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Take notice that should you fall... your portion of expenditure for...

Is hereby given that 60 days after... undesignated lands to apply to...

25th, 1904. W. D. MINTOSH.

Is hereby given that sixty days... to apply to the Hon. the Commissioner...

Is hereby given that I intend to apply... for permission to purchase 220 acres...

Is hereby given that I intend to apply... for permission to let certain lands...

Is hereby given that I intend to apply... for permission to let certain lands...

Is hereby given that I intend to apply... for permission to let certain lands...

Is hereby given that I intend to apply... for permission to let certain lands...

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Is hereby given that I intend to apply... for permission to let certain lands...

Is hereby given that I intend to apply... for permission to let certain lands...

Is hereby given that I intend to apply... for permission to let certain lands...

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TWICE-A-WEEK EDITION

VICTORIA, B. C. FRIDAY, OCTOBER 23, 1904.

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NO. 56.

DEMANDS APOLOGY AND COMPENSATION

British Note to Russia Leaves Little Opening for Any Suggestion of a Compromise.

Prompt and Searching Inquiry Must Be Made, and Punishment Meted Out to Those Responsible for Attack by Warships on Pull Fishing Boats.

London, Oct. 24.—Great Britain to-day sent a long and urgent note to the Russian government, officially detailing the circumstances of the amazing and unexpected attack by the Russian Pacific squadron during the night of October 21st on British fishing boats in the North Sea.

The contents of the note have not been given, but it is officially stated from the foreign office that it contains the significant announcement that "the situation is one which, in the opinion of His Majesty's government, does not brook delay."

The King has sent the following message to the mayor of Hull: "His Majesty the King commands me to say that he has heard with profound sorrow the unwarrantable action which has been committed against the North sea fishing fleet, and asks you to express the deepest sympathy of the Queen and His Majesty with the families of those who have suffered from this most lamentable occurrence."

King Edward has sent to the Mayor of Hull \$10,000 as his contribution to the families of the victims of the North sea fishing.

The actual casualties during the one-sided bombardment of the British fishing fleet since the arrival at London this evening of the carrying ship Swift, reporting the safety of the missing trawlers.

At the inquest at Hull to-day it was stated that one vessel, the Crane, was sunk, and that four or five are more or less injured.

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hear Vice-Admiral Rojestvensky's version of the firing upon the British fishermen.

Rojestvensky has communicated direct to the Emperor, but at 11.50 o'clock to-night the admiralty announced that it had not yet received a report.

Emperor Nicholas himself was greatly aggrieved when he heard the news while he was inspecting the cruiser Oleg at Kronstadt this afternoon.

The Russian embassy at London has been directed to convey similar expressions to the government of Great Britain. It is felt that this is all that can possibly be done pending the receipt of Admiral Rojestvensky's statement.

That a horrible murder has been committed is deplored everywhere, and nowhere has an attempt been made to disguise the firing upon innocent fishermen.

It developed during the day that the admiralty had strong reason to believe that an attempt would be made to divert attention from the possibility of such an attack yet occurring.

St. Johns, Nfld., Oct. 24.—The British cruiser Charybdis, Commodore Paget, received orders to-night to be in readiness to proceed to England on a moment's notice.

London, Oct. 25.—In the note despatched to St. Petersburg yesterday, the British government put forward certain definite demands in language which, it is understood, leaves little opening for any suggestion of a compromise.

It is further insisted that a searching inquiry shall be made with despatch and under conditions which will insure the result of the investigation. In other words, that the responsibility shall be fixed and punishment meted out to the offenders, whoever they may be.

That King Edward correctly interpreted the feeling of the nation in publicly stigmatising the affair as "unwarrantable," was evidenced by the reception given him this morning when he started for the race meeting at the Newmarket. A big crowd awaited His Majesty both at Buckingham Palace and at the railroad station, and the heartiness of the cheering and the vigorous waving of hats and handkerchiefs, with occasional shouts of "Good Old Teddy" from the ultra enthusiasts, made up a remarkable demonstration and afforded the King evident pleasure.

The Russian ambassador, Count Benckendorff, called at the foreign office this morning, and had an interview with Foreign Secretary Lansdowne.

the foreign secretary at the House.

The Czar's Message.

St. Petersburg, Oct. 25.—Emperor Nicholas has telegraphed to King Edward expressing his deep regret at what occurred in the North Sea on Saturday, and his sympathy with the families of the killed and wounded fishermen.

Expresses Regret.

London, Oct. 25.—In his interview with Lord Lansdowne, Ambassador Benckendorff presented in the most earnest and unreserved fashion his personal regret at the attack on the trawlers.

A Warning.

St. Petersburg, Oct. 25.—1.33 p. m.—Ambassador Hardinge during the night received instructions from his government on the subject of the North Sea incident, and will present them during the day, probably after Foreign Minister Lansdowne sees the Emperor this afternoon.

Capt. Calthorpe, the British naval attaché, in full uniform, accompanied by the embassy chasseur, wearing his full uniform, with hunting knife and plumed hat with the British colors, drove in state for their recall from the North Sea incident, and will present them during the day, probably after Foreign Minister Lansdowne sees the Emperor this afternoon.

Groundless Fears.

Tokio, Oct. 25.—10 a. m.—The details of the sinking of the British trawler Crane are not known in Tokio, and popular and official opinion is awaiting fuller knowledge. The only information received came in a few brief telegrams, conflicting between attack and accident.

The Fiji is the only newspaper commenting on the incident. It first dismisses it and then dismisses it as "absurd even for Russia, which has shown want of wisdom and discretion several times."

The suggestions are made that the crews of the squadron made a pretext for their recall from the hazardous Oriental cruise, or that Russia desires to save her face by involving Great Britain.

St. Petersburg, Oct. 25.—The press as a whole is significantly silent regarding the North Sea tragedy. The papers generally publish without comment foreign telegrams concerning the sinking of the trawlers, indicating that Russia is embarrassed the government or complicate an already delicate situation by an expression of opinion before all the facts on both sides shall have been ascertained.

London, Oct. 25.—The Admiralty is understood to be taking measures for the protection of the British trawlers in the Bay of Biscay. Besides notifying St. Petersburg of the presence of trawlers there, it is thought probable that a warship may be dispatched from Gibraltar to watch over the fishermen.

London, Oct. 25.—1.18 p. m.—The Russian reply to Great Britain's note on the subject of the North Sea trawlers has been received by the British government. It expresses deep regret at the occurrence, and promises reparation as soon as an official report is received from Vice-Admiral Rojestvensky.

St. Petersburg, Oct. 25.—A London dispatch to the Herald quotes Admiral Sir Cyrran Bridge, who vacated the China command of the British fleet, as saying that he, who has been director of naval intelligence at the admiralty, as saying of the North Sea incident: "My opinion is that a fleet so plainly out of hand as the Russian fleet has shown itself to be is a serious danger to neutral merchant ships peacefully engaged in their lawful calling."

Henry White, the secretary of the embassy, also visited the foreign office this morning, but his visit was purely personal. He went to invite Lord Lansdowne to lunch, but did not see him.

Queen Alexandra has sent a letter to the mayor of Hull enclosing a donation of \$500 for distribution among the disabled men and the widows and orphans of the killed, expressing sympathy, and asking to be informed as to the progress of the injured.

I know, there is no trace of either having been done.

Not Yet Sighted.

Paris, Oct. 25.—2 p. m.—The vigilant watch kept at the northern and western ports of France has failed to sight the Russian squadron.

Waiting For Warships.

Vigo, Spain, Oct. 25.—Five colliers from the "Tercera" arrived here during the night and four others have reached Arosa to await the Russian squadron, which is expected to divide itself into a number of smaller units.

It is understood that orders have been received by the local authorities not to permit the Russian vessels to coal in port. The Russian consul-general at Barcelona has arrived here to arrange for revictualing the squadron.

