism and capa- bility of his car, and seems to antici- pate any whim it may have in good time to defeat it. It was a thing to wonder to see that big red car climb to the summit of the mountain and Goldstream and down into the valley where the beautiful lakes are, from the hill into Alberni and back again it was the same thing.

In addition to carrying off all the honours, Mr. Holton proved him-

excellent fishing that there must be in several very seductive looking spots, but I never saw it; at another time he would endeavor to draw attention to the fine expanse of highly cultivated land or the charming little homes on either side of us, but I never saw them; or to the magnificent timber through which we were running and which would be a credit to any pri- meval forest, but I never saw it; my eyes were glued to a narrow ribbon like road in front of me, which seem- ed to be about twenty feet wide, nar- rowing down at the farthest point to about two feet, and continually open- ing up ahead of me; my eyes seemed to refuse to leave it; the objects on each side of us passed with kaleido- scopic rapidity unnoticed, and the only time that I could be induced to look in any other way was when it was in- cubent upon me to take a survey of my own particular person, surrounded therefore, not used to the ordinary ex-

(Continued on Page 12.)

JAPANESE LINERS AT OCEAN DOCK

K. M. S. Empress of Japan and Shinano Maru Sail For Far East

TANGO MARU IN FROM ORIENT

Camosun Carries Promoters North to Choose Wharf Sites—Santa Rosa Expected from Bay City

There was unquiet activity in port yesterday. The steamer Tango Maru, Capt. A. Moses, of the Nippon Yusen Kaisha line, arrived from the Orient and the C. P. R. liner Empress of Japan, Capt. Fybus, carrying the Overseas mails, and the Japanese liner Shinano Maru, Capt. Kawara, sailed for Hong Kong via the usual ports. The Finchow, of the Blue Funnel line, which arrived yesterday night is expected back from the Sound to discharge about 2000 tons of general cargo, and the Tartar, of the C. P. R. fleet, new en route from Yokohama, is due on Friday.

The Tango Maru, which had an uneventful voyage home, in contrast to her outward trip, which was a first brought 600 passengers and 474 tons of general cargo, of which 177 tons, including 4840 packages of general merchandise, were for this port. There were five saloon passengers for Victoria and 55 for through points, and the intermediate passengers for Victoria and 17 bound for overland points. There were more Japanese steamer passengers than usual, some 399 in all, of whom 252 embarked here. There were also other steamer passengers for this port.

Among the saloon passengers of the Tango Maru were F. Carl, commissioner of the Imperial Chinese maritime customs for Nanking, and Mr. Carl Adamson, of the United States special service on the China coast; Mr. Saunders, who was a member of the first mounted police contingent sent to Dawson; Capt. A. Thomas, Miss J. Bolle, Mrs. and Miss Edward, Mr. and Mrs. H. Ellis, Mr. and Mrs. J. F. Fowle, Miss L. Ellis, Mr. and Mrs. J. Foss, Mrs. J. Grierson and family, W. Gaddie, J. Hat, Mrs. A. Jenkins, Miss E. Knapp, A. Lowie, A. Lobdell, H. Martin, Miss A. McNeil, Mrs. J. M. Graw, Mr. and Mrs. Moller and family, Mrs. H. Pangborn, Miss Stulto, E. Salliers, Dr. W. Strong, R. Turner, Mrs. Van Praag, Mr. and Mrs. E. Vickers and family, Miss E. Verbeck, Mrs. H. Wolley, Mr. and Mrs. Westery, Prof. S. Sakurai and a number of other Japanese.

For Victoria there were Mr. and Mrs. Nash, R. Cross, G. Smyth and M. Nagano, the latter being proprietor of the local Japanese store and the Japanese boarding house on Cormorant street. He has just returned from a trip to Japan.

On the last trip from Victoria there was some excitement on board the Tango Maru. When ten days out from Victoria and three days before her arrival at Yokohama, it was reported to the officer on the bridge that smoke was issuing from the No. 1 hold between decks. An investigation it was found that the fire had broken out among a quantity of raw cotton, and water was immediately played on the affected area. In the meantime the vessel was slowed down, stopped and turned head to wind, so as to decrease the draught and also with a view to keeping the fire in that quarter of the hold where it had originated. Through the efforts of the crew the outbreak was completely under control within an hour, the vessel resuming her journey exactly one hour after the fire had been reported. The damage incurred was only slight, being confined to 23 bales of cotton and a few cases of tobacco leaves, the latter of which were spoiled by water. No casualties occurred among either passengers or crew, some of the former not even having the slightest idea that anything serious had occurred until it was all over. The fire is supposed to have been caused by spontaneous combustion of the cotton.

