

MAKE VICTORIA A NATIONAL PORT OF THE FIRST CLASS

Breakwaters at Outer Harbor and Deepening Inner Harbor to Cost \$3,000,000

Hon. Mr. Templeman Unreservedly Endorsed a Project of Supreme Importance--Prepare for Trade Following Opening Panama Canal

TO THE CITIZENS OF VICTORIA:

A question of paramount importance to every business man, every property owner and every workingman in the city of Victoria, is, "What is to be the future of Victoria as a commercial port?"

Occupying, as it does, an unrivalled position on the Pacific, Victoria has not reached that stage of development as a port that its splendid geographical situation has made possible; the reasons it is needless here to discuss. But, unquestionably, one reason that could be urged against any considerable increase in our present limited sea-borne trade is the utter inadequacy of the harbors, outer and inner, and it is probably not too much to say that if the facilities for shipping are permitted to remain for the next six years as they now are, the tremendous development in shipping that will follow the opening of the Panama canal will find the accommodation in more enterprising ports which is denied it in this. That trade once fixed in other channels may never be diverted to Victoria.

Now, then, is the time to consider that question and to settle for all time the future of Victoria as a great commercial and shipping port. Her destiny in other respects is assured.

The growth in Victoria shipping during the last ten years has been very great. Ten years ago, yes, five years ago, the harbor was large enough to accommodate all vessels; to-day it is taxed to its full capacity, and frequently the inner harbor is altogether inadequate for the business now being done. When the Panama canal is opened the number of large vessels coming to North Pacific Coast points will be enormously increased. Anticipating the completion of this canal in 1914, many of the sea port cities to the South are already undertaking harbor enlargements, and on Puget Sound many millions of dollars will be expended for the accommodation of the increased tonnage that must inevitably come to these Northern ports when the round-the-world route is finally established.

The breakwater shown in the plan will secure a perfectly safe harbor, completely protected from southwesterly winds. A breakwater from Holland Point to Brothie Ledge, 2,700 feet in length, with a wing from Brothie Ledge westerly for a distance of 600 feet, with an additional breakwater from McCauley Point for a distance of 1,350 feet in a south-easterly direction, will enclose over 650 acres of water of sufficient depth, measured inward to Laurel Point. Complete protection will be afforded to the outer harbor and to the entrance to the inner harbor. Within this enclosure the most ample provision can be made for the accommodation of all deep draught ocean going vessels, and a system of docks, private or otherwise, will be developed in wharves and storehouses, which would by degrees grow with the growth of shipping and provide for all time to come.

Mr. Geo. E. Keefe, resident engineer of Dominion Public Works, estimates the cost of these two breakwaters at \$2,000,000, that is, \$1,280,000 for the Holland Point breakwater and \$720,000

(approximately) for the other. Mr. Sorby, C.E., an earnest advocate for years of an improved harbor, estimated the cost of the first named breakwater at a little over a million dollars. In addition to this, it is estimated that the cost of deepening the inner harbor to a uniform depth will be about \$1,000,000, or a total harbor improvement of \$3,000,000. This work, it is contemplated, can be completed in four years, at an annual expenditure of \$750,000 a year.

With the advent of the trade via the Panama canal, and the increased expansion of the trans-Pacific shipping, the present is a critical time in the history of the development of this city. It is a time when all responsible citizens should calmly calculate the bene-

fits which will accrue to business and to the value of holdings in the city, immediately upon the undertaking of this great work. That it will mean the commencement of a new era in the prosperity of Victoria needs no argument, and that such development once begun must continue for a long time to come, is as evident as a great future for the Western Coast of Canada is firmly established. There is no one who has fixed interests or investments in Victoria or on Vancouver Island to whom this is not plain, that in making provision for such shipping as must naturally seek this port, the city of Victoria will soon realize the expectations which have all along been the hope and mainstay of all its citizens.

If I have the honor to be your representative in the next Parliament, occupying a seat in the Dominion House, it will be my duty to secure the commencement of this work as soon as the engineer can prepare plans and specifications and an appropriation is obtained for the purpose at the coming session of Parliament. The Premier and the Minister of Public Works are personally familiar with the conditions here and the need of improvement, and will favor the making of Victoria a great national port. The project, insofar as its necessity and its cost are concerned, has been approved, the Government being fully convinced that the commerce of the city demands an outlay which will enable Victoria to retain pre-eminence among the ports handling the trade of the Pacific.

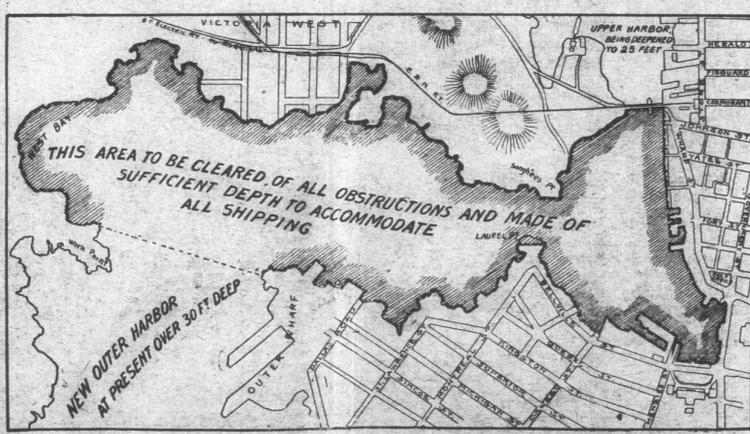
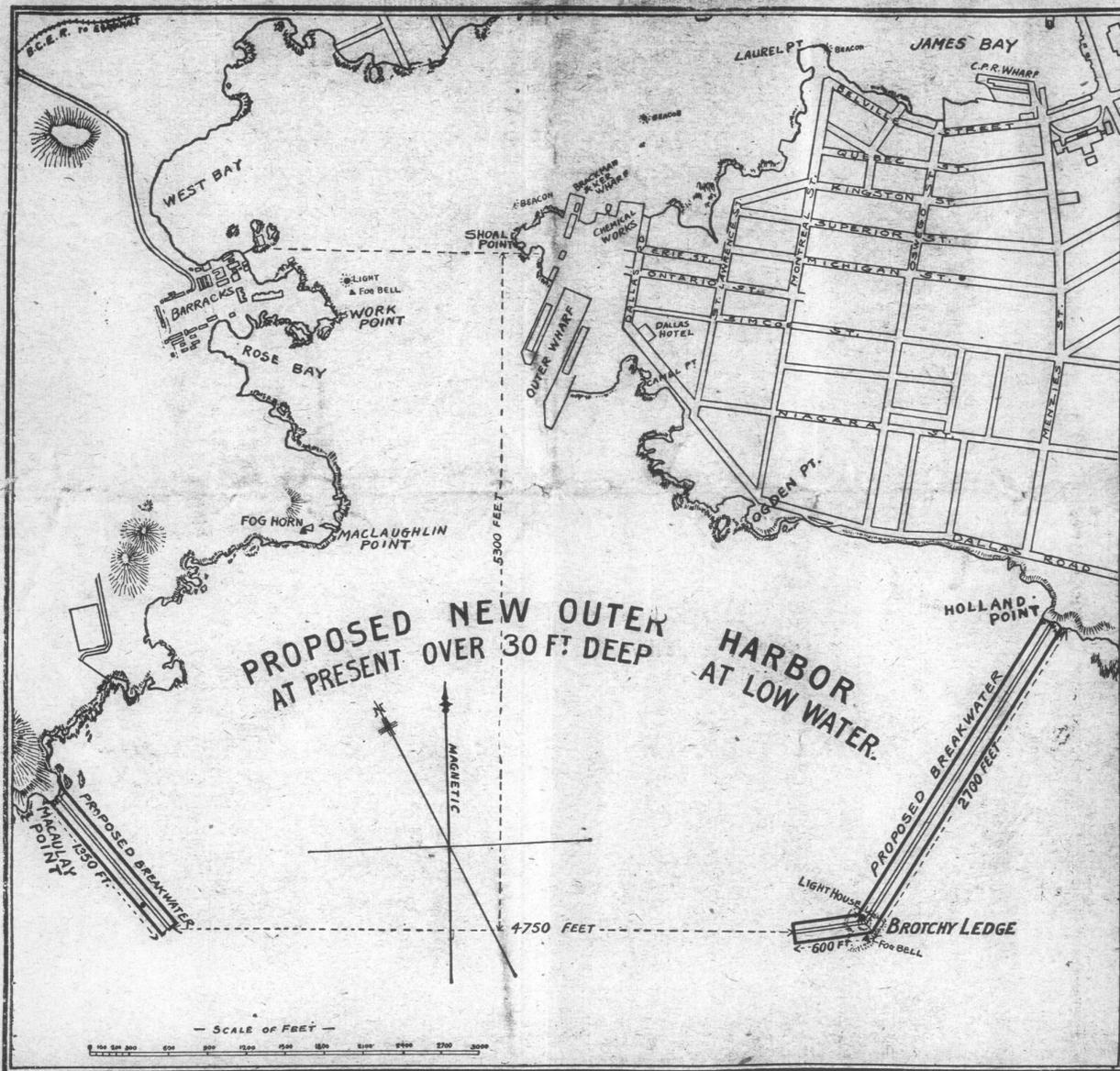
The improvement of the middle harbor is an immediate requirement and can be proceeded with simultaneously with the building of the breakwater at Holland Point, which should be the first of the breakwaters to be constructed.

The waterfront along the Victoria West front and on James Bay side, now inaccessible, will be rendered available for commercial purposes, and docks can be built with rail connections to provide transportation facilities for vessels up to the size of the Blue Funnel liners and the new C. P. R. Empresses.

To render the inner harbor easy of access for the largest type of coasting vessels a portion of Laurel Point will be removed and the minimum depth requisite for such vessels will be carried the harbor width.

The upper harbor is now being dredged to a depth of 25 feet, and that work will be completed within the time specified.

A contract has already been entered into with the B. C. Marine Railway to construct a drydock of the first class, which that com-



Proposed Improvement Inner Harbor

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It is for the citizens to set their

(Concluded on page 4)

ON THE FIRING LINE

Remember that the Polls Open at 9 a. m. and Close at 5 p. m. On September 21

A month ago the Times told its readers that reciprocity would result in the establishment of new lumbering and milling industries in British Columbia. Although the Times does not resort to catch-penny methods of campaign, the full significance of that statement was not realized by the public at that time. The Times publishes a letter to-day which should drive the sense of the facts into the thickest skull. It is a letter by D. E. Skinner, manager of the Port Blakely Mill Company, of Seattle, written by him to a business correspondent. When you read it you will see it is not a "doctored" letter. It was first published in the Western Lumberman for September. Here it is:

"Canadian milling interests are already beginning to feel the effect of the reciprocity agreement. The Port Blakely Mill Company does business all over the world, and you may be certain that we are not going to overlook any market like that offered by Canada.

"We would not have opposed the reciprocity agreement if it had meant free trade, but the situation as it stands to-day is a rank discrimination against American lumber, dressed or finished even on one side. The agreement imposes an ad valorem duty of 22 1/2 per cent. on our exports into Canada.

"I do not know whether the majority of those who favored the reciprocity agreement realized this condition. In fact I feel certain that they did not. I do not believe that the president and Secretary Knox did, at first, but when the feature was pointed out we were met with a refusal to alter any part of the original bill. I asked one of the commissioners who negotiated the pact how it was such discrimination was asked, and he replied that the Canadian commissioners laid down the rule right at first that they must get into the American market with their common lumber, and that they must be protected with the ad valorem duty. They declared they had no serious objection to the small ad valorem duty on milled lumber—about 6 1/4 per cent.—that the United States maintained. Without this concession, and no further question asked on the subject, the Canadians did not care to go any further.

"Of course the great danger to American mills is that of increased milling capacity on the Canadian side, brought about by the price differential on lumber that exists to-day. I am satisfied that this differential will soon be wiped out. Indications are plentiful that milling operations will be greatly extended on the Canadian side. The heavy purchases of Canadian timber by Americans at the price paid is evidence that big sawmill plants are to be installed. The mills at present are just about taking care of the surplus of logs, so there is not any great opening in the log market. More logs in the water will necessitate more mills to saw them. Stumpage standing is a liability, not an asset. It must be cut to be of value. Therefore it is plain that purchasers of Canadian timber do not intend to let it lie idle.

"Yet it is inconceivable that a market provided by 9,000,000 will long be sufficient to make use of all the lumber they manufacture themselves, and the surplus of mills may be large, but they won't make money for their builders for any length of time, at least.

"Yet here we are seeking a market, and we can't overlook opportunities. We can ship our logs across the line, if we want, and manufacture to greater advantage for the Canada market than we can here with cheaper labor and escape from the 22 1/2 per cent. duty. These are conditions that I am going to investigate, and I know other manufacturers have the same ideas in mind."

Do you realize that if these results are to come about "because" of reciprocity they will not come about "without" reciprocity? There is the moral.

Portland, Me. Sept. 13.—The Portland Evening Express, a prohibition paper, this afternoon issued a bulletin stating Maine had gone "wet" by 500 votes.

FRENCH PRESIDENT APPROVES REPLY

DESIRES FREE HAND POLITICALLY IN MOROCCO

German Officials Confident Satisfactory Settlement Will Be Reached

Rambouillet, France, Sept. 13.—President Fallieres to-day gave his formal sanction to the French reply to the latest note from Germany regarding Morocco. Foreign Minister Descloux, after he submitted the document, hastened by motor car to Paris and if the reply can be transcribed in time, a messenger will leave with it for Berlin to-night, otherwise the note will go forward in the morning.

It is understood that, as anticipated, the last French expression emphasized the necessity of maintaining the commercial equality of all in Morocco, and insists that the French shall have a free hand politically in that country.

German Views. Berlin, Sept. 13.—During the last few days both at the foreign office and in social circles, the minister of foreign affairs, Herr Von Kiderlin-Waechter, has expressed implicit confidence in a satisfactory settlement with France regarding the Morocco dispute.

This is reflected by the staff of the foreign office, who expect that the French answer to the last German note will be received not later than Monday and probably to-morrow.

The answer, it is believed, will accept a part of the German proposals, leaving others for further negotiations. The officials scout the assertion that the reply France will amount to an ultimatum. It is expected that Germany's demand for an allotment of 30 per cent. in whatever railroad and other concessions France obtains in Morocco has been wrongly interpreted abroad. This division in which Germany also would reciprocate towards France, does not touch the concessions obtained by other countries. They are free to get whatever concessions may be obtained without interfering with Germany or France.

The foreign office regards this arrangement as fully within the terms of the Locarno agreement and as not infringing on the rights of the outside powers. The Bourse continues more optimistic concerning the Moroccan situation. Nevertheless stocks opened somewhat lower generally this morning, owing to disappointment over the course of yesterday's market at New York.

The withdrawals of French money assumed a much more serious proportion this morning, causing an unusually sharp advance in Paris sight exchange. The movement, however, does not excite particular concern among Berlin financiers because the Paris balances here had already been reduced to less than one-third the normal at the end of June.

It is assumed in some quarters that Paris banks are acting on a hint from the French government in order to bring pressure to influence a speedy settlement.

STORM STOPS CAR SERVICE

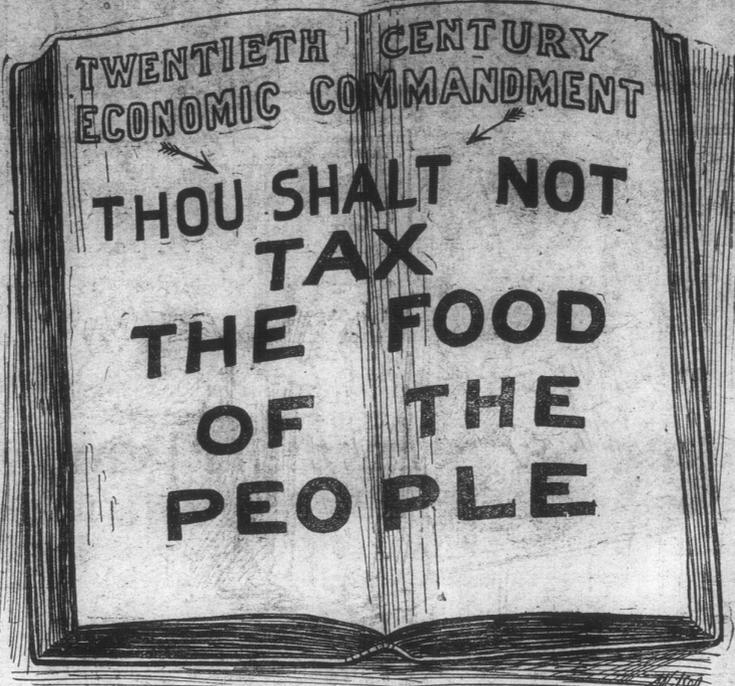
Springfield, Ill., Sept. 13.—Springfield was badly damaged by three wind storms which occurred this morning. A succession between 2 and 4.50. The streets were obstructed by thousands of fallen trees, trolley lines are down and street car service is at a standstill. Streets and cellars are flooded.

The copper roof of the dome of the state house was torn off. Switchboards of the Interstate Telephone Company caught fire and all electric lights were extinguished when the first storm struck. No loss of life has been reported.

PRINCE PALATINE WINS ST. LEDGER

Lycan Second and King William Third—Nine Starters in Big Race

Doncaster, Eng., Sept. 13.—The hopes of Lord Derby at least winning the last of the classic races to-day were disappointed when his King William could do no better than third in the St. Leger, behind C. Pilkington's Prince Palatine and J. B. Joel's Lycan, who finished in that order. King William started favorite at 5 to 4, but both the winner and second were well backed at 100 to 30 respectively. Giving away 12 pounds, Prince Palatine came within a head of winning the Biennial at Ascot, and though shortly after he was beaten half a length by Mushroom at Newmarket he was regarded as an improving colt and with Sunstar out of the way, was much favored by the betting public. He justified the confidence of his backers by winning in easy fashion with a margin of six lengths. He is by Persimmon, out of Lady Lightfoot, and was ridden by the American jockey F. O'Neill, who was brought over from France for that purpose. Lycan, which was second, is regarded by Morton as being much inferior to the Derby winner, and there is little doubt that Sunstar would have won the "Triple X Crown" could he have stood his preparation. The summary: The St. Leger stakes of 5000 sovereigns, for three-year-old colts and fillies, 1 mile six furlongs and 132 yards, won by T. Pilkington's Prince Palatine, J. B. Joel's Lycan, second, Lord Derby's King William third. Also ran: Pietri, Atman, Cherry King, Longboat, Beaurepaire and Bachelor's Hope.



"THIS IS NOT A POLITICAL QUESTION. IT IS A QUESTION OF HUMANITY."

RIVER OF LAVA EIGHT MILES LONG

Scores of New Fissures Have Opened in Mount Etna Since Eruption Began

Catania, Sept. 13.—The eruption of Mount Etna is assuming the proportions of a disaster. The lava stream whose path crosses the railway line circling the volcano, is approaching the railway station to the north and especially threatening the depots at Merce and Alicantami which were abandoned to-day. Squads of laborers were at work to-day taking up the railroad tracks and removing all transportable matter to places of safety.

The entire crest of Mount Etna appears to be in a state of ebullition. The gravity of the eruption of Mount Etna is indicated by the abandonment of the railroad station at Merce and also at Alicantami, at the north of the mountain. Alicantami marked the limit of the last flow in 1878. Merce was threatened at that time but escaped.

The eruption means suffering for the peasantry. The slopes of Mount Etna within an area of more than 85 square miles support a population more dense than that of any other portion of Sicily or Italy. There are 65 cities and villages in the vicinity, and the number of inhabitants who obtain an excellent living from the fertile fields is more than 300,000.

It was reported this afternoon that a total of 79 new fissures had opened in the volcano since the disturbance began. The river of lava, which is increasing slowly northward, has increased in volume and extends eight miles from its source. The houses of several peasants have been overthrown. The earthquake continues terrifying the people for miles around.

FRENCH AVIATOR KILLED

Paris, Sept. 13.—Lieut. Chotard, a pupil of the military aviation school, was killed yesterday while making a flight at Villa Coublay. A gust of wind capsized his machine and he fell 300 feet.

Laurier the Gallant Knight

One of the oldest and most experienced newspaper men in Canada, and a non-party man into the bargain, writes as follows regarding the Prime Minister, now waging one of the most marvellous fights of his career in the East: "Sir Wilfrid is conducting the campaign with the cheerfulness and vigor of a winner. I have not heard nor seen him in such fine fettle for years. The campaign has agreed with him. He reminds me of those good knights in Sir Thomas Malory's book who got stronger by the combat and finished it with the force of from seven to ten men. The Premier, like George Canning, wears his heart in his countenance and demeanor. He is, as ever, the man of all Canada who is best posted as to the way the fight is going. That's what makes him so pleasant, so happy, so robust in his seventieth year. The opposition will, in effect, be rubbed out."

WED PRISONER FOR THIRTY HOURS

Teacher Beaten and Carried into Woods

Kidnapper Finally Releases Victim Who Reaches Place of Safety

Snowflake, Man., Sept. 13.—Dragged from her little school among the trees of the Pambina Valley, brutally assaulted and then compelled to spend thirty hours in the bush with a ruffian who guarded her with loaded rifle, Miss Gladys Price, the Riverdale school teacher, returned exhausted, bruised and battered to the friendly shelter of a neighboring house about seven o'clock last night. Though suffering intensely from the shock, Miss Price was able some time after her return to give an account of all that had happened since the kidnappers left her after morning school on Monday.