London, Oct. 26.—A dispatch from Hull to the Times says the correspondent is of the opinion that the attack on the British trawlers by the Russian Baltic squadron was a deliberate act, perpetrated with the knowledge of the British government.

The correspondent argues that the fact that the first ships of the squadron steamed by disposal of the action that the Russian officers had an attack of nervousness, and then contents that ships manned by Finns could not have mistaken trawlers for anything but fishing boats.

"Besides," the correspondent says, "such excuses as have been advanced on behalf of the Russians do not even allege ignorance. The suggestion is made of some mistake or a menacing movement by the trawler. The firing was from more than one ship and was commanded and stopped by orders."

The correspondent minutely details the injuries inflicted upon the trawlers and asserts that "every shot was about 2 1/2 inches in diameter at the point of entry, evidently bullets from machine guns, whilst the trawlers also were struck by bursting shells."

Finally, the correspondent contends: "The whole affair is compatible with the idea of a drunken commander yielding to the temptation of a little rum among the British fishermen, who were not to be swayed by terror or that darkness prevented them from distinguishing the vessels they were firing upon."

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The foreign office up to 2 o'clock this afternoon had not received any word from Sir Charles Hardinge, the British ambassador at St. Petersburg.

British government to await it indefinitely, and that on the contrary anything in the nature of unreasonable delay will occasion new representations.

However, the admiralty's statement conveyed to Ambassador Hardinge to-day is regarded as reassuring, and together the situation is considered to have entered on a distinctly better phase, though the acute stage cannot be regarded as having passed until the character of the Russian explanation is revealed, and the British demands, which will follow, are presented.

It upon receipt of Admiral Rojestvensky's reply, the Russian government, in communicating its explanation, voluntarily announces that a searching inquiry will be made in order to fix the responsibility, and that the offenders will be punished. It is not thought that the Great Britain can reasonably demand more, inasmuch as Emperor Nicholas himself has offered an apology for the unfortunate affair, and has given assurance that the victims will receive the fullest compensation.

The admiralty has dispatched a swift ship from Vigo to ascertain whether any British fishermen are off the Spanish coast, and to warn Rojestvensky. The semi-official Journal de St. Petersburg has opened a subscription for the families of the British fishermen killed in the attack on the second Pacific squadron.

The first harsh notes sounded by the press in connection with the affair are found in the Russ, which declares to-day that the British government, knowing the serious problem of self-preservation confronting the Russian fleet, has undertaken the precaution of warning the trawlers' fleet against getting in the way of the warships. The Russ adds it has been reported that the British fleet suffered with the fishing fleet, about whose fate nothing will be said in England.

New York, Oct. 26.—A special dispatch to the Sun from Copenhagen says that officers there say that the fears of the Russian officers while in Danish waters were ridiculous. They fired at a Danish vessel because they mistook her for a trawler.

Tokio, Oct. 26.—8 a. m.—The Nichi Nichi, in commenting upon the sinking of the trawler Crane in the North Sea, says that the action is beyond the capacity of comprehension of the ordinary sea mind. "The vessels attacked," the paper continues, "were harmless fishing boats belonging to the Danish fleet."

The act is too flagrant to be explained as a mistake, and doubtless the government of the injured people will take due action against Russia. The Nichi Nichi then goes on to rectify other illegal acts of Russia against neutrals. It pronounces this the crowning act of an already well-known inhumanity.

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JAP CASUALTIES AT BATTLE OF SHAKHE

LOSSES REACH NEARLY THIRTEEN THOUSAND

An Artillery Duel—Reinforcements for Oyama—Kourapatkin Not Yet Ready to Advance.

Gen. Oku's headquarters, Oct. 21, via Fusan, Oct. 24.—While clearing the field near Shakhe the Japanese found nine abandoned Russian guns. Their condition has not been reported.

Both armies are resting on their arms. Continuous skirmishes are occurring between outposts and patrols, and the artillery is firing daily. A great battle is expected south of the Hun river, where heavy field works have been erected.

London, Oct. 24.—It is unofficially reported in Tokio, says a dispatch from that city to the Times, that the Japanese casualties in the battle of Shakhe were between 12,000 and 15,000.

St. Petersburg, Oct. 24.—Emperor Nicholas has received the following dispatch from General Kourapatkin, dated October 23rd: "The night of October 22nd-23rd passed quietly. At 9 o'clock this (Sunday) morning the whole of our volunteer sharpshooters harassed the enemy, while the Japanese tried to attack our outposts, but were everywhere repulsed by the Russian fire."

There is no change in the relative positions of the armies on the Shakhe river. General Sakharoff telegraphs that the Russians have been bombarding Lamunung and the Buddhist temple at Linshippo, while the Japanese have been shelling the Russian position at Shakhe and near Linshippo.

Another Associated Press dispatch from the Russian front says the situation is not yet ripe for the resumption of the offensive.

This message but significant admission, all that the censor allows to pass over the wires, doubtless indicates that General Kourapatkin is maturing important plans and distributing his forces in readiness for another attempt to break the Japanese resistance. The roads are now dried by wind and frost, the cold is intense and flooded fields have been frozen.

St. Petersburg, Oct. 25.—A dispatch has been received from General Kourapatkin announcing that there was no fighting yesterday between the opposing armies.

London, Oct. 25.—An exodus of Japanese from this city, in response to an order from the Japanese government, has commenced. The order was received about a month ago, and directed all Japanese to return to Japan at once. There are more than 200 Japanese in Pendleton, a majority of whom, it is said, will obey this order.

St. Petersburg, Oct. 25.—A large number of Japanese army reserve men residing here have received notification by cable from the military authorities in Japan calling them home for army service. It is believed that two or three thousand will try to secure passage on the next steamer leaving here for the Orient.

Chefoo, Oct. 25.—6.30 p. m.—A junk, which arrived here to-day from Antung, on the Yalu river, reports that eight Japanese warehouses containing rations, clothing, ammunition and prizes secured at the battle of the Yalu were burned recently. Incendiarism is suspected.

Ottawa, Oct. 26.—The Conservatives are still in their desperation for a leader appealing to Hon. A. G. Blair to join them. He pays no attention to them, and says he does not intend doing so. The stories that he took the stamp are absurd. He once again gives them an emphatic denial.

Chefoo, Oct. 26.—The steamer Kashi of Alceste Island last night, had a narrow escape from total destruction. The explosion tore a great hole in the port bow, carrying away the forecastle deck and nine plates. The ship was saved forward by a collision bulkhead, which held secure and enabled her to reach Wei-Hai-Wei to-day, where she now lies.

10,550; 45 guns; 37 ammunition wagons; 6,250 shells; 5,455 rifles; 78,000 small arms; number swords, shotels, axes and tents.

"Besides the enumerated property, the uncounted property extending over 25 miles will reach an enormous quantity."

"The enemy's dead are being interred with military honors. According to the number of dead, the Russian casualties are estimated at over 60,000."

Tokio, Oct. 24.—Afternoon.—The Japanese headquarters here to-day, without referring to the general situation in the vicinity of the Shakhe river, published the following report received yesterday: "Since the last telegram referring to the enemy's dead bodies left on the field, the total has been increased. Found by the right army, 5,200; found by the left army, 5,600; found by the centre army, 2,530. Total, 13,333. The number of prisoners captured total 703."

Mukden, Oct. 23, via Pekin.—While no pitched battle has occurred during the last few days, the two armies are kept in touch with one another, holding the positions they occupied when the big battle ended. During the last few days there has been frequent artillery attacks and daily clashes between outposts and scouts.

Unless the Japanese take the initiative soon, the Russians, it is expected, will renew the offensive and endeavor to drive the Japanese back for the purpose of insuring the safety of their winter quarters, which undoubtedly will be north of Mukden, unless a southward advance is successful.

Another big battle is expected shortly, as the weather is already turned cold. It will be impracticable for the two armies to winter in their present positions midway between Mukden and Liao Yang.