A remarkable story of the sinking of the Japanese steamer Saito Maru off the Korean coast is reported by officers of the Tango Maru. First Officer Higaki, of the Japanese sailing ship Saito Maru, reports that during a storm off Tachlong Island, South Korea, his vessel became disabled and a passing steamer which was signalled replied that she could give no assistance, being also disabled. A few minutes later the sailing ship recovered and the crew, huddled in a small boat, observed a boat being lowered from the disabled steamer. Following the launch of the boat the steamer gave a heavy list and sank. The crew of the sailing vessel were picked up by a fishing boat. Nothing was heard of the missing steamer other than the finding of one of her boats with two dead bodies.

The steamer Empress of Japan, which sailed yesterday morning for the Orient, carried a full freight, mostly of flour. She had 76 saloon passengers. Among those who went out to the far east by the white liner were Sir E. Vickers and Lady Lugard; W. F. Tyler, of the Chinese customs service at Shanghai; Carl Bretschneider, who has done considerable topographical and mapwork in China; J. E. Miller and family, who have been spending a holiday in Victoria and are returning to Japan, and many others.

The Japanese steamer Shinano Maru took out a cargo of about 4000 tons of flour, cotton, machinery and general merchandise. She had 26 saloons, three intermediate and 46 steamer passengers.

BIGGEST TRAP LIFT Capt. Rucker's Record Catch—Fishermen Busy Yesterday

There were a number of trap tenders in port yesterday, among them being the steamer Baldy, from the Finlay, Durham & Brodie traps, bringing another ten tons of spring salmon to the salting plant of Linderberger & Co. of spring salmon from Capt. Matthews' traps for the Welsh plant.

The best lift yet reported is that made by Capt. Rucker at the beginning of the month when 40 tons of salmon including 32 tons of red springs, were brought to the Linderberger plant.

Thaddeus Sweek, general manager in British Columbia for Linderberger & Co., who is now visiting the city, said yesterday that this lift is the best yet reported. Mr. Sweek is looking over the various salting stations and plants operated by his company, which sends yearly between 3500 and 4000 tons of mid-cured salt sal-

mon to Hamburg for the German market. The fish, which is considered a delicacy in the vaderland, is used considerably for sandwiches. During the season the Victoria plant shipped approximately 400 tons last year and it is expected that as much, if not more, will be shipped this season.

CAMOSUN SAILS

First of Local Vessels to Equip With Wireless Goss North

The steamer Camosun, of the Union Steamship company, which is the first of the British Columbia steamers to be equipped with wireless telegraph apparatus, sailed last night from the outer dock for Naas, Port Simpson, Prince Rupert and the west ports of northern British Columbia, carrying a fair cargo, and a large number of passengers. Among those who went north on her were Col. D. B. May, who is promoting the Hudson Bay-Pacific railway and John Braden of this city, who went to Port Simpson to locate sites for wharves, a hotel, etc., in connection with the project. Other passengers were Mrs. Chapman, Miss Wraner, Miss Morton, H. V. N. & S. H. Bahnen, Andrew Jackson, W. Palmer, C. Bekko, C. Foss, R. G. Cunningham of Cunningham & Sons of Port Essington, J. W. Brown, Hans Berge, E. Berge and L. A. Berge.

The Camosun is the temporary repairs while on the ways of the Victoria Machinery depot, and will make permanent repairs at the close of the season. Work on the Marconi telegraph apparatus was installed on board. It is stated that the Marconi company will establish independent coast wireless stations on the British Columbia coast, refusing to allow communication with the government stations with apparatus other than the Marconi system.

SANTA ROSA

Pacific Coast Liner Seldom Here is Expected Today

The steamer Santa Rosa, of the Pacific Coast Steamship company, which has been operated between San Francisco and San Diego and which is bound north to replace the steamer Queen on the Alaskan excursion route, is expected to reach tonight or early tomorrow morning from the Golden Gate bringing a large complement of passengers. The Queen will return here on Saturday having been chartered to carry a large complement of Christian Endeavor delegates from Seattle to Victoria and other points. On Saturday the Santa Rosa will bring another excursion to this city, coming here with the Knights of Columbus of Seattle and their friends. She will sail from Seattle next Tuesday morning and from here Tuesday evening bound north with Alaskan excursionists. The Santa Rosa will make but one trip, and will then return to San Francisco to resume service to San Diego. She has not been in these waters since 1905 when she was damaged and repaired on the Moran docks.