Miss Price was seated in the school-room when a man said to her Harry Wilson, of Hannan, N. D., suddenly appeared in the doorway and pointed a rifle at her. The little teacher refused his demands, Wilson threatened to shoot, whereat she told him to shoot. A struggle then ensued and Wilson hit the plucky girl over the head with a bottle, then carried her off into the bush. After a while he compelled her to walk and they travelled deeper into the heart of the underbrush. Here Wilson lighted a fire and the terrified girl spent the long night with the wretched Wilson watching her every move and threatening to shoot at the first sound from her. She heard the whistle of her sweetheart, Frank Patterson, who was seeking her, but was unable to respond. Wilson drank heavily inordinate quantities of liquor and smoking innumerable cigarettes. Incessantly the poor girl pleaded with her captor to allow her to return, but he turned a deaf ear to all her pleadings. All night long she moved around to keep warm and watching for a chance to make her escape, but the menacing rifle left her no loophole.

Then day came. Wilson wanted to take her across the river. He said he was a rich man and would grant her anything she wanted, but she remained steadfast and refused to accompany him. The liquor had all been consumed by this time and his effects were passing away. Wilson's cigarettes and matches also gave out, which troubled him much, being an inveterate smoker. Last evening he finally consented to allow her to return home. "But don't go and tell them," was his parting adjuration. "I'm sorry this happened." Then telling her he intended cutting all the telephone wires in the district to prevent his capture he left her and she made her way to the farm of John Riou and after resting continued her way to the Patterson house, where she has been staying and where she now rests and recuperates.

Investigation around the countryside brings to light Wilson's meanderings before his arrival at the little school in the valley. He was seen in Manitou on Saturday afternoon, went to a neighboring village, where he stole a rifle and decamped. Later he appeared in Manitou again and bought four bottles of liquor, from which place he made his way to Riverdale school. Wilson is a man of about forty years of age and is said, with the assistance of the accomplices, who were shot in the affray, to have held up a train south of the border, after which he struck north to the Manitou district. Wilson's capture is said to be now a matter of hours, a posse of two or three hundred armed men having surrounded him in the bush.

ARRESTED ON CHARGE OF DOUBLE MURDER

Homesteader Being Taken to Saskatoon—Jealousy Cause of the Crime

Saskatoon, Sept. 13.—With the charge of a double murder hanging over him and with a third victim mortally wounded, Jim Allick, a homesteader who is located six miles from Vanscoy and about thirty miles from the city, is now under arrest and is being brought to Saskatoon by the R. N. W. M. P. It is alleged according to the meagre details that have been secured that yesterday Allick shot his father-in-law, mother-in-law and wife and that he was arrested while on his way into Vanscoy, although another report is that he was making to Battleford when taken. Jealousy with regard to his wife is said to be the cause of the crime.

FALLS BELOW GUARANTEE

Alaskan Salmon Pack Smaller Than Former Years

Seward, Alaska, Sept. 12.—The salmon canning season in western Alaska is nearly ended and the cannery ships are leaving with their packs. The output of the Bristol Bay canneries when the dispatch was sent, as the contract with the Chinese employees. The Shignik Bay pack is close to the guarantee. In Larson's Bay and Uyak the canneries are working on a second run of salmon, and the pack will be larger than usual. The Cook Inlet canneries report a good season.

PERTINENT POINTS

Prosperity means higher wages for labor, and reciprocity means prosperity.

The man who says his loyalty compels him to vote against reciprocity, yet who cheats the King's revenue by surreptitiously bringing in goods from across the border because they are cheaper there, need not necessarily be classed as a criminal. He is merely the by-product of a protective tariff.

A responsible Minister of the Crown who says that we must have nothing to do even in the most casual way with a friendly neighbor of our own kind and when the same Minister alienates vast portions of our resources to the same neighbor that Minister is a hypocrite.

The Briton who votes for Borden votes for Bourassa and no navy.

Vote for yourself and the great masses of the Canadian people. Do not bonus a few millionaires by voting hard earned dollars into their pockets.

If I am a wage earner and attempt to satisfy my wants by going into the cheapest market to buy, I am disloyal; but if I am a millionaire I can buy my material from a foreigner and compel my fellow countrymen to pay me more for it than it is worth, then I am a great imperialist.

CRISIS IN CHINA FAST APPROACHING

SZCHUAN UPRISING LIKELY TO SPREAD

Government Ready for Emergency—Homeless Natives May Join Revolutionist

Washington, D. C., Sept. 13.—In the opinion of the students of Oriental affairs China is rapidly approaching a great crisis in her history. The uprising in Szchuan province is expected to extend to the neighboring provinces and especially to the southward where the Mongolian element has for many years been opposed to the reigning Manchu dynasty.

Evidently prepared for trouble, the Chinese government has been induced to dispatch troops to the affected district and to deal with the situation with a strong hand. It is believed here that the government will be able to suppress the present disturbance, though the unforeseen flooding of the Yangtze Valley is expected to drive thousands of the unfortunate natives, whose means of subsistence have been destroyed, into the ranks of the revolutionists.

But it is believed that the Szchuan uprising is only the beginning of other outbreaks in other parts of the Chinese Empire, for the fact is, that the struggle now going on is really a gigantic test of the relative strength and power of the central government as opposed to the provincial governments. Japan also had to pass through a similar ordeal before the people were able to break the power of her barons and it is believed that the Chinese government will now be put to the same test.

While the sympathy of Occidental nations must remain with the Chinese federal government, there can be no interference in this great internal strife, and the activities of other nations, at least for the present, must be confined to the protection of their own citizens resident in China.

Rebels Attack Cheng Tu. London, Sept. 13.—A news dispatch received here to-day from Tsu Chau says that the prefect of police there has attempted to communicate with Cheng Tu by messengers, but that the messengers were unable to get through the lines of rioters who were attacking the city at four points. Troops, the dispatch adds, line the walls of Cheng Tu, defending the city.

Tsu Chau is 75 miles southeast of Cheng Tu, capital of the province of Szchuan in which district a rebellion has occurred and Tsu Chau is nearer the capital than any other point in which news of the rebellion has been sent to the outside world since September 9. It is about half way between Cheng Tu and Su Lu where the British refugees are reported as having arrived safely.

This afternoon the foreign officers received a dispatch from the British consul at Cheng Tu, dispatched under date of September 9. It states that there was fighting within the walls of Cheng Tu on September 7, when several persons were killed and others wounded, both among the populace and the soldiers. The rebels were easily repulsed and the gates of the city closed. The shops were shut up. On the following day roughs from the suburbs attacked the city gates, but were driven back.

The advices add that the American and British residents of Cheng Tu who did not leave the city on September 7, still remained in the capital when the dispatch was sent, as the governor-general refused to permit them to leave on September 8, owing to the presence of the rebels outside the walls. The French missionaries had decided to remain in the city. The mail service to and from Cheng Tu has been interrupted.

STEAMSHIP AGENTS GATHER AT SEATTLE

Four Companies Represented—To Erect Docks to Cost \$1,000,000 on Sound

Seattle, Wash., Sept. 13.—B. N. Baker of Baltimore, president of the recently organized Atlantic & Pacific Transport Company, capitalized at \$15,000,000, and Cornelius Von Bloderen of Antwerp, Belgium, representing three trans-Atlantic steamship companies, will be present to-day at an important meeting of the new port commission of Seattle.

President Baker will explain the plan of the transport company, which contemplates establishing a line of mail, passenger, and freight steamers between New York city and intermediate ports on the Atlantic and Pacific coasts.

Mr. Von Bloderen will present a proposition for the leasing of his company of a huge municipally-owned dock. The scheme contemplates the erection of a dock to cost possibly \$1,000,000 by bond issues, the leasing companies to guarantee sufficient rental to pay annual interest charges on the bonds, and create a sinking fund to retire them after a reasonable term of years.

FATALITY INJURED

Syracuse, N. Y., Sept. 13.—Pinned beneath his mount when the horse reared on its hind legs and then fell over backwards, Wm. Lynch, blue ribbon holder of the New York police squad, was fatally injured at the state fair here last night.

RECIPROCITY WILL ADD TO PROSPERITY

SIR WILFRID CONTINUES TOUR OF QUEBEC

Money Saved by Removal of Duties Will Go Into Pockets of Canadian Consumers

Beauce Junction, Que., Sept. 13.—Sir Wilfrid Laurier came here yesterday from Quebec to support Hon. Dr. Land, his youngest colleague in the cabinet.

The Premier was greeted by 4000 people and delivered a fighting speech, one of the most forceful of the campaign. He said that though on the verge of seventy years he would fight his opponents to the end, and that never before had he to fight such insidious and dishonest tactics. Sir Wilfrid later left for Theford mines.

In the beginning of his address the Prime Minister appealed to the women to use their influence on the right side, and then urged the Conservatives present to be converted to the Liberal programme. "If you vote for me," he said, "you do not desert your duties, for your chiefs have deserted you in departing from the policy of Sir John Macdonald."

The Premier referred to the prosperity of the country under the Liberal government, and then said that it was the intention of the government to make the people more prosperous with reciprocity. The true aim of politics was always to secure prosperity to the people. One of the great markets for the products of the United States, and instead of paying tariff rates into the treasury under reciprocity it would go into the pockets of the Canadian consumers. He did not think any Conservative of common sense, otherwise than those acted entirely by party spirit, would vote against the Liberal party on September 21st.

The chiefs of the Conservative party, said Sir Wilfrid, "have denied their former policy. The temper always is with us, and this time at the side of Mr. Borden he urges the Conservative party to adopt a policy of laissez faire. (Laughter). It was a great compliment to the Liberal party when the Conservatives said, "Leave well enough alone," and he urged the voters to enhance that compliment by leaving the government where it was."

The Premier argued in favor of the navy and said there was opposition to the construction of the Grand Trunk Pacific Railway. He said that the British government should contribute to the deepening of the St. Lawrence, so it was just that the people of Canada should contribute to help Nova Scotia in naval defence.

In concluding the Premier said: "We have triumphed four times, thanks to the voters and the people of the Dominion, and by your aid we will conquer again."

FRISCO'S MARINE NEWS

Another Collier Reaches Golden Gate With Coal for Government

San Francisco, Cal., Sept. 13.—The Norwegian steamer Audalder Beron has arrived from Newport News with coal for the government. After unloading she will proceed to the coast to load lumber for Sydney for account of J. J. Moore & Co.

The next government collier to arrive will be the British steamer St. James, due to-day from Norfolk and charter to Kerr, Clifford & Co. for wheat to Portland for the Food Kingdom.

The W. R. Grace liner Belle of Seattle is in port with 1,200 tons of lumber from Sooke. She will proceed to the Sound to load lumber. The Standard Oil tanker Tussock arrived late Monday night in ballast from the Orient, and the British steamer cargo of lumber from Tacoma will arrive here again on her homeward voyage October 3.

The British steamer Damara, with cargo of lumber from Tacoma, will arrive here on her homeward voyage October 3.

ESKIMO BURIAL

Nome, Alaska, Sept. 13.—In the course of the last few days the schooner L. L. Shismar, when the crew got out, they found the body of Englishman, Laborde, of the schooner Louise, which was wrecked in the ice last November. The body had remained in the ice for a long time, three miles from the dismasted hull.

LABOR LEADER'S VIEW

(Press Item.) Here is an interview by J. Stevenson, president of the Independent Labor party in Toronto, given to one of the Toronto papers, giving his views on the workingman's tax. There is not the slightest doubt that candidates who are going to support food, no matter to what party they belong. Nine-tenths of the workingmen know, he said, "are in favor of reciprocity. This is not a party fight in any means. It involves the question of the good of workingmen. It is an issue far broader and deeper than mere politics; it is a question of humanity."

ON THE F...

Remember that at 9 a. m. and On Sept...

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But there are...

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Under reciprocity...

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These are not...

These are not...

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Thoughtful peo...

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Thoughtful peo...

ON THE FIRING LINE

Remember that the Polls Open at 9 a. m. and Close at 5 p. m. On September 21

Who are the Victoria voters that will settle the question of reciprocity as against continued restriction on Sept. 21 insofar as local votes can do it?

They are the citizens who have vested and established interests in the city of Victoria; the voters who think and speak of Victoria as their home city. Many of these are known as "Old Timers," the almost pioneers of business in the city. They have seen many political changes. They have seen governments come and go, changing places and superseding one another. They know the policies which have resulted in better times or worse times. Not governments, but principles, decide them. They have a liberal acquaintance with the broad foundation of political economy. They know the difference between an appeal to business instincts and appeal to sentiment. They are not all lashed to party moorings, nor can they be stampeded by partisan appeals when these contradict their common sense.

There are other people who have homes here and many of them have rising families who must be fed, clothed and schooled, and they have the common problem of how to make both ends meet. They have taxes to pay and they look with pride on the share they have in the city's progress—the work of making it a city healthy and beautiful, modern in the best sense of the term. Their work is here and their wages are earned here, no matter in what capacity they earn them. Whatever promises increased business development in the city, increasing population, increasing industry, stir and commercial activity are held by them to be in their personal interest. What they own will be increased in value as the city grows and they will share in what is sometimes called the "unearned increment" by which some people prosper and swell their bank and realty assets. These are the people who, independent of party affiliations, will figure out that reciprocity means their best welfare.

But there are others. The small army of merchants who know that the duty they pay on what they have to import from the United States in order to meet the demands of their customers makes the price of their goods 25 per cent higher than they would be if the duty were taken off, and they look for the great slump in prices that will follow after reciprocity is in operation to relieve them of the great strain they now have in making explanations as to why breadstuffs cost so much. They know that many a careful housekeeper has to buy cheaper goods than she would if she could afford to buy a better quality. Under reciprocity they will sell higher priced goods and their legitimate profits will be more on the same amount of handling and turn-over. This little multitude will vote for reciprocity because it must benefit them in their trade.

These are not all. The restaurant keepers who feed the great masses who are homeless will cut their expense bill in quarter and will be able to spread as good or better tables at less current prices than they are compelled to charge now. And the men who have to eat at their tables will be surprised and gratified at the moderate cost of a square meal. If you calculate what it costs to feed the people of Victoria for one day and then deduct one-quarter of the amount from the bill you will have a fair idea of the saving that will be effected in establishments alone every day in the year. Look at the tables of exports and imports in the editorial column to-day and see where you are at.

Thoughtful people are thinking solemnly about these things and the solid vote of those who will have the opportunity placed before them to effect these savings on September 21 will swell the polls in an overwhelming mandate that will place the reciprocity candidate—Hon. William Templeman—at the head of the polls.

MADNESS IS PASSING.

(Acadian Recorder.) This is an age of the peaceful yet determined uprising of the masses against

MUTINY AMONG CHINESE TROOPS

REBELLION ADDS TO TROUBLES IN CHINA

Missionaries Who Have Taken Refuge at Chenk Kiang Not in Immediate Danger

Cheng Kiang, Western China, Sept. 12.—A serious rebellion has occurred in the district of Cheng Tu. The soldiers refuse to obey instructions and are trying to bring force against the government control of the railways. The schools are closed. Business has been stopped it may lead to a general rebellion. Conditions are precarious.

This is the first direct cable dispatch from Cheng Kiang, in the heart of Western China, since the recent alarming reports of a native uprising and the danger to a large number of American missionaries located in that remote section of China.

For many days all communication has been cut off from the disturbed district. The American government has sent two warships under Admiral Murock, up the Yangtze Kiang, in the vicinity of the disturbances.

The cablegram is in response to cable inquiries on Sunday and gives reassurances in that the missionaries who have sought refuge at Cheng Kiang are not in immediate danger, although their situation continues to be serious as a result of the rebellion now in progress.

Rebels Defeated. Peking, Sept. 12.—Government dispatches from Cheng Tu confirm the press reports of a desperate attack upon the viceroys' yamen, and the rebels were repulsed and the ring-leaders put to death. The losses are concealed.

The Wu Pu assures the legations that Schuau, outside of Cheng Tu, is not disturbed and that there is no cause for anxiety concerning the fleeing foreigners who are believed to be coming via Kiatingfu, where there are two British gunboats and one German.

The British legation received a telegram to-day stating that the first party of refugees from Cheng Tu arrived in safety at Sut Fu. Evidently these refugees, all of whom the dispatch says were British citizens, came down the Yangtze river and were met by a British gunboat.

Message From Canadian. Toronto, Sept. 12.—Rev. Dr. Shearer, general secretary of the foreign missions, yesterday received the following cable from Mr. Grillinger, formerly a Toronto resident who is stationed as a mission worker at Chung Kiang, which is 600 miles from Cheng Tu: "The missionaries are now fleeing for safety to Chung Kiang. The situation here is not disturbed and people friendly. Extremely anxious about Cheng Tu. There is no telegraphic communication with Cheng Tu. There is every probability that the Cheng Tu missionaries left a few days ago acting under orders from the British officers. We are now endeavoring to provide against all emergencies."

Mr. Shearer has requested the secretary of state at Ottawa to ask through the British foreign office for news of the Canadians whose lives are in danger. Several days ago he wrote to the Dominion government informing them that about a hundred families were in the distressed regions. To a message sent to Shanghai, September 11, 1911.—Owing to the critical state of Cheng Tu foreigners have fled to Chung Kiang. Reported on the 7th, communication interrupted. (Signed) China Inland Missions.

AERIAL POSTMAN HAS NARROW ESCAPE

Aeroplane Crashes to Earth and Aviator Sustains Serious Injuries

London, Sept. 12.—Hubert, one of the aviators of the aerial post office inaugurated by the British post office last Saturday met with a bad accident on Monday, and only the mail bags which the flying postman carried from Hendon to Windsor Castle saved him from an almost certain death.

Hubert had just got away from Hendon with 120 pounds of mail when the machinery of his aeroplane went wrong and the machine crashed to the earth, burying the aviator under a mass of debris.

Both of Hubert's legs were broken and he suffered other injuries, but the mail bags on top of him acted as a buffer and saved him from being crushed to death by the weight of the engine.



SUGGESTED FEATURE FOR THE CARNIVAL G. H. B. (to voter)—My dear man, this won't do! Your lines run north and south! You're breaking up the Empire, don't you know!

WORK OF FIREBUG.

Great Falls, Mont., Sept. 12.—Fire believed to be of incendiary origin, starting in the drying sheds of the Somers Lumber Company at Somers, on the border of Flathead Lake, completely destroyed that building, adjacent sheds and the immense sawmill of 200,000 feet per day capacity. The loss is placed at \$150,000. The plant is controlled by the Great Northern Company.

MINERS RESCUED.

Delta, Colo., Sept. 12.—Fire in the Summerest mine of the Utah Fuel Company resulted yesterday from a shot firing which ignited the timbers. Four miners barely reached the bucket in advance of the resulting gas and smoke. The government rescue car, summoned from Trinidad, was not needed.

THE PREMIER'S ANXIETY

The Premier of this province will pardon us if we question the sincerity of his statement that the course of the Liberal Government will, in his opinion, lead to dismemberment of the Empire and fusion with the United States. Frankly, we do not believe the Premier thinks anything of the kind.

While to-day the trade of Canada with the United States is larger than ever before in our history, there never was a time when Canada was more closely bound to the Mother Country or further away politically from the United States.

Even so ill-informed a gentleman on questions of economics as the Premier of this province is not so obtuse as to be unable to see that the removal of a burden of taxation and a further increase of trade will strengthen the position we occupy in the Empire rather than weaken it.

It is our opinion that the Premier of this Province is only using the privileges of his high office in the way he deems most effective to encompass, not the defeat of reciprocity, but the defeat of the Liberal Administration, in order that the Conservative party may hold office. That is the sum and substance of the Premier's anxiety.

We may, however, comfort ourselves with the reflection that we are going to have reciprocity; that Canada will continue to grow and prosper; and that under the aegis of trade expansion she will every year become a more and more powerful factor in the affairs of Empire.

In this process which has received so remarkable impetus from wise Liberal legislation, the country will naturally look to the Liberal party to carry to its highest fruition a work of empire so potential for tremendous good to the whole body politic.

FRANCE WILL NOT GIVE WAY

PREMIER PREPARES REPLY TO GERMANY

Not Written in Spirit of Conciliation—Berlin Awaits Developments

Paris, Sept. 12.—The cabinet met at four o'clock this afternoon to consider the French reply to Germany's counter proposals concerning Morocco.

The reply has been drawn up by Premier Caillaux, and the ministers were summoned specially to pass on it. It was understood before the cabinet met that the French note had been written in a spirit of conciliation, but expressed a firm attitude on maintaining the position which France has assumed on questions of principle from which she could not depart. A semi-official note issued yesterday indicated that the German conditions would be refused.

Await Reply. Berlin, Sept. 12.—No further developments in the Moroccan affair are expected here pending receipt of France's reply to the German note. The French ambassador, M. Cambon, in Dresden with his family, awaiting the next move by his government.

Although the public anxiety regarding the differences between France and Germany has been largely allayed, stocks opened somewhat weaker on the Bourse to-day owing to the unsatisfactory course of the New York and Paris markets yesterday.

A report printed in the foreign press that the Russian government had withdrawn great sums of money from Berlin is authoritatively denied and it is asserted that the withdrawal of the French credits from German houses has been much exaggerated in the reports. Whatever withdrawals were made were so slight, it is declared, that they played no important part in the recent stock market panic.

ELECTRICIAN ENDS LIFE.

Denver, Colo., Sept. 12.—E. J. Meyers, an electrician, en route from Portland, Ore., to Cleveland, Ohio, committed suicide yesterday by hanging himself to a bedpost in his room in a hotel. Local authorities believe Meyers was demented. He had attempted to leap from a Union Pacific train near Cheyenne on Sunday afternoon.

NEW SUPERINTENDENT.

Ottawa, Sept. 12.—The position of superintendent of stationery and printing of the House of Commons has been filled by appointment of William Cairns to succeed the late E. C. Clark.

CENTRAL CANADA FAIR.

Ottawa, Sept. 12.—The central Canada fair opened yesterday with fine weather and a record attendance for opening day. Aviator Hammond made a short flight.

ELEVEN SOLDIERS DROWNED.

Dresden, Saxony, Sept. 12.—The Saxon army manoeuvres suffered a realistic character to-day, when 11 Uhlans lost their lives in the waters of the Elbe. These cavalry scouts were drowned while attempting to swim the river near Pirna.

CHINAMEN IN CUSTODY.