St. Petersburg, Oct. 23.—The Emperor has issued a decree, which says: "I confer, with pleasure, the fourth class of the order of St. George on Putiloff. I am rejoiced to learn that the enemy's guns have been captured, and that my well beloved troops have, ever, borne themselves bravely. Convey my thanks to them, and special praise to the Nineteenth Siberian Rifles. God protect you."

Tokio, Oct. 25.—7 p. m.—Field Marshal Oyama reports that the Japanese total casualties were 15,879 officers and men at the battle of Shakhe river.

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This message but significant admission, all that the censor allows to pass over the wires, doubtless indicates that General Kourapatkin is maturing important plans and distributing his forces in readiness for another attempt to break the Japanese resistance. The roads are now dried by wind and frost, the cold is intense and flooded fields have been frozen.

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ADMIRAL SAYS HIS FLEET WAS ATTACKED

Russian Believes One Torpedo Boat Was Sent to the Bottom by the Warships.

Claims Firing Ceased When Fishermen Were Noticed—Britain Unlikely to Withdraw Demand for Punishment of Officers Responsible for Sinking of Trawler.

London, Oct. 26.—Foreign Secretary Lansdowne considers that Russia's reply in its present form is incomplete, especially in the failure to grant Great Britain's demand for the punishment in principle of such officers as might be found responsible.

Lord Lansdowne said late this afternoon, however, that he trusted that the matter would be settled within twenty-four hours.

In interviews at the foreign office with the foreign ambassadors, this being the regular reception day, Lord Lansdowne, though in no degree pessimistic regarding the eventual outcome, gave his callers clearly to understand that he did not regard Ambassador Benckendorff's letters as altogether satisfactory, and that it was distinctly incomplete.

It was gathered that Lord Lansdowne has insisted that in the written reply to be handed down to Ambassador Hardinge by Foreign Minister Lansdowne, punishment in principle shall be included and that, though Great Britain is unable at the present moment to specify the individuals likely to be found responsible, Russia must pledge herself not only to ascertain who are responsible, but to punish them in the most severe manner. Until Rojstrensky's report was received Russia has exhibited reluctance to give any pledge, believing that an ample apology, in view of the lack of all official information on their side, would be sufficient.

The arrival of Admiral Rojstrensky at Vigo and the certainty that he is in direct communication with his government removes at once the possibility of any delay on account of the inability of Russia to give his side of the occurrence on the night of October 21st. With the official statement of members of the fishing fleet, it is unlikely that any delay will be caused, and the government will allow another twenty-four hours to pass quietly without receiving a satisfactory reply to the note, which demanded a quick answer and not idle reports from all naval stations show that a tremendous state of activity exists. This is especially true of Gibraltar, from which place it is announced that some of the best of Great Britain's war vessels are under orders to proceed in the direction of the Russian Pacific squadron, and that all the ships of the British Channel fleet are ready to go to sea at a moment's notice.

Hitherto there has been no indication that a time limit has been set by Great Britain for Russia's reply to her demand, but the fact that the battleships and cruisers are under orders for the 28th is, in some quarters, said to mean that Great Britain will not wait longer than that date before unleashing her sea dogs, while it is also evident that the Russian cruisers and smaller boats of the squadron may find difficulty in passing the gateway to the East unless the crisis is completely over by the time they reach the entrance of the Mediterranean.

Information has reached the Associated Press from an authentic source that puts a bright light upon the situation. It is understood that practically everything has been decided upon to the satisfaction of Count Lansdowne, the Russian foreign minister, except the question of the punishment of the offending officers of the second Pacific squadron. It is further understood that Great Britain is not demanding final and formal written undertakings before announcing that she is satisfied, but an undertaking in general terms on the part of Russia will be accepted as sufficient guarantee for an official announcement that the crisis has passed.

The trawler Princess Victoria arrived at Aberdeen today. She reports passing a disabled Russian warship during the night of October 21st, about 40 miles from the place the Hull trawlers were fired upon.

Warships Ready. Gibraltar, Oct. 26.—The battleships Victoria, Illustrious and Majestic (flagship of Vice-Admiral Boscawen), and the cruisers Lancaster, Thetis and Endymion are under orders to sail on the morning of October 28th. It is reported that the purpose is to shadow the Russian second Pacific squadron, which is expected to go by way of the Cape of Good Hope.

The Russian squadron's cruisers and torpedo boats are expected to pass through the Straits of Gibraltar on the way to Bues. The whole of the Gibraltar flotilla has been commissioned.

The ships of the Channel fleet have filled their bunkers with coal and replenished their ammunition and other stores and will be ready for sea at a moment's notice. The battleship Hannibal and the cruiser Doris are watching the straits closely.

There is great activity at the dockyards, where men are working night and day. The admiralty is making inquiries concerning the coal supply here.

Admiral Interviewed. Vigo, Spain, Oct. 26.—The arrival of the Russian battleships Emperor Alexander III, Borealis, Orskanin and the transport Anatol, which have anchored in this port, has caused considerable excitement. The commander of the port immediately boarded the Russian flagships and informed Admiral Rojstrensky that the Spanish government could not permit the warships to coal within the port. Admiral Rojstrensky replied that his vessels needed repairs, and for that reason he had separated from the remainder of his squadron. The commander replied that he promised to inform the Spanish government of the

admiral's statement and communicate the government's reply as soon as it was received.

In spite of this five German colliers anchored in port alongside the battleships, whereupon the commander of the port sent an aide-de-camp to beg Admiral Rojstrensky not to violate Spanish neutrality, and he also ordered the commanding officer of the Spanish cruiser Estramadura to notify the colliers that they must obey the government's permission for each warship to take on 400 tons of coal which will reach Tangiers. Shortly afterwards three colliers sailed for Tangiers, but two remained alongside the Russian warships.

As far as can be seen, the crews of the battleships are very uneasy. Sentinels are closely watching every movement within the harbor. All four of the warships seem to be cleared for action.

It is rumored that the object of the Spanish government in requesting the Russians to remain the absolute quietude at Vigo is to prevent the possibility of attack by Japanese agents, whose presence in the province of Galicia is suspected.

Prince Keresteli, an officer of the battleship Emperor Alexander III, has been interviewed and gives the following explanation of the attack by the second Pacific squadron upon the British trawlers off Vigo harbor.

"The transport Anatol, which was steaming ahead of the squadron, was suddenly surrounded by eight coast-guard vessels requested assistance, whereupon the battleship division advanced and signalled to the unknown vessels to leave or disclose their nationality. The vessels refused to leave and advanced among the Russian battleships. Suddenly a cannon shot was heard from an unknown vessel.

"Then the admiral formed in battle and opened the fire, afterwards continuing his voyage."

The Prince added that the Russians feared the strange torpedo boats were Japanese, and the admiral had ordered the fleet to purchase such boats in England. The Associated Press succeeded in obtaining an interview with Admiral Rojstrensky, who explained the circumstances of the North Sea incident. The admiral stated that the unfortunate occurrence was purely accidental. The weather the night in question was rather heavy. About 3 a. m. two torpedo boats, which the Russians supposed were Japanese, suddenly appeared between the two divisions of the squadron and opened fire. The Russian immediately opened fire. They saw no fishermen and were not aware that any damage had been done. Evidently, the admiral said, the Japanese were without lights. The admiral reported that he greatly regretted that any injury had been done the fishermen, and added that he had no doubt the Japanese government would make ample compensation.

St. Petersburg, Oct. 27.—2.26 p. m.—Vice-Admiral Rojstrensky's explanation of the trawler incident is fully as sensational as the news of the firing upon the fishing fleet which set all England aflame. He declares he was attacked in the darkness by two torpedo boats, which came upon the squadron from the direction of the fishing fleet. He opened fire and believes he sank one of the torpedo boats, the other making off for cover among the fishermen. So soon as he noticed the fishermen he ceased firing. He proceeded on his way without leaving any vessel behind, and says he believes the vessel which the fishermen reported sunk on the scene for six hours without offering succor to the drowning men was the other torpedo boat, either waiting for her consort or repairing damage inflicted by the fire of his ships.