The steamer Spokane of the Pacific Coast Steamship company will start north Friday at 7 p.m., on her next excursion trip to Glacier bay and other points of interest in Alaskan waters. A full complement of passengers mostly from eastern points, has been booked for the round trip.

CHIPPEWA COMING

New Alaska Coast Steamer Will Start Services on Sunday

The steamer Chippewa, purchased on the Great Lakes for the Victoria Company, will arrive here on Sunday inaugurating her new service and the steamer Indianapolis, after being overhauled, will be placed on the Seattle-Prince Rupert route connecting with the Chippewa. The latter steamer has been converted into an oil burner and has been generally overhauled for the Victoria route. It is understood that Capt. Carter will have command of the vessel and the popular Mr. Lytle so familiar to travelers between this port and the sound will join with the new vessel.

British ship Holt Hill, Captain Parker, from Liverpool for Victoria is making a long passage. The ship sailed, according to late reports from Greenock, January 19, and has been spoken once. She was sighted April 1 in latitude 57 south and longitude 6 west. She is now out 171 days with general cargo.

SCARCITY OF LABOR HAMPERS FARMERS

F. M. Logan Tells of His Tour of the Fraser River Country

With the price of butter from 5 to 10 cents per pound higher than it was a couple of years ago, the dairymen of British Columbia are today making less profit than they did when the price was lower. This is the condition which F. M. Logan, provincial live stock commissioner, found on a tour of the Fraser river country from which he returned yesterday. Scarcity of labor and the high cost of securing suitable help is the main difficulty with which the farmers have to contend. Everywhere there is a cry for more men to work on the farms, and if the demand could be satisfied it would make a wonderful difference in the production of the rich agricultural districts of the province.

Mr. Logan attended a stock judging competition at Mount Lehman, on July 1. This was a feature of the Dominion Day celebration, and the young farmers took a keen interest in it, the entries being many. Mr. Logan says that these conditions have done much to educate stock breeders, and they are beginning to show a strong appreciation of them. One stock raiser who was present at the Mt. Lehman competition said he had learned more about horses that day than he had in all his life before. There were a lot of points about horses shown to him that he never thought of looking for. At Leavenworth, Mr. Logan inspected the cheese factory at Langley and the different creameries in the Vancouver and New Westminster districts, and found that the farmers were improving in their care of milk and cream. The crops along the river, from Langley up, were as good as usual, there having been a fair supply of rain. At Leavenworth on Lulu Island the crops were short of ordinary years, a late spring and dry weather being the cause.

Two Days' Special Sale of Children's Goods

Charming Remnants for Children's Garments

A Very Pleasing Offering for Present or Fall Wear

DRESS GOODS DEPARTMENT. A large accumulation of Remnants in lengths of from one to five yards suitable for all kinds of garments for Children. There are lengths of almost every description of Dress Materials in the assortment. TWEEDS, CLOTHS, SERGES, VOILES, MOHAIRS, CASHMERES, POPLINS, ROXANAS, ETC. All weights and all colors to choose from. Prices to please everybody, ranging from \$5.00 to 50c. the length.

A NICE SELECTION of Fancy Mohairs in brown, Navy, Bronze, Myrtle, Red and Resida, make good useful cool dresses for summer wear. Regular prices 75c. and \$1.00. Sale price 35c. ABOUT FIFTY PIECES Fancy Voiles, Crepe de Chine, light weight French Cashmere with small check, Tweeds, Etc. Reg. \$1.00. Sale price 50c.

Children's Dresses in Every New Style

Offered at Enticing Reductions

Made in Lawns, Muslins, Piques, Duck, Chambray, Gingham, etc. All the newest and up-to-date styles. Prices range according to age, as follows: \$35c, 50c, 65c, 85c, \$1.00, \$1.35, \$1.65, \$1.90, \$2.35, \$2.65

Do not overlook this important section while visiting the store during Children's Days. Charming Dresses can be acquired at a very small cost. Every investment made will prove gratifying to the purchaser.

Children's Bargain Days Tomorrow and Saturday

Children's Sun Bonnets, Sun Hats and Sailors

Offered at Attractive Clearance Prices

MILLINERY DEPT. SUN BONNETS, each 50c SUN HATS each 25c STRAW HATS, each 25c Most desirable for outings, picnics, camping, etc.