Winnipeg, Sept. 12.—Twenty-two Chinamen are under arrest here as the result of a raid upon a King Street joint. Gambling is the offence charged. Altogether a dozen police pounced down upon them, and it is alleged found several games of chuck-luck and fan-tan in progress. The Chinamen will be tried on Wednesday.

WILL RECOGNIZE REPUBLIC.

London, Sept. 12.—Great Britain, Germany, Austria and Spain have agreed simultaneously to recognize the republic of Portugal. These governments considered that the new regime is now sufficiently established to win the formal recognition which will be accorded without delay.

WAR ON RATS.

Winnipeg, Sept. 12.—The city has announced its intention of prosecuting a rigorous campaign against rats which are coming into prominence in an alarming manner owing to the prevalence of wooden buildings in the city. A bounty on rats ears may come into force.

CANADIAN CENSUS RETURNS.

Ottawa, Sept. 12.—Mr. Archibald Blue, director of census, stated yesterday that save for the addition of absences, the census is nearing completion, and he anticipates an official bulletin on the subject next week. No interim statement is obtainable. Complete figures are known only by the director, who is maintaining great secrecy.

PROSPECTS IN EAST

Laurier will have a sweeping victory. This is the message received by Times Tuesday from three different newspaper correspondents in Ottawa, who were instructed to report upon the situation as it was viewed in the federal capital. One of them accompanied Mr. Borden on his tour of the prairie provinces last summer and has been closely in touch with his Ontario meetings. Alex. Smith, the Liberal organizer since 1896, and one of the ablest organizers Canada has ever produced, predicts a big Liberal victory, and Mr. Smith has never been half a dozen seats out in any election prediction since 1896. The Times dispatch is as follows:

No indications here of anything but sweeping victory for Laurier. Maritime provinces will give at least twenty Liberal majority. Quebec will give Liberals not less than forty-five seats and we look for fifty. Our lowest estimate for Ontario is thirty-eight Liberal seats, but that province will probably give from forty to forty-four seats. Manitoba will return at least four Liberals. Saskatchewan will be solid and five of the seven Alberta members will be Liberals. You should know about British Columbia. Laurier is absolutely safe. It is only a question of majority. This is sent after a conference with other newspaper men and organizers.

JOINT COMMISSION ON WATERWAYS

NEW INTERNATIONAL BODY COMPLETED

Number of Questions Await Settlement—First Session Will Be Held Shortly

Ottawa, Sept. 12.—The International joint waterways commission, a new body formed to determine disputed questions between the United States and Canada, is now completed, and a date for its first meeting will soon be given out by the Canadian section, which consists of Sir George Gibbons, of Toronto; A. H. Barnhill, of St. John, N. B., and Amle Geoffroy, of Montreal. The United States commissioners are former Senator Carter, ex-Representative Tawney and F. Street.

The creation of the commission provides for the avoidance of delays consequent upon diplomatic communications between Washington and London and thence back to Ottawa. Among schemes awaiting sanction are plans for developing water power in the St. John river, for the development of the Richelleu river, development of water power in the St. Lawrence river between New York and Ontario for a sanitary canal around Niagara Falls on the American side, the development of water power in Rainy river between Minnesota and Ontario and in the Lake of the Woods, and the use of waters in Saskatchewan and Montana for irrigation.

The Canadian section of the commission will have its headquarters here.

INTERNATIONAL TENNIS.

United States Will Send Team to Australia to Play for Davis Trophy.

New York, Sept. 12.—To-day's victories of the American players in the international tennis tournament entitles this country instead of Great Britain to send a team to Australia in December to challenge for the Davis world's trophy.

The result of to-day's play follows: Larned (American) beat Lowe (British), first set, 6-4; Lowe beat Larned second set, 6-1; Larned beat Lowe third set, 7-5; Larned beat Lowe fourth and final set 6-1.

SCHOOL TEACHER DISAPPEARS.

Young Woman Believed to Have Been Murdered.

Manitou, Man., Sept. 12.—Gladys Price, a 20-year-old school teacher, has disappeared, and it is believed she has been murdered. Four hundred men are scouring the countryside with guns in the hope of finding her body and her assailant.

DOCTORS ATTACKED BY ENRAGED MOBS

Disorders as Result of Measures to Check Cholera Reported From Italy

Chiasso, Switzerland, Sept. 11.—Massafra, the Italian city where, according to information received here, mobs burned the cholera hospital and carried the cholera-stricken patients through the streets, has been placed under martial law.

Two additional persons have been arrested for attempting to release cholera suspects who were under observation.

CANOE-FATALITY.

Two Young Men Lose Their Lives in Red River.

Winnipeg, Man., Sept. 12.—A double drowning accident occurred at River Park yesterday afternoon when William Hatten and James Marshall, both about 26 years of age and recently arrived from Sheffield, England, lost their lives. A companion James Nicholson, who came from the Old Country with them, was rescued. They were in a canoe which upset about ten minutes after they left the boathouse at the park. The body of Hatten has been recovered. All resided at 327 McGee street, Winnipeg.

NEW COAL MINES TO BE OPERATED

VANCOUVER ISLAND PROPERTIES CONSOLIDATED

Company Has Secured Site for Townsite Opposite Ladysmith

Vancouver, Sept. 12.—Vancouver Island coal properties, lying between Nanaimo and Ladysmith, embracing 2,400 acres and estimated to contain approximately 50,000,000 tons, have just been consolidated into an operating proposition by Andrew Laidlaw of Spokane, and J. D. Farrel, second vice-president and general manager of the second division of the Oregon & Washington Railway, the northwestern link of the Harriman system. Mr. Laidlaw is widely known as one of the most extensive coal operators in Western Canada, while Mr. Farrell's railroad connection has brought him into the public eye on the coast for many years.

In addition to its coal rights the new company has acquired the Page Estate across the bay from the town of Ladysmith, and there it will build out a townsite for the accommodation of its employees. The head works will be located on this site. The waterfrontage on the estate embraces a splendid deep water anchorage and the principal shipping will be carried on at this point.

As the company's holdings embrace subterranean and submarine coal rights covering an extensive territory, the property will be opened at various points and it is stated that a short railway will probably enter into the company's ultimate plans for the equipment of the mines. The properties, it is stated, are a continuation of well-known Vancouver Island coal measures now yielding upwards of 4,000 tons of coal daily. Three engineers, working independently, have passed favorably on the properties within the last six months. It was announced to-day by an official of the new company that additional drilling would be undertaken before permanent shafts are located. It is stated that the Douglas, Newcastle and Wellington seams underlie the property. Owing to the excellent facilities for loading coal direct into ship's bottoms, officers of the company expect that a very considerable tonnage of coal from this property will be exported to the American market tributary to the coast. The company will also seek a share of the bunkering of coasting vessels and tentative arrangements are now under way for the supplying of the fuel to the market in British Columbia cities.

ROYALISTS ARE READY TO FIGHT

Over Four Thousand on Frontier of Portugal—Await Funds Before Advancing

Lisbon, Sept. 12.—(Via the frontier) —Luz D'Almeida, chief of the carbonarios, a secret political society, who was sent by the government to the frontier to make a thorough investigation of the Royalist situation, has submitted his report. He says the Royalists now concentrated in the neighborhood of Orense are preparing slowly to advance. They number 4,100 comprising infantry, cavalry and artillery. They have about forty rapid rifles. They also have two aeroplanes which are constantly flying over the camps of the soldiers of the republic, especially at Chaves and the troops and the inhabitants are in constant fear that they may drop bombs.

The delay in the attack is due to the Monarchists' lack of funds, says the Carbonario chief, but they are expecting the arrival from Brazil and England within a few days of \$2,500,000. D'Almeida is of the opinion that unless something extraordinary happens the Monarchist intrusion will take place within a week. The Monarchists count on part of the Republican troops going over to them as soon as hostilities are opened, but according to the best reports apparently the whole 22,000 Republican troops lining the frontier are loyal to the new regime. There is no doubt that a great part of the population in the north will arise in support of the Royalists who, however, are badly armed and the belief here at least is that they would soon be defeated.

The whole country is awaiting results with anxiety. A serious conspiracy has been discovered in Lisbon state prison. In the last few days the sentries have noticed that visitors to the eight hundred Royalists incarcerated in the prison invariably carried packages. Sunday a search was made and it was discovered that the Royalist prisoners, the chief of whom is a priest, Arguedo, were armed with revolvers. It was ascertained also that the prisoners intended to murder the guards as soon as the Monarchists in the north entered Portugal. The guards have been strengthened.

MURDER AND SUICIDE.

Calgary, Sept. 12.—Emily Cruta, a servant girl employed by G. T. Robinson, of this city, was yesterday shot and killed by Charles Steadman. Steadman afterwards shot and killed himself. Two bullets were discharged into the girl's forehead.

Twice-a-Week Times

Published every Tuesday and Friday by THE TIMES PRINTING & PUBLISHING CO., LIMITED. SUBSCRIPTION RATE. By mail (exclusive of city) \$1.00 per annum.

BARON MUNCHAUSEN BOWSER.

In the specious and somewhat labored argument of Attorney-General Bowser at the Victoria theatre last night, an effort which by the way the Colonist calls "as pretty a piece of logic as one could wish to hear from a platform," Mr. Bowser did not scruple to come out boldly with the brazen lie.

"The provision relative to the prohibition of a contract with an alien was especially abrogated." Had this statement been true it would have been impossible to secure a conviction before any magistrate for an alleged infraction of the act.

Hon. Mr. Bowser's record as a public speaker is such as to leave no room for doubt as to his moral character. He is unfit to sit on or speak from the same platform as decent men. When his demagogic services are sought by a political candidate, it is a confession that only the methods of the political thug, blackmailer and bunco-steerer are dependable.

The greatest relative importations are of fruits and vegetables, and there are two underlying causes for this discrepancy. The early fruits of California and Oregon are in demand in the British Columbia market long before the local fruits have matured and the enterprising merchants have developed a lively trade among those who are able to purchase the early luxury. The exports of our own fruits are almost wholly of the later varieties, and these are in great demand after the foreign markets cease to be supplied from their local orchards.

Hon. Mr. Bowser's great cannon has been fired and it has missed its mark. In his rage at his defeat the Attorney-General descends to a campaign of lies to hide the fact that the Attorney-General of British Columbia is ignorant of common law. And the Colonist applauds.

RECIPROCITY AND COAL.

Perhaps in no other article of commerce will the benefits of reciprocity be more marked than in that of coal. It is the opinion of the Similkameen Star. Where the United States formerly levied a duty of 45 cents on slack coal, by the terms of reciprocity it is reduced to 15 cents. A very large amount of slack coal is shipped across the border to U. S. factories and a still greater trade is expected under the new tariff and the classification of this coal. Thus reciprocity helps. But it is in the waiting market for coke, the product of coal, that the mines of this province will receive immense benefit.

EXPORTS AND IMPORTS.

The great volume of trade which already interchanges between Canada and the United States is a matter well understood by those who are accustomed to calculate in national figures. But each community in the Dominion has its local interest in these statistics and one province may be affected differently from another. In the province of British Columbia the articles that will be favorably affected by reciprocity are more numerous in the import class than in the export class.

Articles that will be favorably affected by reciprocity are more numerous in the import class than in the export class. The last Budget speech of Hon. Price Ellison, Minister of Finance, shows that fifty-three per cent of the foodstuffs of the province are imported, from outside provinces or from the United States, and those who consume them pay the duty imposed under the Customs Act of Canada. This amounts to an average of twenty-five per cent on the articles consumed in every day life.

As it must be interesting as well as instructive for those who have to decide whether they will endorse reciprocity and have these foodstuffs come in duty free, the Times publishes a list of the exports and imports which would have come under the free schedule of the reciprocity agreement during the year 1910. These tables, it should be remembered, are for the province of British Columbia alone.

Table with columns: Export Value, Import Value. Rows include Hogs, Horned cattle, Horses, Sheep, Poultry (live), All other live animals, Total animals, Fish of all kinds, Fruits of every kind (green), Vegetables (all kinds), Lumber (every form), Coal, Coke.

A single glance in analysis of these statistics will show that the vast preponderance of materials exported from the province is of articles for which the province is famous. The three chief items are lumber, coal and fish, and it will be observed that the importations of the articles are relatively low. The bituminous coal importations, which constitute a value of \$72,985, are imported for points to which the haulage from the British Columbia mines is prohibitive, and the supplies can be obtained from Washington more cheaply even with the duty added.

The greatest relative importations are of fruits and vegetables, and there are two underlying causes for this discrepancy. The early fruits of California and Oregon are in demand in the British Columbia market long before the local fruits have matured and the enterprising merchants have developed a lively trade among those who are able to purchase the early luxury. The exports of our own fruits are almost wholly of the later varieties, and these are in great demand after the foreign markets cease to be supplied from their local orchards.

A remarkable observation obtains in respect to halibut, of which fish alone the value imported into the province for home consumption is \$45,336. What makes the case all the more singular is that halibut is British Columbia's prime fish. These luscious staples are caught in our northern waters by American fishing concerns, brought into our ports under bond and shipped to American cities in bond, duty free. The duty of one cent per pound which is now levied upon Canadian fish going into the United States when shipped by Canadian fisheries is discouraging to an extent. The local market is insufficient to warrant the investment of large capital in the industry, and those who buy find it necessary to import our own fish from Seattle or buy from Americans and pay duty of one cent per pound. The abolition of the duty which will be effected by the ratification of the reciprocity agreement must inevitably result in bringing this large and lucrative business to our own cities and the expenditures to be made in carrying on the industry will inure to the people of British Columbia.

Both consumers, middlemen and industrial capitalists can from these tables compute how much must be saved to consumers by the remission of duties and what an incalculable impetus must be given to every trade and industry when the duty—which is practically an export tax—is taken off these articles. These figures bring the whole question into close range; it can be viewed from the purely local, communal or provincial standpoint. The province is unique in the things which will profit under reciprocity, as not until the Maritime Provinces are reached do the same conditions in the same industries exist. There can be no escape when the business aspect of the pact is considered, from the conclusion that every single individual in the province of British Columbia must share in the advantages that will be reaped under the conditions that will prevail after September 21. It is the duty of every elector who has the interests of the province at heart to vote for and endorse the reciprocity proposals. Not a single interest can be named which will be in any way unfavorably affected by reciprocity.

SUPPOSING A CASE.

There is an aspect of the opposition to reciprocity which needs only to be stated in order to show how false and hypocritical is the present campaign of resistance to the measure. It can best be placed before the mind of the reader by the statement of an hypothetical case, which for sake of illustration we do.

The agreement entered into between Canada and United States upon which the vote of the people is to be taken one week from to-day was submitted to the House of Commons on January 26 of this year. Let us suppose that its terms had been exactly the reverse, and that instead of moving for the ratification of the reciprocity pact Hon. W. S. Fielding had stood up in his place in the House and had said:

"Gentlemen of the House of Commons, we are approaching a crisis in our relations with the United States; we are doing a very large trade with these people and it is increasing with every year. Last year our trade with them was \$350,000,000, and the prospects for the interchange of products between us for the year 1911 is that the value will reach the enormous sum of \$400,000,000. I think the position is becoming alarming; I fear that we are becoming entangled in business relations with the United States which may seriously interfere with the development of our Imperial attachment; I can realize that we are likely to weaken the bonds of Empire if this thing goes on, Gentlemen, while I do not think we have yet passed the danger limit; while I agree that this trade so far and to this amount has even been beneficial to us and we have greatly profited because of it, yet I can see breakers ahead. If we increase this business still more it appears to me that we are likely to be led into political union with the United States. Do not alarm yourselves, gentlemen, I do not suggest that that has already taken place or is imminent, but what I mean is that it might happen. These Americans are a dangerous people. We could not hope to compete with them if they look it into their heads to crush us. The only safe course that I can see for us is to limit our trade with them to the sum of \$400,000,000 per annum. I think we can safely go this far, but I see that there is danger if we go beyond this. We would be placing our whole fiscal policy and commercial policy at the dictation of Washington. I, therefore, move that a careful computation of all articles of trade and business done with the United States or any citizens thereof be kept from day to day and that, when the amount of this business reaches the sum of \$400,000,000 for any one year that, then, and at the time the business of Canada shall have reached the said sum, all further business or transactions with the people of the United States be declared illegal and punishable by law according to the following penalties."

It requires some degree of nerve to hypothesize a case of that kind, yet that principle is the actual essence of the opposition to reciprocity to-day. The only possibly consistent course for Mr. Borden to have taken in the House of Commons under such circumstances as are suggested above would be to arise and say that so long as Canada continued to pay a duty on what she buys or sells there could be no danger of interlocking trade or other complications. He would move in amendment, seconded by Hon. Richard Mc Bride, "that, in order to fully protect our people from the dangers of disloyalty and the Empire from dissolution, the duty on all articles brought in from the United States be made still higher."

They would call for a "thumbs up" vote and the roll would be answered only by the blindly partisan who put party before country and irrational conduct before common sense.

The gentleman who takes no part in politics and whose name, therefore, should not be known, yet who expresses a fear in the morning paper that reciprocity will lead to annexation should read an editorial which appeared in the Colonist on May 9. The morning paper said on that date: "When we hear an American speak of annexation we laugh at him; when we hear an Englishman expressing this fear we attribute it to ignorance." We do the same and when we see the Colonist strangled in an effort at swallowing itself we take a day off.

AN EXPLANATION.

To the Editor.—Not wishing to be misunderstood, I wish to make known to my friends and others that, recognizing my unfitness to hold the position and being too busy with my own affairs, I wish to resign from the executive of No. 2 Liberal Ward Association. I wish to pass the lie to those circulating the report that my resignation was prompted by any other than honorable reasons. I will use my small influence and vote for reciprocity and necessarily for Mr. Templeman.

LEN COUSINS, Garbally Road and Selkirk Street.

FIGHTING IN FRENCH GUINEA.

Paris, Sept. 14.—Advices received to-day from French Guinea tell of sharp fighting between French troops and insurgent natives near the Liberian frontier. Captain Hequet, an insurgent, and four privates were wounded.

MAKE VICTORIA A NATIONAL PORT

(Continued from page 1.)

pany will push with all possible expedition. Within the next three years the work will be sufficiently advanced to enable the port to take care of the readjustment of trade consequent upon the opening of the Panama canal and the opening of new markets for our products, as a result of the Reciprocity treaty with the United States.

The accomplishment of this work I shall regard as one of the most direct services I have been privileged to render my fellow citizens, and I expect to be able to continue my efforts so as to ensure the completion of a harbor fit for Greater Victoria. Yours respectfully, WM. TEMPLEMAN.

The following telegrams are self-explanatory: Victoria, B. C., Sept. 9, 1911. HON. W. PUGSLEY, St. John, N. B.

I propose issuing an address to the electors in which I will state that the government will make Victoria a port of first class by building breakwaters and deepening outer and inner harbors to adequate depth to accommodate all shipping. The cost, on Keefer's estimates, will be about \$2,000,000 for breakwaters, and about \$1,000,000 for deepening harbor, annual expenditure to be about \$500,000. These proposed works have been approved of for years and the harbor work that has been carried out for the last eight years has been with the definite object of securing the results contemplated in above project. At the present rate of progress it will take twenty or thirty years to do what should be done

in at the most three or four years. The opening of the Panama canal three years hence makes this work a national necessity. I will be pleased to have your approval of above. WM. TEMPLEMAN.

Montreal, Que., Sept. 10, 1911. HON. WM. TEMPLEMAN, Victoria, B. C.

Your telegram of the ninth instant, re harbor improvements, Victoria, received. When I was in your city I looked thoroughly into the situation and was impressed with the urgent necessity of the improvements now recommended by you, and will heartily endorse your proposals as contained in said telegram. WILLIAM PUGSLEY.

St. John, N. B., Sept. 12, 1911. W. TEMPLEMAN, Victoria, B. C.

My wire was sent after I had seen Sir Wilfrid. W. PUGSLEY.

BREAKWATER WITH OCEAN DOCKS

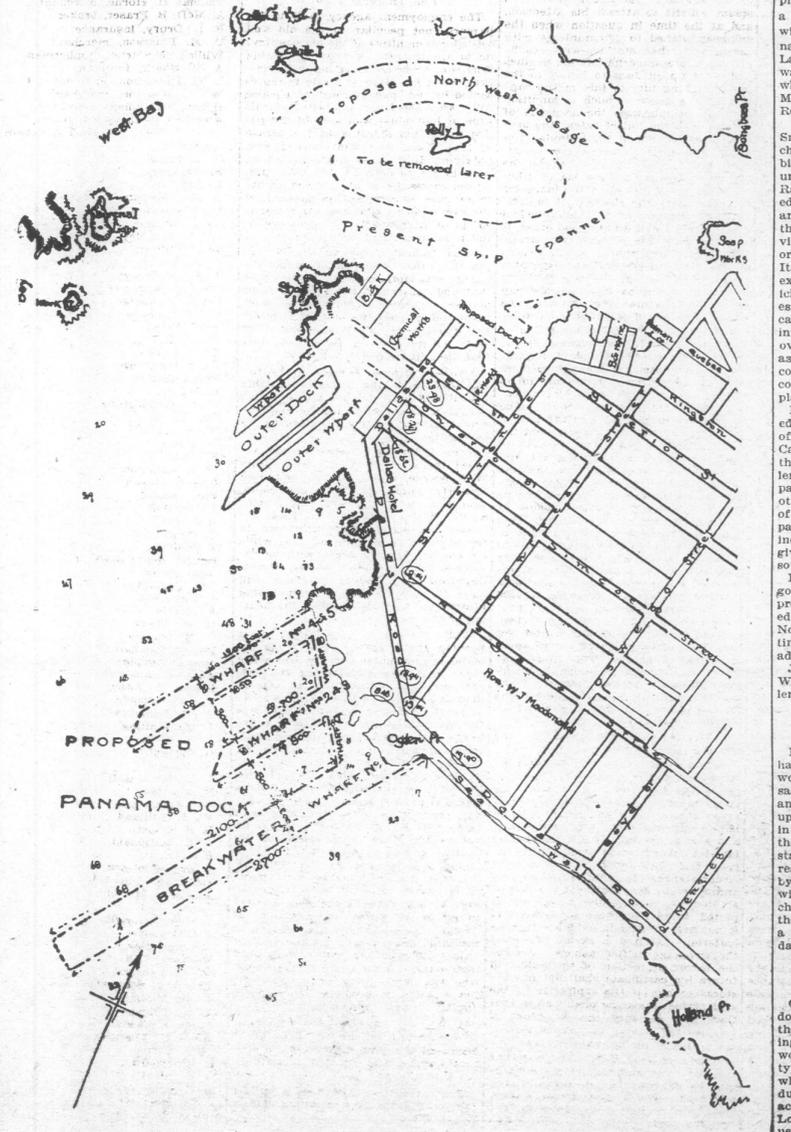
Scheme With Details for Harbor Facilities and Description as Proposed by T. C. Sorby, C. E.