In concluding his telegram, Admiral Rojstrensky expressed in the most warm-hearted way the regrets of the whole squadron to the fishermen who had suffered and to the families of the victims.

Rojstrensky's report was telegraphed from Vigo direct to the Emperor, who received it late last night. It was communicated this morning to Ambassador Hardinge by Foreign Minister Lansdowne himself.

There is reason to believe that the British embassy was also acquainted with information which reached the Russian authorities some time ago of the arrival at and subsequent mysterious disappearance from Hull of twenty Japanese, mention of which was made in these dispatches October 25th.

It is pointed out that the original version of the incident as recited by the captain of the trawler Moulmein, coincides closely with Rojstrensky's. The captain said that while the squadron was passing he suddenly noticed two torpedo boats, which approached so near that he thought they intended boarding him when they shored off, heading back for the squadron. Almost immediately afterwards the squadron was fired upon. According to one account of Rojstrensky's report, it specifically states that there were no torpedo boats with the cruiser squadron at present at Devonport. The only vessels attached to the cruiser squadron are the Donagel and Drake of the cruiser squadron to be got ready for sea again as quickly as possible. The only vessels attached to the cruiser squadron at present at Devonport are the Donagel, which is having her gun mountings altered.

"Orders have also been given that no work on the vessels of the reserve or in

placed upon the incident by Rojstrensky's report, it is readily conceivable that Russia may make a concession to Great Britain, and that the whole course of exchanges between the two governments regarding the affair may be altogether different. No cabinet meeting has been definitely fixed, but one will undoubtedly be held before the government takes action of an important decisive character.

May Meet To-Morrow. London, Oct. 27.—All the cabinet ministers have been instructed to hold themselves in readiness in case a cabinet council should be necessary. This led to a report that a council had been summoned, and naturally increased the popular excitement as it was interpreted as an indication that the government was about to take a final step. No cabinet meeting has been definitely fixed, but one will undoubtedly be held before the government takes action of an important decisive character.

Embassador Benckendorff was early astir this morning, and after dealing with his correspondence drove to Lansdowne House to see Foreign Secretary Lansdowne. While there he still there the French ambassador, M. Cambou, called; thus confirming the belief that France is doing her utmost to promote a satisfactory settlement.

The conference of the three diplomats lasted nearly an hour. Premier Balfour, who spent the night at the great of Lord Salisbury at the diplomatic circles here to the foreign office at noon.

It is now considered certain that the Premier will summon a cabinet council for noon to-morrow morning to deal with the Russian demands for the punishment of the officers responsible for the sinking of the trawler. The cabinet will be held at Lansdowne House, and will be held at 11 o'clock.

A very definite impression prevails in the diplomatic circles here that France has given both Russia and Great Britain explicitly to understand that she will not be involved should the dispatches resort to hostilities.

Gloomy Outlook. London, Oct. 27.—1.42 p. m.—Up to this hour there is no sign of an end to the deadlock over the question of the punishment of the Russian officers responsible for the North Sea tragedy, so the Associated Press understands. As regards the British demands for the punishment of the officers responsible for the sinking of the trawler, the Russian government has refused to accept them, and the Emperor's government and that of a foreign power and Russia shall punish the officers cannot be determined. In any event it was impossible for the Russian government to make out punishment without having before it a statement of facts as presented by its own officers.

Count Benckendorff also pointed out that the Emperor's telegram was regarded by all Russians less as a personal communication to King Edward VII, and as an expression of the sentiment of the whole Russian nation.

There is no indication of Lord Lansdowne withdrawing his demand for the punishment of the officers responsible for the sinking of the trawler. Although the dispute has not yet reached an ultimatum stage, it is likely to do so if day passes without some recognition of punishment in principle by the Emperor's government.

Russia's continued failure to comply with the British demand in this respect creates gloomier feelings in diplomatic circles, which share the same impression. The idea of Japanese torpedo boats being in the North Sea is not only unfounded but is absolutely ridiculous.

Naval Activity. New York, Oct. 27.—A long cablegram from the Russian government to today on the Anglo-Russian crisis says: "Until late last night clerks at the foreign office and the admiralty were very busy working at high pressure, and the usual times of crises. The First Lord of the Admiralty gave the officials special instructions to send with all haste to himself and the various heads of departments, immediately on receipt, certain telegrams from the continent. About a dozen of the chief experts at the foreign office remained in attendance until a late hour, ready to inform the other departments of state immediately upon definite news."

The admiralty was in communication with Portsmouth, Chatham and Devonport during the evening, and special instructions were given to the resident clerk to remain on duty throughout the night.

"Half a dozen cabinet ministers were within call, a most unusual thing before the commencement of the annual series of November cabinet meetings. The government has not consulted other powers with regard to any concerted action."

"Significant orders were received at Portsmouth yesterday afternoon, and the result that overtime is being ordered on the battleship Triumph, a new battleship purchased not long since from the Chilean government, which was damaged recently in a collision. The Triumph is one of the most powerful units of the home fleet, and it is evidently the intention of the admiralty to bring that ship to the full strength at the earliest possible moment. Orders have also been given for the Good Hope and Drake of the cruiser squadron to be got ready for sea again as quickly as possible. The only vessels attached to the cruiser squadron at present at Devonport are the Donagel, which is having her gun mountings altered.

"Orders have also been given that no work on the vessels of the reserve or in

commission be started unless it can be completed in a fortnight." ADMIRAL A. Ad Officer's Story. Paris, Oct. 27.—A dispatch from Vigo, published here today, gives another interview with Prince Keresteli, an officer on board the Russian battleship Imperator Alexander III, giving further details of the North Sea incident. He says: "The transport Areaur was entering the waters off Hull when she suddenly observed herself to be surrounded by numerous boats, which she took for torpedo boats. The transport gave a signal of alarm to the remainder of the fleet, and the Russian battleships thereupon surrounded the unknown boats, cutting off their escape. They were ordered to show their nationality, but answered only by evolutions. The admiral's ship immediately ordered them to be fired upon, and then continued its route toward Brest, and the results of the encounter of the admiral, because it was believed the encounter was with torpedo boats bought by the Japanese in England."

Prince Keresteli added that before the Russian cannonade began a single cannon shot was distinctly heard coming from the direction of the unknown boats. As Admiral Rojstrensky was leaving the palace of the military governor of Vigo yesterday, the dispatch adds, the old man stepped forward and kissed the admiral's hand. The admiral responded by kissing the old man's forehead. The crowd which witnessed the incident applauded, and the admiral appeared to be much affected by the popular ovation. The mayor of Vigo addressed the admiral, but his words were not heard, except from a distance, wishing glory to Emperor Nicholas and prosperity to Russia.

Further Inquiry Necessary. London, Oct. 27.—The Russian ambassador paid another visit to Lord Lansdowne at 11 o'clock to-day, and was presumably to discuss Rojstrensky's report. Tais caused considerable bewilderment here, as, while the statement that two torpedo boats were among the fishing fleet, generally accepted, there is beginning to be evidence of some disposition to believe in the possibility that there is another side to the admiral's story, and that the situation requires more light.

The foreign office regards the statement of the captain of the Swedish steamer Aldebaran, at Getze, Swiden, from Hull, England, as being very important in indicating that the Russians had previously fired on a defenceless ship when there was no question of the presence of torpedo boats.

It is understood that this point was brought before the ambassador this afternoon, and that it is practically impossible for the admiral to move when his nets are down, so they could not get out to meet the Swedish squadron even if they had been feeling to do so.

This morning's feeling of extreme pessimism did not last long, and this afternoon there is a disposition to believe that a way will still be found to avoid a breach between the two countries.