Special in Women's Waists for Present Wear

Do not overlook the important and valuable clearance of 2,000 Women's Waists for present wear. Special sale prices range from

25c to \$1.35

Children's Neckwear at Clearance Prices

LACE COLLARS, regular 75c., \$1.00, \$1.25. Children's days, each 50c LACE FRONTS. Regular \$1.50, \$1.75 and \$2.00. Children's days, each \$1.00 FANCY HAIR RIBBONS in floral patterns. Children's days per yard 35c., 25c. and 20c CHILDREN'S HANDKERCHIEFS—Fancy colored borders. Special per dozen 25c Fancy colored borders. Special per dozen 35c Fancy colored borders. Special per dozen 50c

Special Bargains for Children That Excel

Found Everywhere Tomorrow and Saturday at the Big Store

Tomorrow and Saturday

WE will make up for the delay in placing before our customers the special July sale goods for children by offering on Friday and Saturday some very attractive and unexcelled bargains. Many hundreds of dollars can be saved by attending this important clearance of children's goods.

Sale of Boys' Clothing at \$2.50 and \$3.50

We Practically Clear Our Entire Stock at the Above Two Prices.

This extraordinary clearance consists of various assortments suitable for ages 9 to 14, double and single breasted, made in fine worsteds in blues and blacks, also imported tweeds, fancy worsteds. A splendid range of patterns to select from.

53 Boys' Three-piece Suits were \$4.50 25 Boys' Three-piece Suits were \$5.75 72 Boys' Three-piece Suits were \$6.75 42 Boys' Three-piece Suits were \$7.50 27 Boys' Three-piece Suits were \$8.50 5 Boys' Three-piece Suits were \$10.00

One Price Tomorrow and Saturday \$3.50

\$3.50 and \$4.50 Boys' Three-Piece Tweed Suits for \$2.50

In order to ensure a complete clearance of these high grade Suits we have priced every Suit exceptionally low. We have them in all the newest and up-to-date patterns.

Regular \$3.50 and \$4.50, Tomorrow and Saturday, \$2.50

In the above selection there is one of the finest bargain clearances yet offered, and will certainly prove one of the most pleasing offerings to our customers.

Boys' Norfolk Suits—Great Clearance Tomorrow and Saturday at \$3.50

Made in Scotch Tweeds, not an undesirable pattern in the whole lot, neat stripes and checks, etc. The Suits are more suitable for FALL WEAR than now. Therefore economical parents have an unusual opportunity of a remunerative investment.

Boys' Blouses in All Colors and Patterns Regular values 75c., 65c and 50c Clearance prices 50c., 35c. and 25c

Buster Blouses in Cotton and Duck Regular values \$1.50, \$1.25 and ... \$1.00 Friday and Saturday offerings each . 75c

\$1.00 Days, Tomorrow and Saturday

In Children's High Grade Serviceable Footwear

We will clear out some important lines in Children's Footwear, our principal sale price being ONE DOLLAR. Parents will appreciate bargain chances that are without parallel in this city. The following descriptions will convince our customers of the actual values offered for "Children's Day."

- Misses' Tan Calf Sandals, 11 to 5. Regular, \$1.50 and \$1.75. Sale price \$1.00
Boys' Canvas Bats and Oxfords. Reg. \$1.50. Sale price .. \$1.00
Child's Patent Theo Tie with buckle. Regular \$1.50. Sale price \$1.00
Child's Kid Oxfords, patent tip, spring heel Regular \$1.50. Sale price \$1.00
Child's Kid Button Boots, spring heel, patent tip. Regular \$1.50. Sale price \$1.00
Child's Lace Kid Boots, patent tip, spring heel. Regular \$1.50. Sale price \$1.00
Misses' Kid Strapped Slippers. Regular \$1.50. Sale price \$1.00
Child's White Goat Skin Slippers, one strap. Regular \$1.00. Sale price 75c
Child's Two-Strap Chocolate Kid Slippers. Regular \$1.00. Sale price 75c
Child's Kid Oxfords' patent tip, patent quarters. Regular \$1.00. Sale price 75c
Misses' Kid Button Boots, heel and spring heel, 11 to 2. Regular \$1.75. Sale price \$1.00
Misses' Kid Oxfords, heel and spring heel, patent tip and self tip, 11 to 2. Regular \$1.50 and \$1.75. Sale price \$1.00

Boys' Furnishings Well Underpriced

For Tomorrow and Saturday

The various lines to be cleared comprise the following: SHIRT WAISTS, SHIRTS, SWEATERS, BRACES, SILK WINDSOR TIES, HANDKERCHIEFS, ETC., ETC.