The proposed breakwater off Dallas Road, under the plan shown, would extend outwards from Ogden Point (the northerly end of the new sea wall now building) in a southwesterly direction to a distance of about 2,700 feet, and would afford protection to the entrance to the harbor, the outer wharf, the coast line from McLaughlin Point inwards (including Ross Bay, West Bay and the proposed northwest passage) from all rough water from the east, southeast to the southwest.

This work of public utility is necessary in view of the great development of trade that will follow the completion of the Panama canal, opening up a short route to and from Europe and the ports of the Atlantic. A breakwater, as such, is beyond the limits of any private enterprise. It should be a purely national work and, started on the lines indicated, would build up and foster a branch of trade as yet undeveloped, and of great national importance, for the cultivation of which the ports to the south of British Columbia will invest millions of dollars.

Such breakwater would be constructed of Australian lumber (as being tinned proof) similar to that now being used on the new C. P. R. wharf, filled in with large rubble, forming a bank on the

outside, the spreading base from low water being surmounted by massive reinforced concrete. This quay wall would be about 200 ft. wide, on which spacious warehouses could be built, with every modern convenience for the expeditious handling and storing of merchandise to and from the ships. The B. C. Electric railway is already within two blocks and could be easily connected up with lines to the warehouses. This electric railway must, sooner or later, develop a complete harbor railway, as part of its own system, traversing the public thoroughfares adjacent to the wharves and docks, connecting up those



requiring it, and providing the requisite interchange amongst the railway and transportation companies.

This distance from the outside point of the breakwater to the outside point of the present outer wharf would be about a thousand yards. The two piers suggested on the map, in addition to the breakwater, would provide about 7,250 feet of quiet berthage, exclusive of the ends of the piers, roughly speaking about three times the present accommodation at the outer wharf. These docks would not only be well protected from rough water, but would be easy of approach in all weathers, from any direction, and at any state of the tide, with deep water all round them, and require no dredging to maintain their floatage. They could be developed by degrees, as trade demanded, so as to make no undue strain upon capital.

In considering the absolutely necessary improvements of the harbor, the northwest passage is essential to segregate the outgoing from the incoming traffic, a boom of logs, for instance, from a fast passenger steamer. Also the widening of the channel at Laurel point should be kept in mind. The extreme point is the property of the government, and it should be possible to secure some feasible arrangement between the two governments by which the whole of this portion could be removed to deep water. This is one of the constant drawbacks to the harbor, which should be removed as soon as possible.

RALPH SMITH MAKES NEW RECOMMENDATION

Advices Royal Oak Electors to Ask for Electrification of V. & S. Railway

(From Thursday's Daily.) If large gatherings, rapt attention, enthusiastic appreciation of solid argument and a multitude of personal pledges of votes are any assurance of a victory at the polls, Mr. Ralph Smith will be as impossible to defeat in the national constituency as Sir Wilfrid Laurier in any he might choose. This was exemplified yesterday afternoon when an overflow meeting was held at Metchoan and again in the evening at Royal Oak.

In his argument at the latter, Mr. Smith replied to a question put by the chairman with reference to the possibility of bringing the V. & S. railway under the authority of the Dominion Railway Commission. Mr. Smith stated the requisite measures necessary and held out little encouragement to the railway is operating under a provincial charter which, for some reason or other, precludes Dominion control. It was also a civic railway to some extent, as both Victoria city and Seaside municipalities were financially interested in the charter. Mr. Smith advocated an agitation among the people interested to have the V. & S. railway over and operated by the B. C. Electric as he thought that by that means the complaints of the poor service rendered could be obviated. He was loudly applauded for this recommendation.

Dealing with reciprocity he reaffirmed his belief in the incalculable value of the pact in its ultimate effect on Canadian prosperity. He elucidated the reasons for this belief at some length and pointed out that while the pact would immensely benefit every other province of Canada in the matter of agricultural resources, it would be paramount in British Columbia province on account of the impetus it would give to the development of natural resources.

He declared the policy of the Liberal government had produced the great prosperity of this province and showed how to the rapid settlement of the Northwest must be attributed the good times now prevalent throughout Canada but in this province particularly. J. A. Grant occupied the chair and Walter W. Baer also spoke at some length in explanation of reciprocity.

THEIR SINGLE FEAR.

(Winnipeg Tribune, Independent.) If the Conservative leaders to-day had the slightest idea that reciprocity would prove a failure, it is needless to say that they would not resort to the annexation rot talk; they would rely upon sound argument, if they had it in stock, against the consummation of the agreement. But having taken their stand against reciprocity, the leaders realize more and more as the days pass, that reciprocity, once given a trial, will prove a boon to Canada, and the chances of office will be slimmer than they have been for many years. Thus a desperate fight is being put up to-day.

FOUR DOLLAR BILLS.

Ottawa, Sept. 14.—The Canadian four dollar bill has been improved on. Now there is no possible chance of mistaking it for a \$1 bill. On the new bill the word four has been printed in large type across the top in both corners, while on the back the same change is duplicated, the word being printed across at both ends of the bill. The Lord and Lady Minto series is being used on these bills.

CANCEL PART OF A...

ENGINEER AND UNDER

Marine Court File of Iroquois La Officers

(From Thursday's Daily.) The certificate of the steamship Iroquois, certificate of mate suspended for six months, and also failed in his man and master.

With respect to the court finds he was in commends that at the six months' suspension he should be required to examine of master sufficient knowledge. The finding says the suspension would have had it not been for the tabular in saving the finding says he led while the engines were forced circumstances doing so.

The wreck is held through negligence. The drop window opened and the lifeboats were improperly secured or Kinghorn is blamed for insisting on alteration.

The finding in full. On the morning of August 1911, the crew of the awning deck Sears, master, register No. 107822, registered length 20 feet, depth 10 feet, gross tonnage 62, freight or 100 passenger founded about the mile from Sidney wharf, approaching Cape Horn, 21 miles off Shell Island. 21 lives were lost, wharf about 9 o'clock in charge, and S. E. wind blowing and the tide was at or slack water, according to tables.

After having heard great number of courses of the hearing eleven days, this is the following conclusion: 1. That the disaster the fact that shortly after the ship left heavy beam sea was violently and owing distributed weights of ballasting and a latter to shift during her stability was 12 degrees that it rendered impossible, and this by the improper stowage of hay and a iron bars on the deck were unable to accept offered by the mast the ship was occasioned by a disrepairing the rigging; being sufficient to destroy.

2. The result of the said extent was rendered by the final properly protected to say, the windows which to their faulting merely ordinary sashes glazed with glass to keep out an appreciable time. If these apertures had been constructed ports, windows had been provided deadlights, the of the ship might have been, or at least main to give time to beach attempted to be done the short distance of We are of the opinion construction of ships down of this type should in any portion of the reserve buoyancy of the entrance of water in the Iroquois Section 14 of Part V Rules, which are gangways and open weather deck should be in such a manner quick and efficient.

3. With respect to inspection of them evidence, we did not finding in number but they were not fashion," as required Section (4) of Part inspection Rules, and effective construction particulars, viz: (1) placed only five inches of the gunwale, the impossible for the to be properly—being ten inches; and was of so light and that it could not prevent a gunwale, being rowlock, and this boats unduly liable. In fact occurred in hull boats were so light they were unfit for duty. In his answer Inspector of hulls are

CANCEL PAPERS OF A. A. SEARS

ENGINEER AND MATE UNDER SUSPENSION

Marine Court Finding in Wreck of Iroquois Lays Blame on Officers of Ship

(From Thursday's Daily.)

The certificate of Albert A. Sears, master and part owner of the wrecked steamer Iroquois, is cancelled, the certificate of mate John Isbister is suspended for six months and the certificate of Engineer William Thomson is suspended for nine months.

With respect to the captain, Albert Sears, the finding says that his harsh comments on his conduct after reaching shore were not justified by the evidence, yet he failed to perform his duty in regard to rescue work and in regard to the stowage of the cargo, and also failed in his ability as a seaman and master.

With respect to John Isbister the court finds that he was incompetent and recommends that at the expiration of the six months' suspension of his certificate he should be examined by the examining masters and mates of a sufficient knowledge of stowing cargo. The finding says that the period of suspension would have been increased had it not been for the work done by Isbister in saving life after the wreck.

With respect to William Thomson the finding says he left the engine room while the engines were in motion because circumstances warranted him in doing so.

The wreck is held to have occurred through negligence of stowing cargo. The drop window sashes are condemned and the lifeboats are held to have been improperly constructed. Inspector Kinghorn is held to have been negligent on alterations to the boats.

The finding in full reads as follows: On the morning of the 10th day of April, 1911, the crew steamer Iroquois of the sailing deck type, Albert A. Sears, master, registered at Victoria, No. 107822, registered tonnage 94.88, length 20 feet, depth 8.1, built of wood at Port Moody, B. C., in 1900, and licensed to carry 65 passengers, with about 100 passengers on excursions, departed about three-quarters of a mile from Sidney wharf, V. I., on approaching Canal Pass, about one-half mile off Shell Island, whereby about 21 lives were lost.

She had left the wharf at about 9 o'clock, the master being in charge, and there was a strong S. E. wind blowing with hard squalls and the tide was at the last of the ebb or slack water, according to the tide table.

After having heard the evidence of a great number of witnesses in the course of the hearing, which occupied eleven days, this court has reached the following conclusions: 1. That the disaster was caused by the fact that shortly after leaving the wharf the ship became so heavily laden with cargo and owing to the improperly distributed weights, with a disregard of ballasting and a negligent manner of stowing cargo, which caused the ship to list during the heavy rolling, her stability was impaired to such a degree that it rendered her recovery impossible, and this was accentuated by the improper stowage of twenty-six tons of iron bars on the promenade deck.

She was unable to accept the explanation offered by the master that the loss of the ship was occasioned by her being damaged by a dislodged pile before entering the wharf, the evidence being sufficient to support such a theory.

2. The result of the ship heeling to such extent was rendered more dangerous by the final submersion of the main deck, which was caused, it is to be said, by the windows on the main deck, which to their faulty construction, being merely ordinary drop window sashes glazed with common glass, were useless to keep out, or prevent for any appreciable time the rush of water.

If these apertures had been properly constructed ports, or even if the windows had been provided with properly fitted deadlights, the reserve buoyancy of the ship might have been maintained, or at least maintained long enough to give time to beach the vessel, as was attempted to be done, the shore being the short distance of half a mile away.

We are of the opinion that the construction of ships of this class, windows of this type should be prohibited in any portion of the ship where her reserve buoyancy could be impaired by the entrance of water, and their presence in the Iroquois was a violation of Section 14 of Part VII. of the Inspection Rules, which requires that "All gangways and openings on, or below weather deck should be fitted with covers in such a manner that they can be quickly and efficiently secured."

3. With respect to the boats, after an inspection of them in the light of the evidence, we did not find them to be wanting in number or cubic capacity, but they were not "built whale-boat fashion," as required by Sec. 2, Sub-Section (d) of Part VIII. of the Inspection Rules, and they were of a defective construction in two main particulars, viz: (1) The water level was placed only five inches below the level of the gunwale, thereby rendering it impossible for the rowers to handle the boat properly—the standard distance being ten inches; and (2) The gunwale was of so light and weak construction that it could not properly be described as a gunwale, being unable to hold the rowlock, and this also rendered the boats unduly liable to such damage as in fact occurred in this disaster, when both boats were so badly damaged that they were unfit for their intended purposes. In his answers to the court the Inspector of hulls and equipment, John

C. Kinghorn, admitted that he was aware of the defective position of the thwart, saying, "I consider myself that the thwarts were a little high up," and also that the gunwales were inadequate, and that the boats were not "built whale-boat fashion," but sought to justify himself by referring us to Sec. 12, Sub-section (d), which provides that:

"(a) In carrying these instructions into effect, inspectors are to be careful not to interfere unnecessarily with boats supplied previous to 1904 in accordance with the rules of 1897; but in the case of new boats coming under survey for the first time, as well as in all cases in which the fittings, or the boats require renewal, the rules contained in these instructions are to be strictly adhered to. This also applies to the other equipments required on board the steamboat."

But in our opinion this section affords him no excuse because under no circumstances could it be said that to insist upon such essential matters as properly constructed thwarts and gunwales, which the designs would be "interfering unnecessarily" with boats supplied previous to 1904 or any other time. And we further are of the opinion that the time has come when all existing boats in operation based upon the provisions in which it was supplied should be abolished, for there is no good reason why the public should be less safe in ships built before 1904 than after that date.

The court cannot leave this phase of the matter without expressing its belief that had the boats been constructed and maintained according to the inspection rules the loss of life would have been considerably lessened.

With respect to the engineer, William Thomson, and the fireman, Andrew Olson, it is established by the evidence that the latter was allowed to keep the afternoon watch just as though he had been a certificated engineer, which is prohibited and penalized by Secs. 641 and 666 of the Shipping Act, as amended in 1908, secs. 20 and 22. The harmful consequences of this unlawful arrangement became evident at the time of the accident, when, instead of the fireman being in the engine room attending to his duties he was engaged in eating his breakfast, so that when the disaster occurred the engine was temporarily left by his engines, as hereafter mentioned, with no one in charge of them. The court feels it necessary to remark upon the difficulty experienced in finding out the exact duties of the various persons mentioned by the said Olson, there being an obvious attempt to conceal them, but this difficulty would not have arisen had the crew signed articles of agreement as required by the statute; sec. 152 et seq, or 323 et seq, which can be signed before any "responsible witness."

It was surprising to learn from Captain Sears that he had never thought it necessary to comply with the statute in this respect, the excuse given being that he had never been called upon by the proper authorities to do so.

There does not appear to have been any proper means of communication between the wheel house and the engine room, the consequence being that when the master wished to speak to the engineer he would blow his whistle, or ring the bell, and at the time in question when the engineer wished to communicate with the master when matters were reaching the acute stage he left his engine room to go back to the signal. It is difficult to understand why, if this tube had been installed and was in good order, it was not made use of on this occasion.

While we realize that in small vessels of this class an elaborate or expensive system would be out of place, yet there is no reason why by means of a cheap and simple fixture the sound tube should not be utilized as a voice tube.

We repeat the recommendation of this court made in the judgment in the Secht case on the 1st instant, regarding the appointment of new inspectors who should carry out their duties strictly and not confine their inspections to stated intervals, but make them when unexpected, and add that in the course of this and other recent investigations the necessity for a thorough revision of the Shipping Act, and the necessity for a revision of the rules, has become apparent so as to remove many existing anomalies and supply deficiencies to meet present conditions, some of which have been already noticed. This is not the occasion to refer to them in detail, with one exception in regards to deckloads, about which so much has been said in the present case. In this relation we observe that, while Secs. 714-f of the Act as amended in 1908 contain certain salutary provisions respecting the carrying of deck loads of lumber by ships in winter, yet they are expressly stated not to apply to British Columbia. This court confesses itself unable to understand why the owners or masters should not be compelled to take the same precautions for the safety of their ships in British Columbia as elsewhere.

Finally, with respect to the officers, the court finds that: (a) The mate, John Isbister, was incompetent and responsible for the negligent and improper stowage of the cargo inasmuch that although he had ample time to stow and secure it so as not to impair the stability of the ship, and also to prevent its shifting, yet he failed to perform his duty in this respect and neglected to do so. In such circumstances his certificate should be and is hereby suspended for a period of six months from this date, which period would have been increased had it not been proved in evidence that the mate, after having been informed when the wreckage drifted ashore. But for the better protection of the public in future his certificate shall not be restored to him at the expiration of the said period unless he shall before that time have satisfied the Examiner of Masters and Mates of his sufficient knowledge of the stowage of cargo.

In this relation it is to be observed that the rules and regulations governing the examination of masters and mates of coasting and inland waters, 1907, only require that mates in the coasting trade "must have served two

years at sea." But seeing that even an A. B. is required by the Merchant Shipping Act, 1906, sec. 58, to serve three years before the mast it seems anomalous and inexplicable that an officer should be permitted to have less sea service as his qualification than an A. B. Furthermore, the rules for the examination of mates require that they generally so as to insure greater efficiency.

(b) That William Thomson, the engineer, left the engine room, of which he was the officer in charge, while the engines were in motion, before circumstances warranted him in doing so, and he also failed to realize his additional general responsibility and duty as an officer of the ship as well as an engineer. His conduct all through the disaster appears to have been on the principle of "everybody for himself," to use his own expression to the pursuer, and therefore his certificate should be, and it is hereby suspended for a period of nine months from this date.

(c) With respect to Albert A. Sears, the master, while no fault is to be found with his conduct after he reached the shore from the wreck, and the harsh comments made about him in that respect were not justified by the evidence, yet he failed to perform his duty in either personally making more determined effort to rescue the people in the water, or alternatively in staying by the wreck to the last, and sending the mate to their assistance. Also, in addition to his general responsibility as regards the stowage of the cargo he assumed responsibility that morning for the negligent and improper stowage thereof by not having ordered any other alteration, after inspecting the same than the placing of a dunnage kraag under some of it.

Also, he failed in his ability as a seaman and master of the vessel in allowing the boats in their damaged and unsafe condition to leave the wreck when they could have remained attached to and under the lee of the same, with considerable prospect of safety.

In such circumstances and in view of the deplorable consequences of his failure as aforesaid, the court feels, after considering his conduct in the most favorable light possible, that it would not, in the public interest, be just or safe to allow him any longer to retain his master's certificate, and therefore the same is hereby cancelled.

(Sgd.) ARCHER MARTIN, J. Adm. (Sgd.) A. HEURLEY SEED, (Sgd.) C. D. NEROUTSOS, Assessors.

Dated this 14th day of September, 1911.

EMPLOYMENT AGENT CHARGED WITH FRAUD

Alleged That He Took Money for Guaranteed Situation Which Did Not Exist

(From Thursday's Daily.)

The employment agency firm, is apparently not peculiar to the old and settled communities of the old country; he is an itinerant of that interesting type who never outstays his welcome, even when his place of abode is reported by the "two-by-four" of a police cell. An alleged representative of this type of individual was seen in the police court this morning in the person of Max Haas, who was charged with obtaining \$150 under false pretences, with intent to defraud, the false pretences consisting of his avowed ability to get men employment on payment of the sum named. His case was remanded till to-morrow after the evidence for the prosecution had been taken.

E. H. Whittier, the victim of the practice, upon whose elaborate or expensive system would be out of place, yet there is no reason why by means of a cheap and simple fixture the sound tube should not be utilized as a voice tube.

From the point of view of the accused the worst evidence came from Wm. Wayne, with whom he had been formerly employed. This gentleman, who also carries on an employment agency business, stated that he obtained his preliminary experience in the business from him, but that while he was all right to begin with he developed characteristics which witness described as "crooked."

While the old Chinese legend about burning the house to roast a pig remains in undisputed priority over every other mythical association of the Orient, one Chin Chung came as near to to-day as it is perhaps possible to do under the changed conditions. He was trying to keep geese within the fire limits, a feat which, to a western mind, must appear outre and bizarre as the famous incident referred to.

Chung explained, when charged with the affair in the police court, that he intended to have a good dinner on Sunday, and when the suggestion was made that he should invite the court out to his place to partake of his bounty—and his geese—he smiled a happy acquiescence in the thought. Whether this generous attitude affected the court or not it is impossible to say; at any rate, Chung was allowed to go to his geese on payment of "coats. All those who are desiring of enrolling themselves under the heading of "court officials" are requested to send their names to the court stenographer, who was tactfully appointed croupier for the occasion on account of his known ability with the winged feet.

C. G. Owen was convicted in default of a sufficient defence, of speeding in excess of the limit prescribed for motors and he was mulcted thereof to the extent of \$20.

Henry Harkness was fined a similar sum for driving on the wrong side of the street.

NOMINATIONS FILED AT NOON

RETURNING OFFICER RECEIVES THE PAPERS

Hon. William Templeman, G. H. Barnard and Gordon Brown the Candidates

(From Thursday's Daily.)

No excitement marked the nomination of candidates for the election which is to take place on Thursday next. The ceremony of nominating the candidates was carried through in the police court without even the presence of the candidates themselves, their respective agents performing the functions according to the requirements of the statutes.

As was generally expected there were only the three candidates nominated—Hon. William Templeman (Liberal), G. H. Barnard (Conservative) and Gordon Brown (Socialist).

The oaths were administered to the agents after the papers and documents had been lodged with the returning officer, A. M. Bannerman, and examined by him. Each of the candidates put up the necessary \$200.

Everything connected with the nomination was over before 1 o'clock, but the returning officer had to remain until two test another candidate might come along to upset calculations by joining the issue. No such contingencies occurred, however, and the fight henceforth lies between the three candidates named.

HON. WM. TEMPLEMAN Hon. William Templeman's nominators were as follows: Arthur William Currie, insurance agent.