ENTHUSIASM MARKS PREMIER'S TOUR

STRIKING CONTRAST TO MR. BORDEN'S RECEPTION

Organized Demonstration to Welcome Leader of Opposition to Halifax Fell Flat.

Montreal, Oct. 27.—Sir Wilfrid Laurier spent a few hours here yesterday afternoon, following a splendid meeting at Magog, and last night he addressed a rousing gathering at Valleyfield in favor of G. M. Low, Liberal candidate in Beauharnois, who is opposing J. G. H. Bergeron. The Premier's tour of the eastern provinces began on Tuesday with an overflowing meeting at Farnham. The town hall, which holds about 1,500 people, was packed, and a like number were accommodated at an overflow meeting.

The fact that in provincial elections the polls are open till 7.30 p.m. is apt to create confusion in the minds of voters. By confounding the federal law with the provincial act and postponing the duty of casting their ballots until after working hours, voters in the past have lost their opportunities of exercising the franchise.

NO SEALERS ON COAST. Only One Sighted Is Now in Port—The Queen City's Return.

Only one of the sealing fleet was sighted along the whole western coast of the Island by the steamer Queen City, which arrived about 12 o'clock Wednesday schooner had been at Clayoquot, and is probably the Ida Etta now in port. It is, therefore, improbable that others of the fleet will be along for another week at least, as before returning to Victoria it has always been the custom of the schooners to land their Indian hunters on the coast.

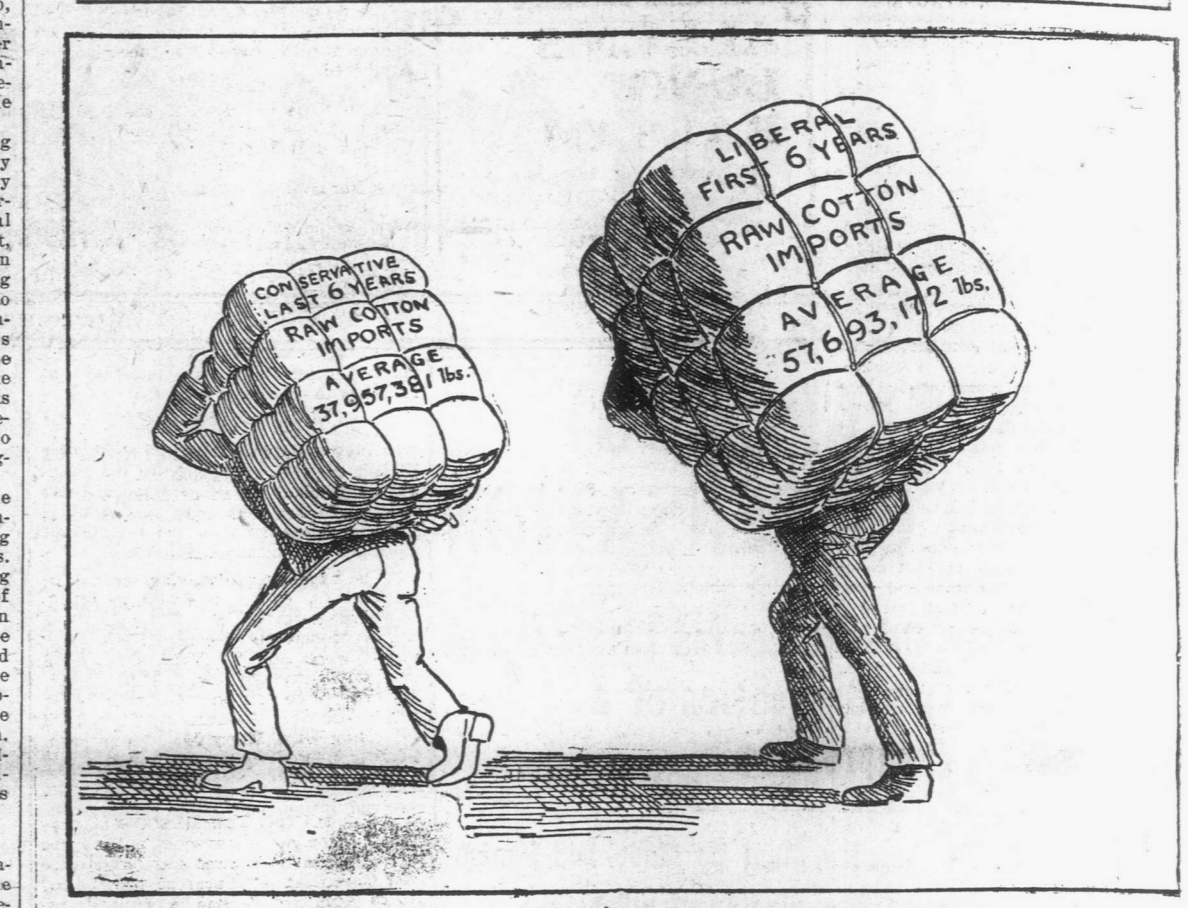
The Queen City's trip to Cape Scott and return was completed in just six days, which, considering the amount of business done, was a smart performance. Between forty and fifty thousand feet of lumber was taken on at Quatsino, the shipment being the last of the product of the mill, which had there been operated.

The passengers to arrive were F. Pollock, D. McDonnell, D. Gardner, R. Keyon, Messrs. Tamblin, Ferran, Boyle, Connors, Riley, McDonald, and Wilkinson, Miss Inglis, Mrs. Inglis, Mr. Inglis, Capt. Brodick, Mr. Brewer, W. Pollard, and wife, Master Frost, W. Pollard, L. Messer, and Messrs. Newton and Capt. Bacon.

Mr. Frost had the contract for building the Leonard Island lighthouse. Captain Bacon has been down to the new wharf station on Barclay Sound. Mr. Wilkinson has been up to Cape Scott with the proclamation of the election, and Messrs. Connors and Riley have been timber cruising around Clayoquot.

NEVER SQUEEZE YOUR CORNS With tight boots, remove them painlessly with Putnam's Corn Extractor. It does the trick in 24 hours, never causes pain, doesn't leave sores behind either. Swift, sure and absolutely painless. Use only Putnam's.

CONTRASTS IN NATIONAL PROGRESS ILLUSTRATED



Raw cotton is the basis of the cotton manufacture. It is all imported. Under Liberal rule Canadian factories have imported half as much again as under Conservative rule.

demonstration organization proved a miserable fizzle. The procession consisted of one hundred teams and about twenty boys on horseback, carrying torches and exploding fireworks. The teams were used mainly by boys and by actual count there were not over a hundred voters in the procession, passing along the streets without a cheer being heard, except from paid voters in the procession. It was the flattest affair that ever took place in Halifax, especially in the heat of a campaign. The fact of the matter is that the Tory party is beaten in Halifax, and they had hoped by a great popular demonstration to rally disheartened workers, but their hopes were dashed by their leader, Mr. Borden, last night. Mr. Borden rode at the head of the procession accompanied by his colleagues, J. C. O'Malley, Mrs. O'Malley and Mrs. Borden. The procession passed the office of the Herald, the chief Conservative organ, but the building did not display any welcoming light. Dispatches will be sent to Conservative papers telling of the great ovation tendered Mr. Borden, but the fact that the celebration was distinctly disappointing and decidedly anti-jubilant and determined to give Messrs. Roche and Carney a substantial margin. After November 3rd the Conservative party will probably be looking for a new leader.

PREPARING TO MEET RUSSIAN ATTACK

JAPANESE LEADER IS FORTIFYING POSITION

Renewal of Fighting Cannot be Much Longer Delayed—Kourapatkin's Scouts Active.

St. Petersburg, Oct. 26.—12.50 p. m.—The quiet now prevailing at the theatre of war is considered to be only the calm before a storm. There is every indication of the imminence of the resumption of fighting on a large scale, as the proximity of the two armies makes it impossible to maintain a truce for so long a period.

Field Marshal Oyama is reported to be fortifying his whole line south of the Shikhe river, showing that he is preparing to meet the Russian onset.