Boys' Shirt Waists

BOYS' COLORED PRINT SHIRT WAISTS with soft turndown collars. Reg. 50c. Sale price 25c BOYS' PRINT SHIRT WAISTS, light and dark shades with starched collar attached. Regular 65c. and 75c. Sale price 35c BOYS' FINE PRINT SALEM SHIRT WAISTS, separate collars and cuffs. Regular 75c. Sale price 50c

Boys' Shirts

BOYS' PRINT SHIRTS with starched collars attached, dark and light patterns. Regular 50c. Sale price 35c BOYS' SOFT SHIRTS with collars attached. White canvas, mesh and black sateen, fancy stitched. Regular 75c. Sale price 45c

Boys' English Sweaters

BOYS' STRONG BLUE ENGLISH SWEATERS, all sizes. Values up to \$1.00. Sale price, ... 50c

Boys' Suspenders

BOYS' STRONG BRACES, elastic web, leather and mohair ends. Sale prices 20c., 10c. and . 5c

Boys' Silk Windsor Ties

BOYS' COLORED SILK WINDSOR TIES. Reg. 25c. Sale price 15c

Boys' Handkerchiefs

BOYS' WHITE COTTON HANDKERCHIEFS with fancy colored borders, 3 for 10c

Children's Bargain Days Tomorrow and Saturday

Children's Hose at Special Sale Prices

BOYS AND GIRLS' BLACK RIBBED AND PLAIN COTTON HOSE, sizes 5 in. to 8 in. Special, 2 pairs for 25c GIRLS' PLAIN AND RIBBED BLACK COTTON HOSE, all sizes. Special 10c

Special in Women's Waists for Present Wear

Do not overlook the important and valuable clearance of Women's Waists for present wear. Special sale prices range from \$1.35 to 25c

Stationery and Book Dept. Offer Pleasing Goods For Children's Days

Notepaper, Books, Postcard Albums, Hand Mirrors, Etc. CHILDREN'S BOXES OF NOTE PAPER AND ENVELOPES. A splendid assortment. Linen finish decorated with violets, etc., just imported from London for good boys and girls, at only per box 15c FIFTY BOOKS FOR GIRLS AND BOYS, daintily bound. Regular 35c for each 20c FIFTY POST CARD ALBUMS. Regular 25c. and 35c. Sale price each 15c A SMALL NUMBER OF HAND MIRRORS FOR GIRLS. Regular 75c. to \$1.00. Special sale each 35c

Special Bargains for Children That Excel

Found Everywhere Tomorrow and Saturday at the Big Store

DAVID SPENCER, LTD.

VOL. L., NO. 60

U. S. AND JAPAN REMAIN FRIENDS

Sentiment of Speeches on in Honor of Yamamoto

WAR TALK FROM IRRE

Marquis Ito's Newspaper Speaks of Contemplated Naval Demonstration

New York, July 11.—A former minister of Japan, who with a staff of naval men has been in shipbuilding plants and Europe, began his tour of American navy yards and establishments today by New York navy yard. Escorted by an aide to the commandant, Admiral Yamamoto left in a civilian dress, his gaze fixed on the various establishments and applauded him, when he smiled and bowed his men.

Speeches at Luncheon Between Japan and States which have so long been the friends of the United States, continued at a luncheon the Japanese society speakers included Rear Adm. Jan, Gen. Adai and those newly appointed to the post of Admiral Yamamoto left in a civilian dress, his gaze fixed on the various establishments and applauded him, when he smiled and bowed his men.

The expressions of love between Japan and States which have so long been the friends of the United States, continued at a luncheon the Japanese society speakers included Rear Adm. Jan, Gen. Adai and those newly appointed to the post of Admiral Yamamoto left in a civilian dress, his gaze fixed on the various establishments and applauded him, when he smiled and bowed his men.

General Stewart L. Dyer minister to Spain, declared war with Japan would be against the honor and glory of the United States and Japan. After the luncheon Admiral Yamamoto and his staff were driven to a projected Brooklyn.

Irresponsible New York, July 11.—The Japanese ambassador New York today to attention of the grand jury issued through his secretary of his previous depositions is no Japanese-American friendship between the two nations, and trouble-hunters, any cause for anxiety, due to the influence of press talk.

A Shade of Uneasiness Tokyo, July 11.—The American fleet in the Pacific, which American papers to Marquis Ito for an official discussion by the nation organ today. The "We cannot help feeling" view of the grand jury attributed to President Roosevelt that the navy would world with a startling of American defensive measures necessary to take what precautionary measure. We regret that Washington, inclination to doubt the sincerity in assuring the Pacific and friendly relations with the Japanese. Neither have we the slightest doubt of the American government toward whom Japan's attitude due, are the irresponsibility of both nations. To decline discussion of sensational agitation of a solo comment on the p