George Riley, senator. W. F. Fullerton, carpenter. Richard Hall, insurance agent. James Paterson, merchant. John Meston, carriage builder. F. W. Dempster, blacksmith. Alexander Wilson, merchant. Edward White, real estate. Michael Young, merchant. H. L. Salmon, merchant. Simon Leiser, merchant. Henry A. Munn, broker. Andrew Wright, retired. E. M. Tracksell, broker. Stephen Jones, hotel proprietor. R. A. Brown, merchant. H. Harkness, painter. S. A. Baird, real estate. D. E. Campbell, druggist. H. H. Shandley, barrister. Edgar Proudlove, teamster. R. T. Elliott, barrister. Hugh Kennedy, manager. John Hart, real estate. H. A. Porter, retired. R. L. Fraser, physician. Thomas H. Horne, merchant. A. McD. B. Fraser, broker. Frank Clark, insurance. D. M. Paterson, merchant. William McCarter, lumberman. A. R. Sherk, foreman. D. C. Hutchison, engineer. W. K. Houston, merchant. J. E. Martindale, merchant. Attesting to above signatures, Joshua Kingham.

Assenting: R. A. Brown, Frank Clark, D. Grant, P. W. Dempster, T. D. Pattullo, A. A. Humber, H. H. Shandley, J. Petticrew, J. H. McMilly, Geo. H. Murphy, W. K. McCarter, R. H. Williams, Wm. Wilson, Jas. Coates, T. J. Ryan, Hugh Petticrew, Frank Mellor, R. Murra, E. M. Courtney, Geo. Glover, W. G. Lemm, G. Jones, M. Doyle, J. Johnston, Geo. S. Brown, Phil. Austin, J. Leeming, J. Parfitt, H. Harris, T. M. Morrison, Robert White Alan, Geo. Lucas, Geo. Frampton, J. Campbell, A. E. McCann, H. M. Black, C. M. Mackie, Robert Penman, James Temple, Allan S. Ashwell, Ernest P. Allen, F. G. Staepole, A. W. Lamothe, J. M. Whiting, J. W. Watson, R. Russell, H. Phipps, J. T. McDonald, R. Morrison, H. Cummings, W. J. Gilliland, R. S. Elliott, A. E. McDonald, S. Lehman, James Woolcock, Benjamin Oxhorn, Angus B. McNeill, Lewis Hall, Joseph Boscowitz, Simon Leiser, George Riley, Richard Cameron, Frank J. Staepole, H. A. Munn, J. H. Young, Hugh Kennedy, Thos. H. Leeming, Wm. Turpel, J. Sheppard, J. Boyd, James Bell, C. H. Mackley, R. L. Drury.

W. F. Fullerton, James Tager, L. U. Conyers, D. Fraser, Tom J. W. Hick, Albert Demers, G. W. Brown, M. C. Hooper, J. Cowan, D. Nicholson, Hy. N. Sarron, J. Harper, McLaughlin, T. Collins, M. B. Wellburn, J. Taylor, Geo. Rountree, J. Harper, A. Lacourstere, David M. McLeod, Fred Anderson, W. H. Kinsman, F. W. Purves, G. E. Milloy, John J. Barry, C. W. Creed, Wm. McGuire, Walter G. Young, J. P. McKinnon, J. P. Leemy, D. Breckenridge, E. Coleman, James E. B. Tzvon, David Lloyd Williams, Lionel F. Hawkes, P. A. Hawkes, Andrew Kelly, Donald Munro, Fred T. Sandiford, W. G. Goudie, T. Jones, Wm. Minty, Alex. Wilson, E. E. Heath, D. M. Paterson, James Hamilton, Richard Forbes, A. Whyte, D. Davies, E. E. Corbett, George Gaines, H. L. Roberts, Wm. H. Sanders, S. Parkes, John Meston, A. E. Dempster, Joseph Sears, Wm. Archibald, W. T. McLaren, A. B. Fraser, James Paterson, Lester Patrick, Alex. Pool, A. P. Archibald, A. C. Kennedy, John J. Clark, P. J. Breen, Thomas Stedham, George Stedham, William C. Stedham, F. Landsberg, Coleman MacPherson, W. H. Sanders, E. Martin, T. W. Allen, G. W. Butcher, E. L. Harrison, M. W. Smith, Wm. Robinson, Chas. Mackay, R. W. Andrew, T. Campbell, S. Fraser, Joseph Mahon, Hy. W. Fraser, E. Hand, W. J. C. Ede, Geo. Wadsworth, Newnham, H. W. Ruby, S. Holman, E. Matthews, C. Mayor, P. A. McLean, Thomas Davidson, Donald Robertson, H. Wiffen, A. Young, Louis Huether, E. Whear, F. Cleme, H. Newman, H. Harris, E. Harris, Thos. E. Morrison, R. Lawson, G. P. Kelly, C. J. Haley, J. E. Bassett, N. P. McDonald, George Herd, C. W. Lamb, N. B. Pollock, Fred G. Gulye, Wm. D. Patterson, Alfred Moir, M. C. V. Moir, A. P. McCrimmon, H. G. Hall, J. Murray, J. Fairfull, Wm. Hoyer, J. W. Elliott, G. Benson, J. Coleman, P. McCabe, E. L. Woodward, J. H. Kellen, Jas. Hunter, Andrew Fairfull, A. Brakes, J. P. Deiben, A. M. Kirk, A. W. Currie, G. J. Jones, Thos. Whitwell, J. E. Wilson, Alex. Peden, James Simpson, J. E. Brandon, F. E. Daniel, H. R. Woodley, Wm. Wain, J. L. Crimp, Peter Turner, W. T. Hastings, F. C. Winterburn, A. E. Jones, Benjamin Lewis, W. H. Jones, Edwin Geo. Ray, R. S. Gallop, F. Laughton, R. D. Noble, Robert Lee, R. D. MacLachlan, A. E. Allen, Harry E. Morton, Frank D. Ghurat, W. G. Hayward, Alfred E. Hayward, J. Hudson, Chas. R. Davidson, Robert Brown, Robert H. Bassett, Wm. McCarter, Wm. Baylis, John Campbell, Geo. Gully, D. T. Woodriff, Stuart G. Campbell, A. McNiven, S. Barry Yull, S. B. Topping, H. R. Brown, R. L. Drury.

W. F. Fullerton, Peter Coleman, M. Bunkers, W. Beynon, A. M. Aitken, Albert Onions, Capt. Thos. Brown, Philip R. Nisbet, T. Salverson, E. E. Hall, C. Kersley, C. Pearson, John A. Macdonald, Robert D. Eadie, J. W. Pickard, Alex. Munroe, W. H. Jones, E. A. C. Dewar, John T. Wood, Jas. E. Elliott, Elias Nicholas, Geo. Patterson, F. E. Whitford, R. Elliott, J. Johnson, John B. Tolpitt, Arthur J. Leary, A. Horton, R. Jones, R. Hampton, G. Kirchin, M. Stuffer, J. Smith, D. McLennan, Arthur Morten, D. E. Kerr, Walter Walker, Arthur T. Turner, Giles Province, Simon Billing, H. Matthews, E. H. Neelands, J. M. Malcolm, A. E. Oates, E. Christopher, T. Purdy, Jas. Wood, J. G. Hay, J. J. Burnes, G. Husser, J. Manton.

Geo. H. Barnard's nominees were the following: F. H. Davis, J. H. Lawson, W. A. Gleason, R. McBride, E. G. Prior, H. G. Wilson, A. E. McPhillips, R. F. Green, Wm. Clarke, J. Dean, H. F. Bishop, J. Dilworth, H. Macdonald, L. Tait, G. A. Kirk, H. F. W. Behnen, Fred Davoy, H. E. Thomson, F. J. Bluntcourt, H. M. Fullerton, T. Sholbolt, D. R. Ker, W. Blakemore, W. C. Moresby, W. J. Mable.

Gordon Brown, Socialist, was nominated by Moses McGregor, J. H. Burroughs, David Belnave, J. Belnave, J. Bardsley, W. F. Bumstead, Thos. Gray, A. E. Hill and others.

NOMINATIONS Vancouver, Sept. 14.—Nominations: J. H. Senkler, Liberal; H. H. Stevens, Conservative; E. T. Kingsley, Socialist.

Winnipeg, Sept. 14.—Nominations: Ashdown, Liberal; Haggart, Conservative; Rigg, Social Democrat. In Provencher, Molly, Liberal, and Bleau, Conservative, were the only nominations.

Ottawa, Sept. 14.—McGivern and Pinard were nominated by the Liberal; Fripp and Chabot by the Conservatives, and Allen G. MacCallum by the Socialists.

Russell county, Hon. Chas. Murphy, Liberal, and J. U. Vincent, Conservative-Nationalist. Pontiac county, Hodgins and Chiff, two Liberals, and Brabson, Conservative. Carleton county, Edward Kidd, Conservative, and Donald Hector McLean, Liberal.

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DEATH AFTER A SCRATCH Morris Quatman, an eleven-year-old Windsor boy, fell off his bicycle and scratched his wrist. He thought nothing of the injury, but blood poisoning set in and he is dead.

Such incidents as these—by no means infrequent—ought to make people realize the danger that may lie even in the smallest flesh wound. Take a simple illustration. When a knife, a rusty needle, a splinter of dirty wood, a barbed wire fence, or a thorn, scratches the hand, the latter is inoculated with germs, of which the air about us is full.

The way to avoid serious results is to cleanse the wound and apply Zam-Buk. Zam-Buk is a powerful, yet painless germ-killer, and when applied to the broken skin is absorbed into the tissue, instantly destroying the germs that spread disease and stopping the pain and smarting. That is why Zam-Buk is so popular with children.

The flesh thus soothed and purified, the wound is made perfectly healthy, and all poison and cause of festering removed. Having done this, Zam-Buk then proceeds to heal the wound or sore, and new healthy tissue is built up in a quick, painless and perfect manner.

Zam-Buk must not be confused with ordinary ointments. Zam-Buk is a unique preparation, possessing anti-septic, soothing and healing qualities that are not to be found together in any other preparation. It is not only a unique healing balm, but it is also a skin food. For all skin diseases and injuries—cuts, bruises, burns, eczema, chafing, ulcers, ringworm, etc. It is without equal. It is also used widely for piles, for which it may be regarded as a specific. All druggists and stores sell at five cents a box, or post free from Zam-Buk Co., Toronto, for price. Refuse harmful imitations.

Alex. Riach, Peter Coleman, M. Bunkers, W. Beynon, A. M. Aitken, Albert Onions, Capt. Thos. Brown, Philip R. Nisbet, T. Salverson, E. E. Hall, C. Kersley, C. Pearson, John A. Macdonald, Robert D. Eadie, J. W. Pickard, Alex. Munroe, W. H. Jones, E. A. C. Dewar, John T. Wood, Jas. E. Elliott, Elias Nicholas, Geo. Patterson, F. E. Whitford, R. Elliott, J. Johnson, John B. Tolpitt, Arthur J. Leary, A. Horton, R. Jones, R. Hampton, G. Kirchin, M. Stuffer, J. Smith, D. McLennan, Arthur Morten, D. E. Kerr, Walter Walker, Arthur T. Turner, Giles Province, Simon Billing, H. Matthews, E. H. Neelands, J. M. Malcolm, A. E. Oates, E. Christopher, T. Purdy, Jas. Wood, J. G. Hay, J. J. Burnes, G. Husser, J. Manton.

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Hamilton West, Hiram Dicketout, Libera, Wentworth, A. B. Wilson, Independent Conservative.

Port Arthur, Ont., Sept. 14.—The election in Thunder Bay and Rainy River has been postponed by returning officer George Horrigan until October 12. Mr. Horrigan in his notice to the candidates stated only that it was impossible for him to comply with the regulations.

CONGDON MAY BE RETURNED UNOPPOSED Ottawa, Sept. 14.—The Yukon election will take place on October 23. It will likely result in an acclamation for F. T. Congdon.

The first session of the boys' gymnasium class of the Y. M. C. A. was held Tuesday at four o'clock. Much enthusiasm was shown in the work. About twenty persons were present. The physical director will welcome any others who wish to join the class.

At a cost of \$40,000 D. R. Ker has arranged to erect a building at the corner of Cook and Pandora streets on land 120 feet by 112 feet. The street fronts will give space for eleven stores and the upper floor be given over to up-to-date apartments. There is a residence on the lot at present, which is to be moved to another lot. The front of the building is to be faced with glazed brick and the apartments are to be modern. The plans were drawn by W. Ridgeway Wilson, architect, and the contractor is Thomas Ashe.

Between two and three o'clock on Wednesday a fire, the origin of which is not known, completely gutted the restaurant at Calagoras, on the corner of Yates and Blanchard streets. The establishment was known as the Australian Chop House, and had been open for only twenty-five days. The fire brigade succeeded in saving the restaurant, which immediately adjoining the burnt premises. No insurance was carried on the restaurant. The alarm was given by a police officer who saw from across the street a sudden burst of flame, which came from the window and soon enveloped the whole place. The brigade made excellent time, both in getting to the scene and in extinguishing the outbreak.

STEEDMANS SOOTHING POWDERS FOR CHILDREN RELIEVE FEVERISH HEAT, PREVENT FITS, etc. and preserve a Healthy state of the Constitution. These Powders contain NO POISON.

Mail Contracts RURAL MAIL DELIVERY. Sealed tenders addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th October, 1911, for the conveyance of His Majesty's Mails on proposed contracts for four years six times per week over the undesignated routes on which Rural Mail Delivery may be established, commencing from the 1st of January, 1912. For full particulars apply to the Postmaster General, Ottawa, or to the Post Office Inspector, Victoria, B. C., 8th September, 1911.

Avoid Dentist's Bills by the daily use of a good Tooth Brush. We can offer you a large assortment of English and French

Tooth Brushes Hard, medium and soft, straight or curved styles to fit the mouth as desired. It will be a pleasure for us to show you these.

Price, 25c, 35c and 50c. Children's Brushes, 10c, 15c, 25c.

Cyrus H. Bowes CHEMIST, Tel. 425 and 450. 1228 Government.

POPULAR SMOKER
HON. WM. TEMPLEMAN
TAKES UP GUANTLET

Stirring Speeches on Reciprocity and Tactics of Opposition by Speakers

(From Wednesday's Daily.)

The Liberals of Victoria West were entertained to a smoker in Semple's hall last night when, interspersed between the musical items of a clever programme, a series of interesting speeches were delivered by Hon. William Templeman, W. W. Baer and F. J. Stacpoole, K. C. The hall was well filled with an enthusiastic audience, whose zeal on behalf of the performers was only equalled by their zeal on behalf of reciprocity. In the relaxing atmosphere of smoke they heard a clear, concise delivery on the subject of the navy at the hands of the minister, and from the other speakers named they received additional side-lights on the great question of the day, reciprocity.

Lieut.-Col. Currie presided and in introducing Hon. William Templeman to the audience he referred to him as a man whom any elector might feel proud to vote for, who had been in public life for many years and who was no act of his, either of a public or private character, that could not bear the strictest investigation. Only last year in Vancouver at the Oriental investigation he was tested to the limit through traitorous action of members of his own party. And what was the result? The finding of the judge was that these men were perjurers. (Loud applause.) Mr. Templeman was a Victorian of Victorians; all his interests were wrapped up in the city; and over and above all that he was a cabinet minister and the nominal—and he would speedily be the actual—representative of the city. (Cheers.)

Growth of Liberal Sentiment.
A stirring reception was accorded Hon. William Templeman on his recall to address the audience. Recalling the twenty years since force of circumstances had made him a candidate for the city of Victoria he said it was most gratifying to survey the past and to realize the marvellous growth of Liberalism in the city during that period.

In 1891, said he, "we held a meeting in Victoria West and we could not get a corporal's guard to attend it. We could not get a committee to work on our behalf. (Laughter and a voice: "Oh yes, we had five.") I was one of them." Now, however, our friends of the opposition realize that Liberalism is a very potent factor in Victoria and that the growth of Liberalism has not been confined to this section of the constituency; it has unquestionably grown steadily throughout this old Tory stronghold, so much so that I think in this year of grace there are many more Liberals than Conservatives. (Applause.) Our increased strength is to be found among the working men, the mechanics and the business men. Of course there has always been "the old time party" in the city—(laughter)—which is the nucleus of the present Tory party; but Liberalism has grown, and continues to grow, and I believe that on the 21st of September the city will return to its former allegiance and range itself under the Liberal banner. (Loud applause.)

"It might have been under that banner still but for the fact of the coalition party which the full strength of the Liberal party was not brought to the polls, and but for the unfair methods of our political opponents. There is no question that the election of three years ago was lost to the Liberal party because of the dishonest practices of a certain small section of the Conservative party. Far be it from me to accuse the nation as a whole of sympathy with that nefarious act, involving, as it did, Mr. Borden, the leader of their own party. I know as a matter of fact that a large number of the Conservatives in this city will regret the actions of a few of their party connected with the Colonist newspaper in performing that dastardly act, and also that a large number of these men will register their protest against practices of that kind. (Applause.)

Naval Construction.

"Now in this section of the city you must all be interested in naval matters and I would like to devote a little time to a discussion of that important question. When the navy is fully established on the Pacific coast its home will be at Esquimalt. You know, of course, that Mr. Barnard opposed the navy. Just the other day I met a man connected with an industrial establishment in the city and he told me that Mr. Barnard had been to see him and that he had challenged the late member with lack of patriotism for opposing the navy measure, and that Mr. Barnard replied he had done nothing of the kind. (A voice: "But he did.") Yes, Mr. Barnard not only opposed the navy bill at Ottawa but he has opposed it on the platform in the city of Victoria. He took credit to himself for the fact that he had done so and said he would be glad to do it again. (Applause.)

"Both parties were committed to the navy bill the session before last. The resolution, which was primarily introduced by Hon. G. E. Foster and amended by Sir Wilfrid Laurier, was passed unanimously by both sides of the House. It set forth the expediency and propriety of Canada building a navy to take part in her own defence. That policy, so far as the Conservatives are concerned, was opposed at the next session. Mr. Barnard, however, has been determined by the Liberal government and Canada has started out upon the building

of her own navy. (Cheers.) The programme, as you may be aware, is for the construction of ten vessels, six destroyers and four Bristols, costing in all about twelve million dollars. Tenders have been invited and the contracts will be let very shortly. In that connection, Mr. Barnard has been trying to make a point that I did not arrange for the construction of a portion of that navy on the Pacific coast, but I just wish to say that I speak without authority and without knowledge. As a matter of fact it is possible that a portion of the navy may be built on the Pacific. The tenders were invited for the construction of the vessels in Canada and nothing was stipulated about whether they should be built on the Atlantic or on the Pacific. Mr. Barnard states that the specifications provided for their being built on the Atlantic. That gentleman is in an inaccuracy, to put it mildly. (Voice: "It is a lie.") The tenders contained no such provision. The contract will be let shortly and I hope that my colleagues of the advisability of having a portion of that navy constructed on the Pacific coast. (Applause.) I cannot say that I will succumb, but I will try. (Applause.)

"I shall point out that in the interest of shipbuilding in the west it would be a good thing to divide the work and have a part of the fleet built on the Pacific. The question concerning the navy bill and I cannot help thinking that if the people of Esquimalt and Victoria West are true to their own interests they will surely not vote for a man who is opposed to the building and the equipping of a Canadian navy." (Applause.)

Songhees Reserve.
Turning his attention to the criticisms of the Colonist the Minister asked: "This is a great time for question asking. The Colonist is asking a number of questions. Some are relevant, some are irrelevant; some are wise and some are otherwise. (Laughter.) I find it pleasant to reply to the colonist because of the utter impossibility of getting fair treatment from it. That paper refers to the Songhees reserve and the reversionary interest which they claim should belong to the provincial government in connection with the new reserve at Esquimalt. Why was I opposed to the province having that reversionary interest, the Colonist asks. A claim is put up by the province to the effect that when the land is no longer required by the Indians it should revert to the province. That has never been denied or admitted by the province. It is a question for the courts to determine.

"The question of a reversionary interest in respect of Indian reserves is in the same condition to-day as it has been for the last twenty years. The part I would recognize the claim that when provincial lands, set aside for the use of the Indians, are no longer required for that purpose they should revert to the province. But, and here is the point, in the case of the Songhees reserve there is no question of a reversionary right. The Songhees reserve was a matter of negotiation and treaty with the Indians and the Douglas. That reserve having been practically decided to the Indians there was no such thing as a reversionary right. (Loud applause.) The province claims to make something like a million dollars out of the sale of the Songhees reserve. (Applause.)

After reiterating his statements in regard to the sealing industry, and the growth of the advantage of the industry when it is resumed, and the compensation which is coming to the sealers of the city who have been thrown out of a vocation by the treaty, Mr. Templeman then touched on the criticism of the tactics of the opposition.

Borden, Barnard, and Bourassa.
"Our opponents," he said, "are bent on the grossest misrepresentation to achieve their ends. There is no possibility of overlooking the things which they have told, and it is possible that a few electors will record their votes against me on account of some one of the gross lies which I have taken up, able, through lack of opportunity, to run to their. Down in Quebec the naval policy is arousing something like a political revolution. There they have a number of the blooded politicians of the Bourassa type who are basing their claims for support upon racial prejudice. Ever since the South African war the Bourassa party, with its tincture to the assistance of the Mother Land, Mr. Bourassa and his followers have carried on this agitation. In the ranks of this party are some clever writers who have been engaged upon a bitter fight on national lines, which to them means Quebec for the French, French traditions, language and religion, and a state or province dominated by French Canadians on the banks of the St. Lawrence.

"The strength of the Conservative party in the province of Quebec is the Bourassa party. What does it mean? It means that the candidate of the loyalty party in Victoria, Mr. Barnard, is in alliance with the disloyal French-Canadian party in Quebec, which latter is trying to oust Sir Wilfrid Laurier from power because he has been the assistance of Great Britain, and because his policy is too Imperial, and too loyal to the Imperial connection. If my Conservative friends like that position then I say God help them, because they can never hope to win any strong support throughout the Dominion by depending on disloyalists of the Bourassa type. (Loud applause.)