Not a ray of light as yet has been shed upon Kourapatkin's plan.

Victory Alexieff's order of the day announcing Kourapatkin's appointment to the troops is in the same grandiose vein as Kourapatkin's order of October 5th, and is regarded as having definitely established the authority of that illustrious document. While Alexieff takes particular pains in turning over the supreme command of the land forces to Kourapatkin to inform the soldiers and the world of the marks of imperial confidence reposed in him and to announce that he will remain as Viceroi, the order is considered as virtually his farewell address, and that it will soon be followed by his return to St. Petersburg.

His elimination as a factor of the military situation has caused a sigh of relief to the papers all welcome the announcement of Kourapatkin's appointment to the chief command as well merited recompense for the manner in which he discharged the difficult role imposed upon him and reading between the lines as a promise of better results now that Alexieff is eliminated, and there is no longer a prospect of the elevation of a Grand Duke to the supreme command.

ALL QUIET AT THE FRONT YESTERDAY.

Mukden, Oct. 26.—There was no incident of importance yesterday. Both armies are resting and preparing to resume the slaughter.

MUST BE PREPARED FOR HEAVY LOSSES.

London, Oct. 26.—Under date of October 22nd, the Port Arthur correspondent of the Daily Telegraph, describing the defence of that place, says the Japanese will achieve a wonderful success if they can capture the fortress with a loss under 30,000 men, for the garrison, though worn down and few in numbers, can hold their strong defences with no great daily casualties from the bombardment of the heaviest ordnance, and that the Japanese must sacrifice great numbers to gain even the advanced defences, which are as strong as forts.

which will henceforth be enforced as follows: "Captives resisting the guards will be imprisoned. The leaders of plans to escape, accompanied by force, will be hanged or exiled and participants will be imprisoned."

"Captives released, taking an oath that they will not again participate in the war, will be hanged if captured again."

Mukden, Oct. 27.—Fighting began at 10 o'clock last evening southeast of Mukden. The Japanese have advanced to the village of Jeragan, which they are reported to have captured after a fight lasting until this morning.

WILL INCREASE JAP GARRISONS IN KOREA.

New York, Oct. 27.—A Seoul Korea dispatch to the Herald, dated October 23rd, says: "Since the arrival of General Hasegawa a more conciliatory policy, both military and diplomatic, has been adopted toward Korea by Japan. This tends the establishment of closer friendly relations. By such a policy Japan will ultimately obtain her objects earlier than by the methods heretofore pursued."

An additional brigade is expected to arrive to-morrow, increasing the local Japanese garrison.

"From a reliable source I learn that the Japanese garrisons throughout Korea are to be increased to a total of 20,000 men. That number is considered necessary for the preservation of quiet in the provinces during the coming winter, the extreme poverty of the people usually causing unrest and depredation."

HOME MARRIAGES.

Anglican Synod's Attitude Regarding Ceremonies in Private Houses.

Vancouver, Oct. 26.—At the Anglican synod today, it was first proposed to change the canon to prohibit marriages at private houses instead of churches. Bishop Dart and Judge Bole spoke strongly on the subject. Finally the motion was withdrawn and it was agreed that all clergy should not perform ceremonies in private houses except in cases where the circumstances were so special as to require it, and then on special permission from the bishop.

PERSONAL.

Hon. Chas. Wilson and Oscar Bass, of the Attorney-General's department, have left for England in connection with the appeals to be taken by the province before the Privy Council. They have gone by the Great Northern, and will stop at St. Paul a few days on the way.

WEEKLY WEATHER

Victoria Meteorological Office, 10th to 25th. The weather in British Columbia during the past week has been of a light precipitation in the north of the province, the general wind, and the long duration of the rain, these factors have prevailed during the week. The pressure has been above normal, and the temperature has been above normal. The rain has been in the form of drizzle, and has been accompanied by a heavy fall of sleet and snow in the higher lands, but no snow has been seen in the lower lands. The rain has been in the form of drizzle, and has been accompanied by a heavy fall of sleet and snow in the higher lands, but no snow has been seen in the lower lands. The rain has been in the form of drizzle, and has been accompanied by a heavy fall of sleet and snow in the higher lands, but no snow has been seen in the lower lands.

At New Westminster, temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd.

At Vancouver, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Seattle, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Portland, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Tacoma, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Olympia, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Everett, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Bellingham, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Everett, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

At Everett, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

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At Everett, highest temperature, 64.0 on 23rd; lowest, 50.0 on 23rd; highest, 64.0 on 23rd; lowest, 50.0 on 23rd.

EXPECTED ACT TO BE DISALLOWED

McBRIDE'S PLAN WAS MADE INEFFECTIVE

Ralph Smith at Saanich on Meeting Exposed Conservative-Socialist Job to Trip Liberals.

The Liberal rally in the Agricultural hall at Saanich on Wednesday in the interests of Ralph Smith was a most gratifying one for the Liberal candidate for the Nanaimo riding. There was a large attendance from the residents of the Saanich peninsula.

Mr. Smith acquitted himself with the greatest credit, and was given a most hearty reception by the audience. He showed up the weakness of his opponents, Capt. Wolley and the Socialist candidate. He made his position absolutely clear before the electorate, and rests assured of a decidedly large majority in the Saanich district.

Before the meeting closed Mr. Smith exposed the attempt of Premier McBride to steal credit for being the friend of the E. & N. settlers, when in reality he was working a humbug on them. This was brought about by Wm. Ledingham taking up the cudgels for J. H. Hawthorthwaite.

Col. Gregory and T. W. Paterson, M. P., gave most convincing addresses, the former dealing with the financial question, and Mr. Paterson with the Grand Trunk Pacific.

J. F. Chandler presided over the meeting.

RALPH SMITH.

Mr. Smith was the first speaker. He recalled the fact that just four years ago he had addressed a meeting in the place. The Socialists and Conservatives had held meetings during the week. He would not like to think that the good people of Saanich had been converted to Socialism by one meeting. He did not expect them to turn Liberals as a result of this meeting.

The attempt to be made throughout the district by the Socialist party to blacken the character of himself. Mr. Wolley had said that the Socialists were not such bad people. The Socialists and the Conservatives conspired to represent the Liberals as all that was bad. They were forced to believe that there was an alliance between the parties to defeat the Liberal candidate.

Taking up the opposing candidates Mr. Smith said that he would first refer to the Socialist, and then to the Conservative. The aim of the Socialists was to upturn society and a system of communism was to be substituted for what now existed. In discussing the Socialists, he went, therefore, discussing a theory—a theory that had been believed in by a few for years, but was attempted by a very few to be put into effect. These were the Socialists, and he believed that they were commendable. Among these were the principles advanced by the English Socialist of the public ownership of the land. But on the American continent the German Socialism had been introduced which aimed at upturning society. Twenty years ago he (Mr. Smith) had studied the principles of it in England. But men like Mr. Burns had since abandoned the extreme socialism of his younger days, and it had gone back.

Mr. Fenton if elected would be likely to do in the Dominion House as Mr. Hawthorthwaite did in the local legislature. The Socialists had taken great exception to himself (Mr. Smith) aligning himself with any party. These Socialists, like Mr. Hawthorthwaite, had said if elected they would keep independent of all parties. But what had he done? (Mr. Hawthorthwaite) had allied himself when elected with the Conservative party.

Smith had stated in a public meeting in Nanaimo that he had cast more independent votes in the House of Commons than had Mr. Hawthorthwaite and Mr. Wilfrid Laurier together in the local legislature. That had not been contradicted.

Taking up one of the acts which these Socialists had supported in favor of the Conservative party in the legislature, Mr. Smith referred to these men having voted against the exemption of improvements on farms to the amount of \$1,500.

One in the audience rose and explained that Mr. Hawthorthwaite had said that he voted against this because Mr. McIntosh introduced it, and this would have meant that nearly every farmer would have been exempted in the district, and would have been unfair.