Orangemen is a word I never before mentioned on a public platform. Orangemen is a good thing in its place. Now it is a fact, I believe, that the majority of Orangemen are Conservatives—loyal. Conservatives I sincerely believe, and yet to-day I wish to point out that the Orangemen of Victoria who support Mr. Barnard in the coming election are supporting a man who is a traitor to the Empire. If that position commends itself to the Orangemen of Canada it will be very greatly mistaken indeed." (Loud applause.)

great seaports of the Pacific coast. At the conclusion of his address the Minister was loudly applauded, the audience rising as one man and giving three lusty cheers for him.

Tory Bogey Unmasked.
W. W. Baer treated his hearers to a clever discourse upon the annexation cry which had been raised by the opposition. He deprecated the suggestion so freely uttered by the Conservatives that the Americans had to annex Canada was to come over here and plant themselves, along with their institutions, in the soil of the country.

"When it comes to a question of imperialism existing on the north and the south side of the 49th parallel, I do not care whether the subject be looked at educationally, or commercially, I think it will be generally admitted, at least by the more enlightened and least bigoted of the American citizens, that they have a lot to learn from the north. (Applause.) The people to the south as a whole are beginning to realize that the traditions and the institutions of the Canadian people are to be admired. Their best men, their most scholarly men, and their truest men, tell them openly that they have a lot to learn from us. If there ever comes a time for political union—which I do not foresee—it will not come on account of Canadians sacrificing their institutions but rather on account of the Americans adopting them." (Applause.)

Referring to the effects of tariffs, and likening them to an unnatural war, he asked them to suppose that Dame Nature had thrown up a great bulwark some four or five miles high between Canada and the United States. What would have happened under circumstances like that. He ventured to assert that the government would have voted billions of the people's money to build through those walls so that the trade between the peoples of the respective countries could be free and facile. (Applause.) Dame Nature was not such a fool as that. If it had been intended in the economics of the Liberal country surely they could not find fault with a more foreigner doing the same thing. (Loud applause.) Mr. Stacpoole continued:

"You may depend upon it, gentlemen, if the Conservatives had been in power reciprocity would have appeared to them and they would have gotten into power—quite, fortunately for us and for them, is out of the question—without stealing our thunder and going on with the reciprocity pact. (Applause.) Talk about the case of Mr. Barnard. While he was supposedly arguing in favor of the working men of British Columbia in connection with the Alouette Island case, he was in the city of Victoria was attempting to prove that the act had not been violated. It seems to me, gentlemen, that Mr. Barnard is trying to play the middle against both sides. (Laughter.) He and the other Conservatives have tried to make us believe that cheaper food means lower wages, in contradiction of all the leading economic authorities of the world, and the leading authorities on the subject and I am prepared to stand by them." (Applause.)

Referring to the speech of Mr. McEwen in the Victoria theatre recently, he said he appeared to be juggling all the time with a cabbage. They could not always see the cabbage, but they could always hear it. (Laughter.) It is described by the speaker as a pig, to be head of something and whose parent confided into him the prediction that he would be a cabbage head. Well, they had the cabbage head on the stage, but they had not the pig. (Laughter.) And what about the lands of the province? If it was dangerous and possibly seditious for individuals to trade with the people of the United States, why should the provincial government trade its lands to the American speculating syndicates? (Loud applause.)

They talked about supporting home industries. Over in the United States they had vacuum sweepers from the United States, despite the fact that a perfectly good type was made in Vancouver. Even the premier of the province had can have that if he would only trade the American eagle figured on its front and beneath was the inspiring legend: "The property of the government of B. C." Very nice was it not? (Loud applause.)

Government to Support.
"A man should not be judged by his acts but by his temptations." That was the opening remark of F. J. Stacpoole in a fighting speech which followed the effort of the previous speaker. He said he would like to remember that statement when considering the present attitude of the Conservatives. They have been in opposition for the last fifteen years and no doubt the loaves and fishes of the treasury job of the day are good to them. I beg of you, therefore, do not judge of them too hastily or too harshly. (Laughter.) Has it ever occurred to you to ask the Conservatives what they would have done if Sir Wilfrid Laurier had not gone to Washington in answer to the invitation of Mr. Taft. We would have seen Mr. McEwen holding forth against the iniquity of allowing to open the American markets to the Canadian producer. Gentlemen, I am a Grit and I am choosy of gritty things such as personal feelings and partisanship, but I don't care and I can't help it anyway." (Laughter.)

Reviewing the situation he said it was a good thing for the city of Victoria to have a cabinet minister as its representative and continued:
"Mr. Lugin of the Colonist poured a few drops of his vitriolic pen over me because he said I misrepresented the provincial government. Now how can I be so grossly misrepresented that government? (Laughter and applause.) Let us turn to something more profitable. On what does the Liberal government base its present claims for support; what has it done for the Dominion of Canada during its regime? It had reduced the taxes of Canada, it has increased the trade of Canada, it has reduced the postal rates, it has introduced an immigration policy which has opened the west, it has increased the income and revenue of Canada in fourteen years from thirty-seven millions to one hundred and seventeen millions. (Cheers.) What better recommendation can you have than that? The revenue of the country has been increased by nearly

four times its figure fourteen years ago and the tax rate has been reduced by 25 per cent on the individual. (Applause.) During those fourteen years they have had a surplus every year. They have had a surplus every year since they received the Conservative inheritance. (Applause and laughter.) But when we see that Sir Wilfrid Laurier has negotiated this reciprocity treaty by the most strenuous possible reason for supporting him."

Conservative Misrepresentation.
Referring to his visit to the theatre on Monday when he heard the "Napoleon of the Pacific," he said that what impressed him most was the fact that the leaders of the opposition in this province as elsewhere were not endeavoring to place the true facts of the case before the people. Their temptations were apparently proving too liberal for them and they were endeavoring to misrepresent everything in order to get back into power. One of the things which Mr. Bowser said on that occasion was that the Conservatives were not more than a number of hard Canadian whips. Why of course there would not! There had not been any Canadian number one hard for the last ten years! (Laughter.)

That and the fact that the Conservatives were said for the purpose of leading the people astray. The annexation cry could be placed in the same category. He had been at a recent meeting held in the middle of the month when the candidate for Nanaimo, when an inter-rupter asked: "What about 'Champ Clark'?" meaning thereby that Clark had been the candidate for the Liberal party. "Well, what about him?" he quietly retorted, and that was all there was to it. Why should not Champ Clark be a candidate for the Liberal party? Referring to the effects of tariffs, and likening them to an unnatural war, he asked them to suppose that Dame Nature had thrown up a great bulwark some four or five miles high between Canada and the United States. What would have happened under circumstances like that. He ventured to assert that the government would have voted billions of the people's money to build through those walls so that the trade between the peoples of the respective countries could be free and facile. (Applause.) Dame Nature was not such a fool as that. If it had been intended in the economics of the Liberal country surely they could not find fault with a more foreigner doing the same thing. (Loud applause.) Mr. Stacpoole continued:

"You may depend upon it, gentlemen, if the Conservatives had been in power reciprocity would have appeared to them and they would have gotten into power—quite, fortunately for us and for them, is out of the question—without stealing our thunder and going on with the reciprocity pact. (Applause.) Talk about the case of Mr. Barnard. While he was supposedly arguing in favor of the working men of British Columbia in connection with the Alouette Island case, he was in the city of Victoria was attempting to prove that the act had not been violated. It seems to me, gentlemen, that Mr. Barnard is trying to play the middle against both sides. (Laughter.) He and the other Conservatives have tried to make us believe that cheaper food means lower wages, in contradiction of all the leading economic authorities of the world, and the leading authorities on the subject and I am prepared to stand by them." (Applause.)

Referring to the speech of Mr. McEwen in the Victoria theatre recently, he said he appeared to be juggling all the time with a cabbage. They could not always see the cabbage, but they could always hear it. (Laughter.) It is described by the speaker as a pig, to be head of something and whose parent confided into him the prediction that he would be a cabbage head. Well, they had the cabbage head on the stage, but they had not the pig. (Laughter.) And what about the lands of the province? If it was dangerous and possibly seditious for individuals to trade with the people of the United States, why should the provincial government trade its lands to the American speculating syndicates? (Loud applause.)

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SEARCH FOR COAL
DEAL PROPERTIES

SIR WM. MACKENZIE
GETS BURNED SHIP

Verbal Agreement Made With
Bernard J. Perry Causes
Amusement to President

(From Wednesday's Daily.)

Sir William Mackenzie, president of the Canadian National Railway Company, with the aid of E. P. Davies, K. C., yesterday afternoon continued his search for the property he alleges he bought from Hon. James Dunsmuir in connection with the sale of the Wellington coal mines in July, 1910, and by the time the court adjourned yesterday afternoon it was learned through evidence that if Sir William has any claim on the ships used in the coal business that claim will be in the coal freighter Baroda, which was burned in Esquimalt harbor in the summer of 1910, a tug and a scow, while he may have a claim on the coal freighter Wellington.

The latter claim, however, is denied by the defence, which called Bernard J. Perry, the man instrumental in putting through the deal, whose evidence was that he negotiated between R. T. Elliott, K. C., solicitor, who had an option on the mines, and Sir William Mackenzie, with the result that there was a special agreement between the parties that the ships were not included in the transaction.

While the deal was pending Mr. Dunsmuir obtained 10,000 tons of coal for his private yacht Dolaura, and this is held to have been agreed to by Sir William Mackenzie. Mr. Perry said during the negotiations he told Sir William that Mr. Dunsmuir intended to reserve for himself "some coal for his private yacht," and that the ships were not included in the deal. Sir William Mackenzie became an interested listener immediately Mr. Perry entered the witness box, and when the witness told of the coal and ship agreement the president of the railway company leaned back in his chair and laughed heartily.

The suggestion that Sir William Mackenzie was to have the profits of the mine, which was to be sold to the option money, was discounted by Mr. Perry, who said that the original agreement drafted contained the condition that 8 per cent should be paid on the purchase price of the mines until the sale was completed. Sir William had declined to pay 6 per cent, saying he got nothing until he made the final payment, and there he could not be expected to pay the interest at investors in England, who were looked to for the flotation capital of the Canadian Collieries Ltd., would not stand for it.

R. C. Elliott, K. C., gave evidence that he had looked over the agreement, and that he had, in making the terms of sale with Sir William Mackenzie, entered in the agreement a condition providing for a payment of 8 per cent on the deferred payments. This, said Mr. Elliott, the purchaser had declined to agree to. Mr. Dunsmuir was to hold on to his property till the purchase price was paid, and he was to pay the full purchase price. One-fifth of the purchase money was to be paid by May 15, 1910, and the remainder in four equal instalments, and this was done.

All the evidence of negotiations by Mr. Elliott and Mr. Perry was given by Phippen and Sir William Mackenzie that were not reduced to writing was taken on a formal objection from Mr. Davies, who argued that there is a verbal agreement between the parties as the actual and only terms of the sale.

Chief Justice Hunter noted the objection, but said the court might as well hear the evidence as to what was to be said to the transaction.

A Lindsey told about the one thousand-acre farm which the plaintiff thinks he bought. The farm, it appears, is operated by Mr. Dunsmuir, and is situated at Wellington. On it is grown all the produce used at the mine, and the mine was regularly billed for all supplies received from it. It was not part of the mine, but Mr. Dunsmuir's property. The ships which Sir William Mackenzie thought he bought were traced in detail through the witness. They are the Leelanaw, the Two Brothers and others which were owned by the Pacific Frighting Company, a company organized by Robin Dunsmuir, with a mortgage held on them by Hon. James Dunsmuir. The Leelanaw did carry coal for a year while the Wellington was out of commission. The mortgage had since been foreclosed and the Leelanaw sold. The steamer Wellington was sold to the Leelanaw, and the Two Brothers and Sons, which is James Dunsmuir's.

of \$3,000,000 to be subscribed for the purpose of development of the unexplored coal lands. The latter amount, Mr. Bodwell said, had been agreed to, through Sir William Mackenzie, who occupied the witness box, was in the nature of working capital for the mines. Sir William, however, disagreed and said he had thought there was a working capital of \$700,000 on hand in the accounts of the company.

The transfer of the collieries was made on the night of June 16, 1910, by the purchase of all the shares of the Wellington Collieries, and, as shown yesterday, just prior to the transfer of the stock Hon. James Dunsmuir, who held all the stock, called a meeting and paid a dividend of \$700,000; consequently there was no \$700,000 working capital on hand when Sir William Mackenzie obtained possession.

As to the vendor's right or otherwise to declare the dividend and the purchaser's right or lack of right to any effects until he had become possessed of the stock the court is asked to decide.

Sir William Mackenzie this morning told of the negotiations between the parties who brought about the sale. The property had first been brought to his notice by E. J. Perry, who said the witness was after him a great deal and very anxious he should go into it.

"He put up a great talk night and day," said Sir William, "his trouble was that the dividend was snapped up by some one else. I had paid \$100,000 deposit but Mr. Perry had to bother because if the changes I desired in the agreement were not made \$100,000 had to come back to me. I insisted on the changes in the agreement regarding the interest on deferred payments, and except the agreement there was nothing left but a letter passing between us regarding 5,000 acres of coal land on Denman Island and 1,250 acres of iron ore lands. There was no verbal agreement as to the meaning of the language used in the final agreement."

Replying to Mr. Bodwell, Sir William Mackenzie said Judge (then Mr.) Phippen was in Victoria at the time of the negotiations. Mr. Bodwell said if Mr. Phippen was not acting as a solicitor for the witness then, and Sir William Mackenzie replied he had acted for himself, and then with a laugh said: "Mr. Phippen was helping me as a friend, not as a solicitor." The humor of the railway president caused a smile.

The purchaser did not go very deeply into matters at the initial stage. He said this morning he had not looked into everything, and agreed with Mr. Bodwell that it was rather a large order. "I wanted," he said, "to show those who might subscribe for the stock issue that there was something there besides shares. The \$3,000,000 in the London prospectus was for development, not for working capital, because we thought there was \$700,000 working capital in the company when we bought the stock. That is what we relied on."

Hon. James Dunsmuir confirmed the evidence given yesterday by E. J. Perry and said he had not looked into the change in the option regarding the interest payment. All he sold was the properties and the shares. He was to collect outstanding accounts and pay all expenses to the date of giving possession.

A list of properties taken from the books at the mine offices was handed Mr. Dunsmuir by Mr. Bodwell. After Mr. Dunsmuir told the other side they would get all that was coming to them and agreed to make a list of the properties and hand it in.

The list in court was examined. Some of the properties Mr. Dunsmuir said the purchaser had received, and one had been under an option which had expired. Asked if he had any other options, Mr. Dunsmuir replied: "I don't think so, but if I have they belong to you." Regarding eighty acres on Hornby Island, Mr. Dunsmuir said he expected to pay the interest at investors in England, who were looked to for the flotation capital of the Canadian Collieries Ltd., would not stand for it.

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NEW RUGBY RULES
MAY CAUSE BREAK

Move of California Universities
May Affect Relations With
B. C. Clubs

Vancouver, Sept. 13.—Relations between the Vancouver Rugby Union and the California universities of Stanford and Berkeley may have to be brought to an end as a result of the decision of those two universities to adopt the rules governing the kick to touch which prevail under the Northern Union's professional body. At the meeting of the local union it was decided to write to the English Rugby Union asking what position the Vancouver would be in if they played against the California universities after the latter had changed to the new rules, though playing as amateurs. It was also decided to inquire what position the universities were in by employing paid coaches, this point also being raised by some of the club delegates, who declared that professional coaches were not allowed by the Rugby Union rules.

Regret was expressed that two paid coaches and the captains of the two universities simply tampered with amateur rules the game more popular with the masses.

The opinion of Reggie Woodward, of the local club, had been invited by the San Francisco Call and as it puts the situation very forcibly, and was endorsed by the union, it is given here. Mr. Woodward wired:
"British Columbia solid for the amateur rules. Will consider none other than the Rugby Union code. We thoroughly thrashed out the matter two years ago and no change will be made, as we are satisfied that under their rules the maximum of enjoyment and effort in training. We feel that the thirteen a side game can only be played attractively by men who are able to devote more time for training than it is possible for genuine amateurs to give, and professionalism in any shape or form will never be contemplated in British Columbia. If you switch to the Northern Union code, teams from British Columbia will be able to play matches with you, and the international contests are a thing of the past. For the good of pure amateurism and clean sport we trust you will stay with the Rugby Union. Arrangements for the October trip will, however, be made, as it is not likely that the considered reply of the British Rugby Union will be received in time to state the position."

PORT ARTHUR NO
LONGER NAVAL BASE

Station Captured by the Japanese
Will Be Abandoned—
Millions Spent on Defences

Washington, D. C., Sept. 13.—Diplomatic reasons have induced the Japanese government to decide upon the capture of a naval station at Port Arthur in Manchuria, representing an investment of many millions of dollars. This station was built by the Russian government under the control of the Tung peninsula, under nominal lease from China, and after it was found to fall into the hands of the Japanese was the subject of the Russo-Japanese war. The Japanese did not hesitate to spend a great sum of money upon the defence of the station.

But the acquisition of Korea by Japan has made the Port Arthur station secondary in importance from a naval point of view.

It was too far inland to be of any use in the event of a strike of the Japanese government to decide upon the capture of a naval station at Port Arthur in Manchuria, representing an investment of many millions of dollars. This station was built by the Russian government under the control of the Tung peninsula, under nominal lease from China, and after it was found to fall into the hands of the Japanese was the subject of the Russo-Japanese war. The Japanese did not hesitate to spend a great sum of money upon the defence of the station.

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PROPOSER'S
QUESTIONS
HIS SPEECH
COMPARISON

Reciprocity and
Only Topics
Candidate

(From Tuesday's Daily.)

Rudyard Kipling much in evidence at a rally in the Victoria arena, the poet's "bloomin' old rag" played on a streamer and the procession around from the centre of the stock Conservative Union Jack and arranged by the questioner read the Montreal Star published from Kipling.

The theatre was full of very many General Bowyer, who read the Montreal Star published from Kipling.

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"Deputations from of trade, city council, and the university have repeatedly urged the government to take their responsibilities why should the city without a normal capital city government take out a teacher."

J. Herrick McGreggor, the chair, in his of the Times had seen that hypocrite known for years the "Times" then they had a station at Port Arthur in Manchuria, representing an investment of many millions of dollars. This station was built by the Russian government under the control of the Tung peninsula, under nominal lease from China, and after it was found to fall into the hands of the Japanese was the subject of the Russo-Japanese war. The Japanese did not hesitate to spend a great sum of money upon the defence of the station.

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TORY MACHINE OMITTED NAMES

RALPH SMITH ELICITS THE FACTS AT SIDNEY

Lists Sent to Ottawa Were Certified as Being the May Revision

The electors of Sidney got some insight at the meeting held there by Ralph Smith on Tuesday night of the omission of sixty names from the voters' list for the Islands provincial electoral district. The meeting, which was largely attended, was held in the Pavilion and was presided over by Dr. W. G. Cummings.

W.M. MACKENZIE'S LATEST Toronto Street Railway Will Run the Lacrosse Team

Toronto, Sept. 13.—Manager Menary and Secretary Fred Thompson, of the Toronto lacrosse team, have been released by that club and the affairs of the beachers will be run solely by Toronto Street Railway Company hereafter. This movement has been pending for some time.

STILL ANOTHER

The following letter from Mr. H. J. Powley, of Weyburn, Sask., is interesting at this juncture. Mr. Powley has been for years one of the most active and respected workers in the conservative party. Mr. Powley was the first president of the Weyburn Conservative Association, and in every election since he has been an influential Conservative in the Weyburn district. His letter reads:

BUYER DEALER BUYS YANKEES' BUTTER

Lone Conservative Grocer in Nelson, B. C., Publishes Disloyalty Letter

An amusing outcome of the Tory campaign is the publication of a letter in the Calgary Herald from John A. Irving & Co., of Nelson, B. C., which appears below. The letter speaks for itself and indicates that, until reciprocity was talked of, the grocer who bought butter for his customers largely from Spokane. People who know Mr. Irving know that American butter, bought at Spokane, sold to all his customers, and that he was not likely to offend anyone with the hydrophobic of disloyalty until reciprocity was talked of.

PLACE BETTER CRAFT IN ISLANDS' SERVICE

Joan Relieves City of Nanaimo—Residents Complained of Stability of Ship

Spokane, Wash. (Special)—We have your favor of the 12th inst., and are pleased to learn that our butter is giving satisfaction. It is gratifying to get this information, especially so when we are being outworn by similar reports from nearly every town in the Boundary and Nelson territory.

MR. DONOVAN'S CONVERSION

CHALLENGE GIVEN TO WORTHY PASTOR

PRESENTATION MARKS PRIEST'S JUBILEE

Rev. Father Leterme Recipient of Address From Societies of St. Andrew's Cathedral

There was a large and enthusiastic gathering of Roman Catholics Tuesday evening from the various societies to acknowledge in a tangible manner the services of Rev. Father Leterme, senior parish priest of St. Andrew's cathedral, during nearly 24 years in this diocese, the occasion being the silver jubilee of the reverend father's ordination to the priesthood.

RECIPROCITY AN INTERESTING POINT

As a "looker on" not a "participle of interest" in the present nevertheless derived and some amusement to the method of respective parties to the agreement goes into the details of the matter, however, the opposite also reduce wages.

GEORGE ALSO RUNS INTO DENSE FOGS

G. T. P. Steamer Encounters Mists on Way South From Rupert—Many Passengers

(From Wednesday's Daily.) Coming south with a fair passenger list and a small cargo, the Grand Trunk Pacific steamer Prince George, Capt. Frank Saunders, arrived in port early this morning from Prince Rupert. The vessel encountered heavy fog during her southbound trip but lost no time and reached Vancouver last night with her regular punctuality.

PULLMAN COACHES DERAILED

SCHEME TO EXTEND VICTORIA'S LIMITS

Mayor Proposes Resolution to Take in Large Area, Including Fair Grounds, Etc.

Woodstock, Ont., Sept. 13.—Two Pullman cars attached to the Chicago Montreal Express, eastbound, due here at 5:25 this morning, jumped the track near Ingersoll while running at high rate of speed. Both cars were swung clear across the tracks, causing a three hour blockade. A number of passengers were in their berths and some were thrown out into the aisles.

WORKINGMAN

NOMINATIONS

DEPOSED SHAH IN FLIGHT

PROHIBITION LAW STANDS

Ottawa, Sept. 13.—Dr. Eugene Quessnel of Hawkesbury has been nominated by the Conservatives of that district to contest the constituency against Mr. Proulx. Dr. Quessnel ran at the last election as an independent Conservative.

OPHIUM SEIZED

Seattle, Wash., Sept. 13.—A ventilator on the steamship Minnesota yesterday yielded another gummysack containing a very long piece of opium, the total amount of opium found during this search is \$1,200, valued at \$1,200. The search will be continued.

BOARD OF TRADE COUNCIL Matters Deal With Tuesday's Meeting

PLACEMENT OF THE BOARD OF TRADE COUNCIL

In addition to the business considered by the Board of Trade Council, reported yesterday, the report from the board's railway freights committee in respect to matters referred to them—namely, the application to the board of railway commissioners of Canada for an order to the Canadian Pacific Railway Company to cease making freight rates from this coast and the application to the board by the Express Traffic Association of Canada on behalf of the express companies doing business in Victoria, for new limitations in their delivery limits—was received and the committee thanked. It was emphasized, however, that under the present ruling of the railway commission the express companies are required to deliver express matter to all points within the city limits.

PLACEMENT OF THE BOARD OF TRADE COUNCIL

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The board's reception committee reported what had been done in regard to a suitable reception and entertainment of the members of the British Press Association on their visit here. The council heartily approved of everything done by the committee.

PLACEMENT OF THE BOARD OF TRADE COUNCIL

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The letter which had been before the board, most interesting in respect to better inspection of steamers, was held over until a future meeting, the result of the Ingoquo inquiry not having yet been made known.

PLACEMENT OF THE BOARD OF TRADE COUNCIL

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Messrs. J. A. Irving & Co., Nelson, B.C. (Special)—We have your favor of the 12th inst., and are pleased to learn that our butter is giving satisfaction. It is gratifying to get this information, especially so when we are being outworn by similar reports from nearly every town in the Boundary and Nelson territory.

"RALPH SMITH"

"JAMES G. FOLEY"

ASSISTANT HARBOR MASTER

BANK LINERS' POSITIONS

THROWS UP SPONGE

HUNTERS GET SAD NEWS

MAY DIE FROM INJURIES

Y. W. C. A. RECEPTION

READY FOR TRIALS

Lobnitz Dredge Turned Over by Machinery Dept—Must Stand Six-Day Test

PAVING COMPANIES AND DISCRIMINATION

Canadian Mineral Company Protests—Inspection Likely to Be More Strict

DEPOSED SHAH IN FLIGHT

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When Mr. Smith read the message showing conclusively that any omissions were made from the lists as supplied to the King's Printer at Ottawa by an official of the government of British Columbia the meeting was indignant and made it very uncomfortable for some minutes for Mr. Critchley and Mr. Norris when their scheme was thus entirely exposed.

Before the present week has passed by it is expected that the new Lobnitz dredge will have started on its six-day test, which must be successfully accomplished before it is accepted by the Dominion government authorities. The new addition to the dredging fleet in the Victoria harbor has been turned over by the Victoria Machinery Depot and is soon to be anchored over one of the big rocks which are dangerous to navigation, and there gives a chance to demonstrate its ability to pound boulders to pieces.

A question of discrimination in regard to the inspection of the various paving contracts at present proceeding in the city of Victoria was raised on Wednesday before Mayor Morley by the representatives of the Canadian Mineral Rubber Company. Mr. Ravstrom, who made the claim, stated that his company was being discriminated against by the city inspectors in favor of the Worwick Paving Company. As a result of the prompt investigation which was held in the mayor's office on the subject it is likely that the inspection of all paving contracts will in the future be much more strict than it has been heretofore.

The present chief paving inspector for the city is Harry Worwick, who was formerly associated with the Worwick Paving Company, but who is now no longer connected with the firm. The protest naturally placed him in a rather peculiar position and he suggested to his worship that in order to avoid any suggestion of collusion he should be allowed to look after the underground work, or rather the preparatory work in preference to the paving.

Portland, Maine, Sept. 13.—The town clerk's returns from 422 out of the 521 polls of the recent general election showed a majority against repeal of the prohibitory law of 51. The vote in the face of these returns stands as follows: For repeal of the law, 222; against, 299. Almost constant gains of the "dry" faction, by which an apparent "wet" majority of 299 votes was wiped out yesterday, is believed to be traceable to some extent to the methods employed by the newspapers in calling the results of Monday night.

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FIRST AID CLASSES PROVING A BENEFIT

Dr. Donald Addresses the Police Force on Poisons and Their Antidotes

Through the energetic efforts of the representatives of the St. John's Ambulance Association the movement for the instruction of the general public in the principles of first aid work is progressing rapidly in this city.

RECIPROCIITY FROM AN INDEPENDENT POINT OF VIEW

As a "looker on in Venice," having not a particle of personal or political interest in the present fight, I have nevertheless derived much information and some amusement by paying attention to the methods employed by the respective parties to the contest.

There seems to be no contest over the proposition that if the reciprocity agreement goes into effect it will result in reducing the cost of living on this side of the line. To meet this, however, the opposition say that it will also reduce wages. If it did this and nothing more, if the two went up and down in equal proportions, then so far as the wage standard is concerned it would be a matter of indifference, still leaving the balance sheet in favor of the pact in that it would reduce the cost of living to all persons who are not wage earners without corresponding reduction of the profits of their respective callings.

abling Americans to buy cheaper dairy products in Canada. I confess that I do not have great respect for this kind of argument.

Let us consider for a moment the case of the Chicago man, Mr. Furlong. I believe he calls himself, who publishes a paper which I believe he calls the Chicago Democrat, and who says: "In America there is a deeply settled though dormant sentiment that Canada must eventually become part of the United States. Such is my belief, and I hope reciprocity will hasten the union."

Mr. Furlong tells us that he has made two hundred political (Democratic) speeches in Chicago, which accounts no doubt for the large Republican majorities that are polled in that city.

Now I think it perfectly fair to say that Mr. Furlong is a man of sense or he is not; that he is an honest man, or he is not; that he is a patriot, or he is not. I am not drawing it very mildly and cautiously, for when Mr. Furlong talks about liberal suits and all that sort of business, as in his manifesto he does, it comes one's duty to weigh well his words.

There is one other amusing feature of the campaign, which is this: I have observed that some Scottish noblemen with their retinue of attendants and valets are in Canada, travelling through the country teaching Canadians what they ought to do.

I agree with one of the speakers at the Conservative meeting the other evening, that the loyalty question has been overworked and needs a rest. As an American I am a Republican. If Canada, how is this calamity to be avoided? Mr. McGregor says it must be done by fighting; that we will die in the last ditch for our flag, etc.

The regular meeting of the Oak Bay council, which was to have been held Monday night, was postponed until further notice. This is the third meeting which has had to be put off owing to the difficulty of getting a quorum together at this season of the year.

There are two axioms, to which neither history nor experience furnishes an exception—the one economic, the other political.

First the economic: Whenever trade is interrupted by import or export duties, or otherwise, the effect is to increase to the consumer the cost of the article, the trade in which is thus interrupted; the middle man, or the excise officer, gets the profit that should be shared by the producer and consumer.

It is interesting to note the efforts of the "spell-binders" and cartoonists to stampede the Canadian voter by representing that if the trade agreement is ratified it will result in a complete subordination of Canada to the United States; that the eight millions on this side cannot compete with the eighty millions on the other side.

There is one other amusing feature of the campaign, which is this: I have observed that some Scottish noblemen with their retinue of attendants and valets are in Canada, travelling through the country teaching Canadians what they ought to do.

I read yesterday in the Sunday Colonist an article from the pen of Mr. McGregor. He is a fascinating and classical writer, and I read his article with as much interest as I ever received from reading one of Rudyard Kipling's jungle stories.

Mr. Redfern unites in the opinion that the future of Government Street is bound up with the hotel corner at Douglas street which will become the street for stores, and therefore he is prepared to move before the anticipated exodus from Government Street becomes a generality.

Another bomb, the seventeenth within a month, was exploded in New York on Monday night, was postponed until further notice. This is the third meeting which has had to be put off owing to the difficulty of getting a quorum together at this season of the year.

SPOKANE MERCHANTS TO TOUR AUSTRALIA

States of the Southern Cross Will be the Hosts on the Trip

An interesting party of visitors for Australia is expected to pass through Victoria en route for the Antipodes as soon as arrangements can be completed.

There is but one condition which in my judgment could ever induce the people of Canada and the United States to agree to live under the same flag, and that is the erection of such a tariff wall between them as to render it necessary to wipe out the political line in order to remove trade restrictions.

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PIONEER JEWELLER MOVES TO DOUGLAS ST.

After Nearly Half Century C. E. Redfern Leaves Government Street—Famous Clock

The pioneer jeweller of British Columbia, and one who has been in the business almost as long as any man in Canada, his career covering forty-nine years in Victoria alone, is now moving his premises, and with C. E. Redfern's departure from Government Street the big clock which for thirty-four years has told the hours to innumerable residents and visitors has disappeared from its place, and will be placed in a place of honor in a store at 1213 Douglas street, a portion of the ground floor of the Sayward block.

Mr. Redfern unites in the opinion that the future of Government Street is bound up with the hotel corner at Douglas street which will become the street for stores, and therefore he is prepared to move before the anticipated exodus from Government Street becomes a generality.

Mr. Redfern, who has made a specialty of diamonds, has always carried a varied stock of jewelry, and made a specialty of silver ware and clocks bought in office quarters, and that he remained till the present premises were occupied in 1884. It was made by Gillott and Johnson, of Greydon, to his order, and has kept splendid time for over a generation.

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TRADES AND LABOR CONGRESS OPENS

Over Thousand Delegates Attend—Moral Reform Campaign Discussed

Calgary, Sept. 12.—It was the opinion of several delegates to the 27th annual convention of the Trades and Labor Congress, which opened at Pacific hall yesterday morning, that the Moral Reform Association of Canada do not start at the bottom in their reform campaign.

Robert Evans, a Crow's Nest Pass miner, said the moral reformers could find real ground work for their reforms if they were to visit the Crow's Nest Pass mines and study conditions there.

The letter from Dr. Shearer was referred to a committee composed of representatives from different provinces, the committee being instructed to define the congress' attitude toward the social moral reform council and kindred bodies.

NEW C. P. R. HOTEL OPENED.

Nelson, Sept. 11.—The Kootenay Lake hotel, the magnificent structure built by the C. P. R. at Balfour, twenty miles from Nelson, for the accommodation of tourists, has been formally opened.

ALIEN LABOR ACT WAS NOT RELAXED IN LEAST

Only Parliament Can Modify It, Minister of Mines Writes Labor Council

In furtherance of his instructions Christian Sivertz, secretary of the Victoria Trades and Labor Council, forwarded to Hon. William Templeman a copy of the following resolution, adopted by that body on Wednesday evening last.

"Resolved, That the Trades and Labor Council in regular meeting assembled, do hereby lodge a strong protest with the proper authorities at Ottawa, in connection with the action of the immigration department in allowing workmen in direct contravention of the Alien Labor Act, as has been proved by the evidence presented at the trial of Glenn, Smith & Company, contractors on the Vancouver Island portion of the Canadian Northern Pacific railway."

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GET IN, THEN STAY IN.

It is significant of much that the Hon. Robert Rogers, of Manitoba; Premier McBride, of British Columbia; Attorney-General Bowser, also of British Columbia; the Hon. Clifford Sifton, Mr. Henri Bourassa, the Hon. W. J. Hanna, of Ontario, and other well known politicians who have proclaimed loudly their intention to fight the reciprocity agreement of the Canadian navy to the "hitter S.," are every one of them afraid to seek a federal constituency in support of Mr. Borden.

MONUMENT TO SIR JOHN.

In 1821 there was a body of annexationist sentiment in Canada, stimulated by the propaganda of Mr. Erasmus Wiman and his friends. And yet Sir John A. Macdonald did not think he was endangering British connection by advocating reciprocity with the United States.

SILVER JUBILEE TO BE MARKED BY GIFT-GIVING

Senior Priest of St. Andrew's Cathedral Celebrates 25th Anniversary of Ordination

The silver jubilee of one of the most esteemed Roman Catholic priests in this district is being celebrated to-day, the congregation of St. Andrew's Cathedral marking the occasion of the jubilee of the ordination of Rev. Father Leterme, the senior priest of the cathedral staff, who has long been associated with church work in this diocese, and enjoys the friendship of many citizens of Victoria outside members of his church.

The religious feature of the celebration took the form of a high mass this morning, in which were associated Rev. Bishop Macdonald and Father Leterme, Father J. Vallieres, acting as deacon, Father MacDonald as subdeacon, and Father F. Fisser as master of ceremonies. There was a large congregation for the early hour.

REV. FATHER LETERME

Senior Priest at St. Andrew's Cathedral, the silver jubilee of whose ordination was celebrated Tuesday.

Dear Sir: I am in receipt of yours of September 7, containing copy of a resolution passed by the Victoria Trades and Labor Council respecting the action of the immigration department in permitting "workmen" to be brought into the province in direct contravention of the Alien Labor Act, etc.

I fully sympathize with the object of the Trades and Labor Council in view, and I have already made representations to the department regarding same. But I desire to point out that every contravention of the Alien Labor Act is punishable by fine, and in the case mentioned a fine has been imposed. It is not in the power of any person to modify the provisions of that act; only parliament can do that.

Another bomb, the seventeenth within a month, was exploded in New York on Monday night, was postponed until further notice. This is the third meeting which has had to be put off owing to the difficulty of getting a quorum together at this season of the year.

PACKERS ESTIMATE CATCH AT 750,000

Total Pack Nearly as Large as Last Year—Sockeyes Show Big Dropping Off

Now that the canning season for 1911 is practically over, packers are engaged in figuring out what the total pack for British Columbia will be. Some of the Fraser river men estimate that it will amount close on to 750,000 cases and that the season in comparison to last year will not be as unsuccessful as it was first thought. In 1910 the canneries of this province put up 762,201 cases of salmon, but the sockeyes catch was far larger than this season.

The sockeyes, which are the most valuable of the salmon tribe, have been scarce this year and the total catch amounts to but 95,000 cases, in comparison to 568,000 cases last season. One hundred and thirty-three thousand cases were put up on the Fraser last year, but this season the canneries packed but 49,000. The spring humpbacks and cohos will more than equal the output of the sockeye.

The estimated pack of sockeyes in British Columbia this year is as follows: Skeena river, 120,000 cases; Fraser river, 60,000 cases; Naas, 32,000; Low Inlet, 12,000; Namu, 5,000; River's Kimsquit, 3,000; Namu, 5,000; River's Inlet, 87,000; Smith Inlet, 18,000; Alert Bay, 4,000; Knight Inlet, 1,500; Quachiaska Cove, 1,500; Alberni, 7,000; Clayquot, 6,000; Work Island, 2,000. Total, 365,000 cases.

AGITATION FOR A WEEK-END HOLIDAY

Board of Trade Asked to Cooperate in Bringing About Half Holiday

It was made known at the meeting of the board of Trade council on Tuesday that an agitation had been commenced for the setting aside of Saturday afternoon as a public holiday in all lines of business. In regard to this matter a communication had been received from Frank Butcher, 27 Davidson avenue, city, asking the co-operation of the board in bringing this holiday into effect.

In the discussion by the members of the board it was pointed out that the heaviest business of many of the stores was done on a Saturday, and, while the feeling existed that it would be a good thing if the salesmen and other retail business men could enjoy their freedom on Saturday afternoon, as do the employees in banks and wholesale establishments, it was thought that before anything so radical could be attempted it would be necessary to educate the purchasing public as to curtail their business on Saturday afternoon and evening.

Another proposed change in the existing condition of affairs was called to the attention of the board in a letter from J. W. Hamilton, St. Paul, Minnesota, late of Stratford, Ontario, who signed himself secretary of the Anglo-Saxon Peace Holiday Plan. This communication was a very lengthy one, but the pith of it was contained in the suggestion that the Empire Day holiday, May 24, observed throughout the British Empire, be postponed until six days later in Canada, to be held in conjunction with Decoration Day in the United States. This communication was placed on the board's file.

THREE HUNDRED DIE DAILY IN NANKING

Terrible Suffering Follows the Flood in Yangtze Valley—Large Tract Inundated

Shanghai, Sept. 12.—The Yangtze river is 45 miles wide at places. The great floods stretch over a territory hundreds of miles in extent. Seventy thousand survivors surrounded Nanking, where three hundred are dying daily. Similarly distressing details are being received from many other cities.

CONTRACT LET

Moore & Pethick have been awarded the contract for the first eighteen miles of the Saanich extension of the B. C. Electric Railway and will commence work at once.

MINING INDUSTRY AND RECIPROcity

Cool Calculation Showing How High Tariffs Embarrass Operations

(From the British Columbia Mining and Engineering Record.) While the British Columbia Mining and Engineering Record is not a political organ, it is our duty to consider questions of public policy in relation to their prospective effect on the mineral industry. Mining is the one pursuit in Canada where the only outlet is in the markets of the world, and the metals have to be sold in competition with the production of all other countries without any aid whatever by the government...

The miner, too, has been handicapped of late years by the fact that his are the only commodities on which prices have been driven down by the cost of the labor and supplies he uses have been going up so that he is between the devil and the deep sea. The reaching of a point where falling prices on the one hand and the rise of prices of supplies and labor on the other make a great proportion of mining unprofitable is not means the ruination of the industry, the throwing out of employment of a large amount of labor; the lessening of the markets for the manufacturers, merchants and farmers.

It is not necessary to search for imaginary instances of the results likely to ensue from existing conditions. We see them to-day. In the Crown Nest Pass 7,000 men are idle and the coal mines are closed down. The Grassy smelter closed down in consequence; other smelters may follow. The people of the Northwest have been face to face with a fuel famine on the prairie and the rise of the price of coal in winter before them on the other. The purchasing power of these 7,000 men is limited to their strike pay, and the investors in the mines are carrying a heavy load of rising prices. As a result they became dissatisfied, and falling amicable adjustment resorted to the only weapon open to them to improve their condition—the strike. The strike had thin under any conditions. It represents a loss of wealth production equalled only by such a national calamity as war. But who can blame these men? They have taken what seemed to them the only step to secure a remedy for a state of things which they are in no way responsible for a rise in wages sufficient to enable them to undertake the increasing cost of commodities, and to enable them to pay their way and live in decency and comfort. British statesmen faced a similar problem in the last century when such men as Bright and Cobden fought that great fight against the corn laws and demanded that the taxation devised to increase the price of bread for the people should be removed, so that men, women and children should have the right to existence at the lowest possible cost.

The same principles are in issue in the reciprocity fight in which the people of Canada are to-day engaged. In British Columbia, for instance, there is not produced sufficient of the fruits of the earth to feed the people, small as is the population; and food supplies to a large value have to be purchased from the United States. Under existing conditions these imports, which are necessary for the existence of the people, are increased in price by the high tariff. Not only that, but the merchant adds his ratio of profit to the tariff as well as his own margin, with the result that the public have to pay an average of probably 50 per cent more than the same commodities would cost were the tariff withdrawn, as it will be if reciprocity is carried by the people. There was never a more straightforward, clear-cut, simple issue placed before the electors, and it would show that those who oppose it can only do so from ignorance, self-interest, graft, or political corruption in the interest of schemers and combines who seek to become rich on the necessities and life-blood of the people.

Let existing conditions continue, and the time is not far distant when we shall see applied to other industries the same deplorable state of affairs that we now see in the Crown's Nest Pass. Labor may exist without capital; capital cannot exist without labor; and the necessary condition for all parties is reached when the two work together in harmony and just co-operation. The Annual Report of the Minister of Mines for British Columbia, Hon. R. McBride, gives striking evidence of the value of reciprocity to the mineral industry of British Columbia. Of the coal output of 2,096,476 tons in the United States, and realized about \$4,000,000. The United States thus absorbed more than half the total coal production of the province, and is our best market. More than that, the United States market for British Columbia coal is increasing at the rate of 12 per cent per annum, while the market in other countries is decreasing at the rate of 5 per cent.

Looking at this question as it affects Vancouver Island alone, the United States took from the Canadian Colonies (Dunsmuir), Ltd., Western Fuel Company, and Pacific Coast Mines, Ltd., 350,152 tons of coal, of a value of \$1,200,532, which has been practically all sent through the cities of Victoria, Nanaimo and Ladysmith. Let high tariff be applied to its logical conclusion and it is not difficult to see the serious effect it would have on the cities of Victoria, Ladysmith and Nanaimo by cutting down the market outlet of the mines, reducing the number of men employed and the business done by the wholesalers of Victoria, as well as the retail merchants of these cities. Retrospectively would take the place of progress. On the other hand, let the tariff be taken off and the United States demand for our coal will not only increase 12 per cent per annum, but it will also increase the rate.

The benefits derived from removal of the tariff have already been exemplified in the Northwest. In view of the failure of the home fuel supply, owing to the Crown's Nest strike, the Dominion government suspended the tariff on coal to enable the people to get in the supplies of coal necessary to their existence and comfort during the coming winter months at the lowest cost. Northwest thought suspension of tariff such a good thing that they followed it up by asking that it be made retroactive, and to apply to all stocks of coal in the Northwest. So popular has proved this suspension of the tariff on coal that the people in that part of Canada who have benefited by the tariff suspension will see to it that the tariff never again goes into effect if they can help it.