Mr. Smith replying, said that he had known Mr. Hawthorthwaite for a long time, and he did not know any other man who could change his explanation so quickly on any subject in order to suit the exigencies of the occasion. Following this up Mr. Smith said in one part of the constituency during this campaign Mr. Hawthorthwaite had said that he did not vote against this amendment of Mr. McIntosh. When the journals were produced and he was afraid of being confronted with the record at another place, Mr. Hawthorthwaite had made another explanation, in which he said that as a Socialist he had to vote against this measure. Mr. Hawthorthwaite was, therefore, just as much a party man as anyone else.

Taking up Mr. Wolley, the speaker said it was easier to find just where Mr. Wolley stood. Referring to that gentleman's platform Mr. Smith said that it would appear that Mr. Wolley had gone off at a tangent from his own party, the Conservative party. Mr. Wolley had nothing to say against the policy of the great Liberal concession. He would oppose anything else he thought was wrong. He would not judge politicians by what was in the newspapers. According

really supporting the Liberal party on these points.

Sir Hilbert Tupper, the leader of the Conservative party in this province, was opposed to the Conservative standard-bearer of that party in Vancouver. He knew what Sir Hilbert had done with his own party in the House of Commons. Sir Hilbert realizing that something must be done to arrange a platform to suit his constituents, telegraphed back to Mr. Borden to act on this suggestion for goodness sake. Mr. Borden had shaped a policy in line with this, and Mr. Wolley's platform was the result of this.

The question of "better terms," Mr. Smith said, was not a party question. Liberals agreed with Conservatives in seeking to get the very best terms for the province. In answer to the assertion that within the last four years this matter had been brought up, Mr. Smith said no steps had been taken in this during the time he was in the House. Deputations had waited upon the Dominion government from this province. They asked that the percentage of the head tax for the Chinese donated to the province should be increased from 25 per cent. to 75 per cent. The second was that the subsidies to local railways should be increased. Both of these had been granted.

Coming to the wise expenditure of public moneys in the district, Mr. Smith said that he had at a meeting made the statement that more money had been expended in the last four years in the district than at any similar time previous to this. But Mr. Wolley turned round and attacked the expenditure of this money. He said he did not believe in building wharves at Ladysmith and breakwaters at Sidney and other public works in the district. Mr. Smith said he knew the pugilistic disposition of Mr. Wolley, and he challenged him to go to Ladysmith and say he opposed the wharf there. Mr. Wolley said: "By Jove, I'll do it." He challenged him to go to Ladysmith and say he opposed the wharf there. Mr. Wolley hesitated a few moments, and then he said: "By Jove, I'll do it."

Mr. Wolley opposed the wharf except the one built at Pier Island, built for himself, and got his mail delivered for nothing. Mr. Wolley, although he lived

to them at times like this every public man was a scoundrel.

Mr. Wolley wanted a duty put on lumber. Mr. Smith said that he had personal interest in this, as he had been appealed to by the lumber men. In 1894 this duty asked for was on the lumber, a duty similar to that on the United States product. In 1894 the Conservative government took this duty off, and Mr. Haslam, of Nanaimo, was the Conservative representative in the House at the time. The Conservative party took the duty off for the benefit of the settlers who were going into the Northwest and needed protection. But there was no time to what there was then. If it was wise to take it off now, then it was wise to keep it off now. He would not favor putting \$2 a thousand on lumber for the benefit of a few lumber men to the loss of the settlers going into the Northwest. The lumber men said they would not increase the cost of lumber. If protection did not protect, what was the use of it. To put a duty on lumber would increase the cost of lumber to the farmers of the province.

On the question of allowing fish traps, Mr. Smith said he had advocated this system of catching fish in order that the fishermen on the south and west coast of Vancouver Island should have an opportunity to catch the fish that passed their doors, as well as the fishermen of the Fraser river.

He had found the Laurier government ready and willing to spend money when it was shown that it was necessary, and would be well spent. The province must be developed in the interest of the people, and the Liberal government was the most willing to do this. He asked the electors to take his record, and on that vote or against him on the 3rd of November. (Continued applause.)

The chairman in introducing Col. Gregory, referred to the depression in 1896 which had resulted.

COL. GREGORY.

Col. Gregory said that he would on account of the late hour curtail his remarks to a considerable degree.

Taking up the reference of Capt. Wolley that he was going to get better

people. At that rate the population would soon be increased to millions.

A voice: "Don't know."

Col. Gregory said that he was not going to get any further into the matter of population. But it was not the best. But of that number 50,141 came from Great Britain, 40,000 came from the United States. But the Conservatives only had 18,000 good, bad and indifferent. In 1896 only 1,875 homesteads were applied for. In 1904 14,000 were applied for. This showed that people were coming in and making their homes, and would result in a benefit to British Columbia.

Prof. Saunders estimated that there were 171,000,000 acres of arable land. With only a quarter of this yielding, there would be 42,750,000 bushels of grain produced. In 1902 Great Britain took 200,000,000 bushels for consumption, mostly from the United States. The United States must consume all her produce. But Canada could supply it all.

Col. Gregory then took up the question of British preference. Capt. Wolley had referred to the Conservative party as being in sympathy with the policy of Joseph Chamberlain. The Conservative party never was in touch with that. In 1892 the Conservatives had introduced a motion setting forth that when Great Britain showed a preference for Canadian products then Canada would reduce her tariff in favor of the Mother Land, and then only. Mr. Davies, on the Liberal side, introduced a motion in favor of an immediate reduction of the tariff on British trade. The Conservatives voted to a man against it. In 1897 the Liberals put this principle into effect.

He quoted from Sir Charles Hilbert Tupper's remarks in the House to the effect that Britain was extending its trade among uncivilized nations.

Col. Gregory said that he had attended the meeting at which Sir Hilbert Tupper's remarks in the House to the effect that Britain was extending its trade among uncivilized nations.

Col. Gregory said that he had attended the meeting at which Sir Hilbert Tupper's remarks in the House to the effect that Britain was extending its trade among uncivilized nations.

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CLARKE & PEARSON, Sole Agents.

THE GOVERNMENT POLICY DE

STIRRING SPEECHES IN LIBER

Conditions Under Sir W. Compared With the Con Regime at Ottawa

Those who attended the held on Tuesday in Som toria West, could not but that the interests of the co be any change in the electe government should be substantial majority. The pealed to the common sen and the comparison conditions prevailing no which existed in 1896 wer in support of a continuat the present government.

Dr. Lewis Hall preside brief remarks opened promptly on time. With form were the speakers of Geo. Riley, the candidat Tomblin, Col. Gregor Okell.

In order to allow Senat to attend a later meetin was placed first on the West.

SENATOR TEMPI

In opening, Senator T that he saw no reason wh preference had been show Victoria. He asked the judge of the government Laurier on its present try to go into the record government and compari Conservative government. He had no doubt a verdict would be. It w in favor of the Laurier s. Going into the record try to get the present g power in 1896, he refer tarian divisions over the question. Sir Wilfrid h actle this, and be effect

LEAD BOUNTY AN IMPORTANT FACTOR

HAS GIVEN IMPETUS TO BUSINESS IN KOOTENAY

Another Act of the Laurier Government Which is Proving of Benefit to Province.

"Has the lead bounty improved the business situation in the silver-lead districts?" was asked B. C. Travis, manager of the Kootenay Engineering Works, by a Nelson News representative.

"It has been a factor, and an important one in the make up of the business situation here this last summer, and will enter largely into business affairs this winter," was Mr. Travis's reply.

"You see," he continued, "we do a great deal of casting and repairing work at our factory and if the smelters, concentrators and mills were not busy and the mines working, we would certainly know it. As it is we are manufacturing ore cars for the mines as fast as we can make them, and they are disposed of a good long way in advance. We have been running just about nine months, and business has grown steadily with us. Of course all our business is not with silver-lead mines and reduction works only, but a good deal of it is, so that we can speak of it as a very busy and fairly profitable winter season.