What has been the effect of high tariffs imposed by the United States on lead and zinc mining industries in British Columbia? The former was practically ruined, and the Sloan went to prosperity to blue ruin in a short time, more before it was established or the United States tariff is taken off. It is a moral certainty that if the electorates declares in favor of reciprocity between the two countries, it will not be long before it is extended to lead and zinc in addition to the natural products now provided for. The United States protects these metals, and once reciprocity is established a free market will open for them in the United States, which is as certain as that night shall follow day.

Is there a miner in Kootenay that doubts that the opening of such a market will bring renewed activity and prosperity to the copper and lead mines of the province? The opening of the promising zinc-lead resources of Portland Canal and the Skeena as well? The case seems so clear—a self-evident fact—that we understand any man of ordinary intelligence, and free to act as he chooses, taking any other course than supporting and welcoming a free exchange of natural products with our neighbors to the south. Opposition to the great national advantages of such a market would appear to be born of sordid motives—uncrupulous party politics, narrowness of intelligence, and loyalty to the corrupting and disgusting interests ever ready to resort to any scheme that will enable them as vanguard to prey on the rights and interests of a free people.

NEW ANGLICAN PROVINCES.

London, Ont., Sept. 12.—The Anglican general synod has separated the dioceses in Ontario from the ecclesiastical province of Canada and formed them into an ecclesiastical province. It also consented to the conversion of an ecclesiastical province of British Columbia. Each province will have as a presiding officer a metropolitan with the title of archbishop.

SMITH CARRIES A SOOKE AUDIENCE

Rousing Rally of Settlers Held Last Night—An Opposition Speaker (From Tuesday's Daily.) Ralph Smith spoke at Sooke last night to a packed house, not less than 150 of the residents of that interesting and progressive rural district being present to hear him. Mr. Sargison took the chair.

Mr. Smith traversed the well known arguments and repeatedly elicited expressions of applause in his explanation of what reciprocity would mean, in respect to every community in the Dominion. He was never in letter form and his slashing analysis of the bogey of annexation and other hypocrisy of those who used it to hoodwink the people in respect to their welfare was thunderously appreciated. An interesting feature of the meeting was the giving of an opportunity to Mr. French to champion the other side. Mr. French allowed his opponent all the time he wanted and explained that a part of his campaign plan had been to hold joint meetings with Mr. Shephard. The Conservative candidate, however, refused to meet him, but he welcomed anyone who would speak in his behalf.

Mr. French quoted voluminously from the Colonist and from Clifford Sifton's speech in parliament. He dealt exhaustively with redistribution and naval defence. Mr. Smith in reply stated that Mr. Borden had boasted that he would obstruct reciprocity until the people pronounced upon it. He boasted of having precipitated the election, Clifford Sifton, he said, was a few years ago the blackest and crookedest statesman in Canada according to the Tories, but now since he had joined the wealthy interest they hung on his every word. As for the naval policy the Conservative party was allied with the Nationalists of Quebec whose opposition to Laurier was his Imperialism and a vote for Canada.

It was a crushing reply to the opposition speaker who disavowed any responsibility for Borden's alliance with Bourassa. Altogether it was one of Mr. Smith's most successful campaign meetings.

MANY OVERDUE SHIPS REACH DESTINATIONS

Are Delayed by Terrific Storms Encountered During Passages

(From Tuesday's Daily.) Sound shippers are expressing interest in the reports from several well known sailing ships that have recently been delayed in the Loyals, casualty list. Advice from Melbourne contains details of the mishap to the British barque Drummuir, which was recently reported as wrecked in the district.

During the voyage of the Drummuir from Alga Bay to Sydney she had her foremast carried away in a heavy storm and in falling, brought with it the mainmast and gave attack to the vessel's safety. When off Sydney Heads the Drummuir was in collision with the tug Heronome, but no damage was done. Her. The tug was considerably damaged.

Advice from Iquique report the arrival there of the overdue German barque Magdalena Vinson, from Port Talbot. The vessel's rigging was damaged as a result of the severe weather she encountered. The Magdalena Vinson is the former British barque Dundee.

From Concepcion comes word that the German ship Marc has arrived at Talcahuano after having encountered heavy weather. She lost 100 tons of cargo and sustained about \$50,000 damage to her deck. The cargo was undamaged, but a part of it was jettisoned during a storm.

The Norwegian barque Marmot, which was last on the Sound about four years ago, is reported arriving at New Plymouth after a strenuous voyage from Liverpool, during which she encountered heavy gales and lost a number of sails.

SHOT DOWN IN ANCOVER STORE

WILLIAM URQUHART SLAIN BY UNKNOWN MAN

Murderer Walks From Scene of Crime Unmolested and Has Not Been Found

Vancouver, Sept. 12.—Pierced by three bullets, the body of William Urquhart, one of the pioneer business men in Vancouver, lies in the undertaker's parlors of Centre & Hanna, and the unknown perpetrator of a cold-blooded murder has so far successfully evaded the police.

The crime must take its place as one of the most daring and inexplicable in the annals of the city. As far as can be learned Mr. Urquhart was standing in his liquor store at 54 Cordova street, West, in front of the counter. At twenty minutes to eight in the evening an unknown man walked into the store and shot him three times and escaped. That seems to be as far as the definite facts of the case go.

The street in front of the store was crowded with men at the time and several state that they heard the shots and saw the man walk away. Some say they saw him put his gun into his hip pocket, and others say that he put it in his breast pocket.

No attempt was made to stop him. Some say the man was dressed in a light suit; others that he had on a dark suit and a slouch hat which he pulled down over his eyes, hiding his face. He was described as being about 35 years of age, of medium height, and of a fair complexion.

The fact that there is a shooting gallery next door to the place where the crime was committed no doubt convinced many of the people who were standing about that they had been so used to hearing the reports of shots in the vicinity that three reports, slightly louder than the others, did not attract their attention. The clerk in the cigar store in front of the Manitoba hotel heard the shots. He rushed to the door and saw the man who did the shooting coming out. He did not know what had happened and so did not molest the man. He looked into the liquor store and saw Mr. Urquhart lying in a pool of blood, but by that time the street was completely deserted. The man in his wearing slouch hats and all too confused to take any intelligent action.

Jack McKay, a lather who lives at the Forth hotel just across the road, heard the shots. He turned out and saw the man, and what is more, followed him. Last night he stated to the detectives that he followed the suspect up Corra street to Abbott, then down the corner.

At the end of the Union Bank, forty feet from the corner of Cordova and Abbott streets, there is a little alleyway leading to the rear of the Dominion Grocery. Devn that McKay alleges that the murderer turned and as it was as dark as night he could follow him no longer, and brought it to the attention of the police. One man, name unknown, stated that the assassin first walked across the street, stood around for a moment or two and then mingled with the crowd. The informant was utterly unable to pick out the man.

Police Constables Tisdale, and Whiteley, were walking slowly up Cordova street when the crowd began to get excited. They were on the scene of the tragedy a few minutes after it had been enacted. An excited bystander told them what had happened and they immediately set out to find the victim. They were followed by a crowd of two hundred men, half of whom were devoted their attention to finding the murderer.

"Who did it?" asked Whiteley of the man who first told them of the occurrence. "That man over there," said the informant without hesitation, and in a moment he had just finished charging a street and grabbed the man pointed out. He was a tall man with a dark suit, but a hasty search of his pockets revealed the fact that he had no gun and the policeman dropped him to prosecute the search in another direction.

Other men then came up and stated that the suspected man had gone down Abbott street, and had turned into the lane. Whiteley went down Abbott street and turned into the lane from that end. Tisdale took the other end of the lane. On the run through four men were picked up, two by each constable, but none of them were the right man, and all gave good and hasty accounts of themselves.

By this time the crowd had become so great in the street that the culprit was comparatively safe. The ambulance was sent for and a doctor was summoned, but it was found that nothing could be done to save the life of the wounded man. One bullet had passed through the side of the neck and had shattered the mirror behind the counter, one had entered his throat just below the ear, and the third had pierced his intestines. He had fallen to the floor and had never spoken a word. He died five minutes after the shooting.

No one has yet come forward who can give the slightest information to throw light on the motive for the crime. The man may have demanded money, and on being refused, drawn his revolver. There certainly was no robbery committed after the shooting took place. So far as is known Mr. Urquhart had absolutely no enemies. Mr. Urquhart was one of the pioneers of Vancouver. Ever since there was a city here he has been part of it. He was a native of Glenora, Ont., and came here almost 25 years ago. He is survived by his wife, one son and three daughters. The son, who assists his father in the store, had not left the place more than 15 minutes before the shooting took place. He was at once notified, and was on the scene almost as soon as the detectives. The mother and one daughter, Tennie, are at present camping at Gambler Island. One daughter is a doctor and is living in the east. One, Mrs. Burchell, lives in Vancouver, and the other, Florence, is attending school in the east. An inquest will be held, but the time for it has not yet been set.

SHOOTING TOOK PLACE

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CASE LAID AGAINST MEN OF COTTAGE CITY

Constable Sullivan, With Seaman, Sent Up for Trial in Higher Court

Sending Special Constable Sullivan, Second Officer Anderson and Constable Hazen up for trial in the higher courts, and dismissing the case against Boatman Ingretsen, the preliminary hearing of the charges against these men took place in the court of Magistrate Abrams for two days.

In his decision the magistrate stated that the evidence given at the trial showed that he was justified in sending Sullivan, Anderson and Hazen to the higher courts. Several Indians, together with two white men, were the witnesses, and they all testified to the effect that what they got from the wreck they had to pay for and did not steal.

After the Cottage City struck near Cape Mudge her skipper, Capt. Jensen, for some time kept watch over the ill-fated craft with several other officers. Soon after it was discovered that the vessel was a total loss all the men with the exception of Anderson, Hazen and Ingretsen were withdrawn by the Pacific Coast Steamship Company. Reports were sent out that despite the efforts of the three men the Indians were looting the ship of the remaining foodstuffs, and Sullivan was sworn in by the constable to watch the wreck. He, it is alleged, became implicated in a scheme and the three accused are said to have sold a great amount of the goods aboard the Cottage City, while all the time the company thought that the stores were being stolen by Indians.

The Indians, when questioned, stated that they put for every article they got from the ship and after a well formed plan the provincial authorities succeeded in rounding up the alleged perpetrators. A few weeks ago, when the Pacific Coast steamer City of Seattle arrived at Prince Rupert, Second Officer Anderson and Boatman Ingretsen were arrested, and when the case reached here from San Francisco Constable Quartermaster Hazen was taken into custody.

When the company decided to withdraw the remainder of the crew watching the Cottage City wreck the men were given positions on the other vessels of the fleet. No date has been fixed for the trial of Anderson, Hazen and Sullivan.

DROWNED IN THE FRASER

New Westminster, Sept. 11.—The body of an unknown man was found floating in the Fraser river nearly opposite Deas Island cannery, about six miles below this city. The discovery was made by two Greek fishermen who caught the body in their nets and brought it to shore. The drowned man apparently had not been in the water more than a few hours judging from the condition of the remains. He was a well dressed and rather refined looking man of about forty years of age.

The remains were viewed by Coroner A. A. King, M. D., of Ladner, who decided that death was due to drowning. A flesh bruise, triangular in shape, stands on the centre of the forehead, but the skull was not injured beneath the bruise. It is thought that the man was dead the two policemen devoted their attention to finding the murderer.

MUNICIPAL ROCK CRUSHING PLANT

New Westminster, Sept. 11.—The large amount of street improvement work planned in the city of New Westminster for this year has been rendered impossible owing to the scarcity of crushed rock to make a suitable road-bed. To guard against this condition of affairs in the future the whole countryside is being searched for a rock quarry where the city may establish a municipal rock crushing plant.

Early this year a start was made macadamizing Eighth street and through shortage of material this is not finished yet. A few other streets have been regraded and macadamized or otherwise improved and two streets paved, but the greater part of the work has not been touched. With the approach of the rainy season the board of works are bending every effort to getting the streets in as good a condition as possible and are laying temporary wooden sidewalks in every part of the city where they are needed instead of the permanent concrete sidewalks which it is the policy of the council to lay.

OVERCOME BY GASOLINE FUMES

Four Men Have Narrow Escape as Result of Accident on Launch

Vancouver, Sept. 12.—A peculiar accident which might easily have resulted fatally occurred Sunday evening, when the launch Oldire, owned by Mr. G. A. Roodie, was coming into the harbor from Horseshoe Bay, where Mr. Roodie has a summer camp.

In some manner the exhaust pipe of the gasoline engine became broken at one of the joints and the cabin was filled with fumes. These were four men, Jack Stevens, of 324 Thurlow street; H. F. Flumserfelt, of the Balmoral rooms; Gus Roodie, of 416 Bayside street; and Mr. Turner, of 1100 Bayside street, lying on bunks in the cabin at the time, and all four were overcome by the fumes.

Arthur Cather, assistant city clerk, was standing in the bow of the boat as it was nearing the Narrows. His younger brother was steering. He thought that there was anything wrong was when one of the men from below staggered on deck and said he was sick. At first they thought he was only seasick, but when they went down below to investigate they found the other men unconscious. Mr. Cather at once ran to the launch, and from the launch called (and telephoned for the ambulance, which took the men to the hospital).

They were all reported to be better yesterday and will be able to go to work to-day.

ACCIDENTALLY KILLS BROTHER

Bellingham, Wash., Sept. 12.—R. Slater, a youth of 17, was instantly killed yesterday at North Bellingham by the accidental discharge of a shotgun in the hands of his younger brother. The boys were preparing to go on a hunting trip at daylight, and were getting their guns from the granary. Fumbling in the darkness for the shotgun, George Slater pulled the gun towards him by the muzzle. Both barrels were discharged and Robert, standing beside his brother, received the contents. The boy's head was blown to atoms.

ENJOYABLE PICNIC AT CORDOVA BAY

Athletic Events Keenly Contested—List of Prize Winners

(Special Correspondence.) Gordon Head, Sept. 11.—On Monday, Sept. 4, the second annual picnic of the Victoria Farmers' Institute was held at Cordova Bay. A large number attended, and the committee in charge are to be highly congratulated upon the success of the picnic. All the sports were keenly contested, the prizes being pretty evenly divided among the different districts represented. The results were as follows:

Fifty yard race, for boys under 12—1, Walter Wallis, Cedar Hill; 2, G. Smither, Bolestin road. Fifty yards, young ladies' race—1, May De Rouse; 2, Irene De Rouse, Colquitz. Fifty yard race, girls under 12—1, Madge Reid, Royal Oak; 2, Dorothy Fetherston, Cedar Hill.

Fifty yard race, girls under 16—1, Henrietta Bradshaw, Cedar Hill; 2, May De Rouse, Colquitz. Hundred yards, boys under 16—1, Graham Scott, Cedar Hill; 2, Stanley Fetherston, Cedar Hill. Hundred yards, open—1, T. McKinley, Victoria; 2nd, Reg. Woolsey, Cedar Hill.

Four hundred yards, free yards—1, T. McKinley and Wilfred Holmes, Gordon Head, dead heat. Sack race—1, T. McKinley; 2, A. Rossiter, Royal Oak. Potato race—1, Alec. Scott; 2, Wilfred Holmes. Shoe race—1, Harold Fetherston. Ladies' race—1, Dolly Frank; 2, Lena Frank, Royal Oak.

Married ladies' race—1, Mrs. Barker; 2, Mrs. Reid. Relay race, between Royal Oak and Cedar Hill, won by Cedar Hill—Alec. Scott, Reg. Woolsey, and Wilfred Holmes. Tug of war—Won by Royal Oak. Baseball match—Won by Royal Oak. The committee in charge of the sports were Messrs. C. E. King, F. Quirk and L. B. Geopel.

The members of the Gordon Head Women's Institute are to be congratulated on capturing the cup presented by W. H. Wilkerson at the Provincial Exhibition. Rev. B. P. Butler, Victoria, is officiating at St. Luke's church during the absence of the rector, Rev. H. A. Collinson. On Tuesday, the 12th inst., at 8.30 p. m., a card tournament and social will be held in the Cedar Hill Temperance hall, under the auspices of Court Douglas branch of Foresters. The regular lodge meeting will be held at 7.45 p. m. sharp. Be sure of your ability as a fighter before you attack a man who is scarce-proof. Amsterdam has three floating dry docks for repairing ships and is building a fourth.

INSTALLING LATEST AID AT ACTIVE PASS

Diaphone to Replace Old Steam Fog Alarm—Work Starts on Lanagar Island Light

Another improvement to the aids to navigation in British Columbia waters is to be made by the marine and fisheries department at Active Pass. The officials at Ottawa authorized the installation of a new diaphone to replace the steam fog alarm, which has given mariners their position in fog for many years past. This is an age of improvement, however, and the steam apparatus has been found to be practically obsolete.

With the new diaphone in working order the machinery operating the alarm will be ready for service in a few minutes after a fog is seen to be gathering, whereas it takes nearly an hour with the plant which is to be abandoned before steam could be gotten up and the mechanism started. It is expected that the steamer Navigation, Capt. Barnes, will get away tomorrow afternoon, and start on the aid, and the work on erecting the new diaphone will be pushed ahead with all speed.

Word was received here yesterday from the department that work on the first order light-house to be erected on Lanagar Island had been started. Mr. Killen, district engineer, left for last week for the north to superintend the construction work. Lanagar Island is situated near the entrance to Dixon Entrance, and from the light ships, which in a few years will be running into the northern city, will get their course for the harbor of Rupert.

It is expected that the steamer Navigation, Capt. Hallett, will return to the port to-morrow or Thursday after having completed painting all the buoys and beacons in the gulf of Georgia far north as Nanaimo.

DARING BANK ROBBERY

Cokeville, Wyo., Sept. 12.—The Cokedville National bank of this place was entered by two masked men Monday afternoon, and eight men were killed in the bank at the time. The robbers secured about \$500 in money, locked the officers of the bank in the vault and escaped. The robbers were last seen riding up Smith's canyon. A posse of mounted men has taken up the chase. The robbery is attributed to Hugh Whitney, the Idaho bandit, and his brother. It is claimed that the Whitney boys have been around Cokedville lately, and they were charged with the theft of a string of horses at Thomas Fork, a few days ago. A hold-up had been expected, and the banks have kept most of their funds under this lock.

CRUSHED TO DEATH

Milwaukee, Wis., Sept. 12.—Henry Hamak was killed and nearly forty were injured Sunday when an electric car on the Greenfield avenue line jumped the track at a switch and turned completely over. The injured several were badly hurt, but the hospital authorities say there will probably be no further deaths.

CLASH IN MEXICO

Nine Killed in Fight Between Rebels and Maderistas.

Mexico City, Sept. 12.—Nine people were killed and more than a dozen wounded when Revolutos and Maderistas clashed in Tuxtla, a village in the state of Chiapas, near the southern boundary of Mexico, according to reports received at the presidential office.

Juarez, Mex., Sept. 10.—The big demonstration planned for this morning failed to materialize this morning. Its place was a throng of fully organized revolutionaries parading the streets with their banners, and the noise of the revolutionary choir, splitting the air with their enthusiasm. There were two "Down with Reyes" and "Up with Reyes" songs.

The Revesta club is asserted to have membership here of 700, but it is not known whether the club is to be organized in Constitution Plaza, where the addresses were delivered highly complimentary of the progressive nominee.

AVIATOR DROPS INTO ATLANTIC Thomas Sopwith and Passenger Killed in Narrow Escape.

New York, Sept. 12.—Thomas Sopwith, the English aviator, dropped into the ocean, 150 yards off Brighton Beach, making a flight with Les Hammond, a passenger Sunday, and the two had a narrow escape from drowning. Two accidents also marred the sport on the track. Sopwith was using a Wright machine and when the engine suddenly stopped, the machine dropped into the water. Sopwith and Hammond were just in time to rescue the men. Later Claude Grahame-White's monoplane ran its nose into the water on a water jump on the race track, plunged through it and brought up on its side. Neither Grahame-White nor his mechanic was injured. George Beattie, while trying to get the air in a Wright machine, struck a fence and broke the left plane of the machine. Beattie was not hurt.

ON THE FIRE

Remember that at 9 a. m. and On Sept.

If the people endorse the reciprocity next Thursday, it is long year before another such change of hatred for Americans will be stirred up by the result of the polls. If it triumphs in the United States, the prisons and in doing the privileges to which they are in Canada. There is the reign of the pliers in every country, combines and corporations are making their stand in Canada. This election they whole country are have to go through process that Americans in de the other nations? How are we to afford to ponder the failures as the success of the American? The industry were closer and more, their vast interestness of the country solidated under a facilitate that defensible to the constructive of the lawyers, the citizens to Congress became a Society of American man jack of their clients, measure calculate the business of the with little opposition growth was so to able and rapid than the other interests. Young men and districts to go to country was all but thousands of far and prosperous, and abandoned by interests of the vastation, and American with the curse paeantry.

But then it was gan to think. The belted on the aration to fight the money oligarchy. To-day the domineering America is the consumer class, an undoing the harpy in the days when sent its lawyer to Congress. Thanks to several the trusts themselves at last to recognize, a business of the trusts toleration, their judgment advising cannot prosper if stone in the Pillar up toward the top. Unbelievable longer. The American hall beaten in every against the basic permanent prosperity the last ditch to prevent the of an international. Lloyd George deeded was dictated by o

Neither Mr. Borden potent judge on that had advanced a belief den can win without Mr. Bourassa; and condition—that Mr. Bourassa dictated main Nationalist de owned. The basic de

ENDS HIS LIFE

Vancouver, Sept. 11.—Leaving a note to the effect that he had destroyed himself, F. B. Moore committed suicide in his room at 41 Hastings street East by shooting himself through the right temple. How the deed could have been done without the aid of a gun is a mystery that is yet to be solved.

BARNARD'S

(Edmonton) Neither Mr. Borden potent judge on that had advanced a belief den can win without Mr. Bourassa; and condition—that Mr. Bourassa dictated main Nationalist de owned. The basic de