"They are rushing matters down at the Marysville smelter in East Kootenay, and expect to get one furnace started by the first of the year. I have just come back from a visit to the smelter, and am struck by the way things are going ahead there. The plant is laid out for four furnaces when complete and six roasting ovens. They have an excellent water power to run the plant with, having a drop of 175 feet, and this is being fully utilized.

"The St. Eugene is a little short of water just now, but that will be over shortly. The Staples sawmill on the North Star branch is nearly completed; they will have a daily cut of 70,000 feet. They are putting in a railroad of their own up to their timber limits, and have a Shay engine and 12 cars to do the work. They also have a big machine shop, and will buy their castings locally. It is 30 miles, and speedily effects a cure. It is a peevish remedy for Palpitation, Shortness of Breath, Smothering Spells, Pain in Left Side, and all symptoms of a Diseased Heart. One dose confutes—33.

island without neighbors, said: "If you want to know what I am, go and ask my neighbors on Pier Island."

It has been urged against him (Mr. Smith) that the works were done to catch votes. What did the people of Sidney care what the motives were as long as they got the wharf. The same was true of other works, and he believed that these would catch votes, that the people would vote for the man who got these expenditures for their benefit.

He explained that for years the building of wharves had been alone carried on by the provincial legislature. Mr. Smith said he believed that the Dominion had a right to do this, and that was got a wharf at Hardy Bay. That was got and following it as a precedent they got a vote for others. He told of the difficulties experienced by the people of Ladysmith, who needed a wharf. They tried to get it from the province, but the government could not expend any such sum as they had not the money, and were not likely to be in a shape to expend. The Dominion government was appealed to by himself, and a grant of \$5,000 made for the work. But Mr. Wolley said it was to catch votes that Mr. Smith was doing this. He was telling the truth, because he believed that the people of Ladysmith would vote for the building of a wharf from the Dominion what the representative in the legislature could not get. (Laughter.)

Mr. Smith took up the additional expenditure on the wharf at Sidney in order that the railway company should not change its terminus to four miles distant.

Mr. Wolley was elected they did not need to expect him to support any such expenditure for the public good. He would only favor expenditure for his own benefit. (Laughter.)

On the question of Yukon corruption Mr. Smith said he knew nothing.

"What does Mr. Wolley know about it?"

"About as much as I do."

"What does any one know about it?"

A voice in the audience: "Nothing."

Mr. Smith, continuing, said he opposed the Freehold concession. He would oppose anything else he thought was wrong. He would not judge politicians by what was in the newspapers. According

terms for British Columbia without considering the east. Col. Gregory said there was no need of heroics on this subject. Capt. Wolley would have to get the support of the east before he could get this. The plan of Sir Wilfrid Laurier that the whole question should be settled on an equitable basis was the only way of dealing with this subject. Did Sir Hilbert Tupper, who was crying for better terms, support Col. Gregory's plan? Mr. Wolley would have to get the support of Ottawa? No, Sir Hilbert was representing an eastern constituency, and was not supporting British Columbia's claims. As far as better terms were concerned it was something which could be got only on fair terms by the several provinces agreeing upon it.

Teaching upon the financial question, Mr. Wolley had made the statement that the debt of the country had increased \$35,000,000 under Liberal rule. This was untrue, and he felt satisfied Mr. Wolley did not know it was untrue. The facts were that the Conservative government in the last seven years of office increased the debt by \$21,000,000, and expended \$35,000,000 on capital account. The Liberals in the first seven years of their regime had increased the debt \$6,500,000, and expended on capital account \$85,000,000. But last year the Liberal government wiped out this debt entirely. In the last three years of Conservative rule there was a deficit of \$5,000,000. The Liberals in the last three years of their term had a surplus of \$38,000,000. It was on account of this surplus that the Liberals were able to carry out the great improvements made.

The revenues of the Dominion had increased under Liberal rule from \$35,000,000 to \$59,000,000. But owing to the prosperity of the country more money was available to spend. It was like a business man whose trade increased, although the expenditure was greater, the man was more prosperous.

The total increase of trade in 18 years of Conservative administration was only \$68,000,000. During the first seven years of Liberal administration it increased \$228,000,000. This showed the country was progressing.

In connection with immigration, the 10,824 who came in 1896 under Conservative rule, had increased to 134,370

going into the trade with Great Britain, Col. Gregory showed how the British preference had increased this.

Capt. Wolley and Sir Hilbert preferred to discuss theoretic subjects rather than these practical questions.

T. W. PATERSON, M. P. P.

Mr. Paterson, M. P., was greeted with prolonged applause. In opening he made a reference to the subject of the British preference. Before the trade was introduced Canadians often found it necessary to mark products "American" in order to find a market in Britain, because Canada was unknown. Now the order was reversed, and American goods were now marked "Canadian" in order to get a market in this country.

Taking up the Grand Trunk Pacific question, Mr. Paterson admitted that if the Conservatives had continued in power that the works would not have been for increased railroad facilities. But the prosperity which followed the Liberal rule had made it necessary to increase the works.

The Grand Trunk would build from North Bay to the Pacific. Sir Wilfrid said no, it must be an all-Canadian line, from ocean to ocean. The Conservatives, he said, had no right to introduce a scheme which had been accepted. Under it the railroad would \$6,400 a mile land 5,000 acres of land, with exemption from taxation at the rate of 50 per cent. The subsidy would be worth \$5 an acre.

He outlined the main features of the present agreement by which the government built the eastern section, and the company the western section. The road company, agreed to build this western section at least equal to that of the Grand Trunk line, between Toronto and Montreal, which had no grade of more than 25 feet a mile. In enforcing this better character of road the government had had to increase its guarantee for the main sections to some extent. This was a wise move. The government made the company a present of seven years' interest on this western section of the road, which represented about \$13,000,000, which was less than the surplus of last year. In return the government got a first mortgage on the road, which was secured by way of security \$20,000,000 of rolling stock and \$5,000,000 of terminals. The security was excellent. The only government ownership practicable as a first mortgage secured on the line and the rolling stock and the control by the government of rates. These had all been secured in this instance.

Mr. Paterson then compared the Grand Trunk Pacific contract with the C. P. R. The Grand Trunk Pacific would be about 3,000 miles in length. The C. P. R., as built, was 2,540 miles. The C. P. R. was given 25,000,000 acres of land and \$25,000,000. The land was worth at least \$3 an acre. The government built 643 miles and gave it as a gift, at \$135,000,000 for building 1,904 miles, or \$68,000 a mile. It was built through prairie land, through which the Grand Trunk Pacific agreed to build for \$15 an acre.

But the C. P. R. lands were free from taxation for 20 years. The company refuses to pay taxes now, on the plea that it was taxable only after 20 years from the date of acquisition.

Wood's Phosphidine

The Great English Remedy for all the ailments of the chest, throat, and lungs. It is a powerful expectorant, and is the only medicine of its kind that cures and relieves. It is the only medicine of its kind that cures and relieves. It is the only medicine of its kind that cures and relieves.

Before and After.

Wood's Phosphidine is sold in Victoria at all responsible druggists.

First Aid in the Home

For all the ailments of the chest, throat, and lungs. It is a powerful expectorant, and is the only medicine of its kind that cures and relieves. It is the only medicine of its kind that cures and relieves. It is the only medicine of its kind that cures and relieves.

ACCEPT NO SUBSTITUTE.

WHY MADE Germicell in bulk and packages

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ange much easier to on fuel than the in common grates.

with many other which should be her range.

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Sole Agents.

BOUNTY AN IMPORTANT FACTOR

GIVEN IMPETUS TO BUSINESS IN KOOTENAY

Act of the Laurier Government Which is Proving of Benefit to Province.

The lead bounty improved the situation in the silver-lead district was asked B. C. Travis, manager of the Kootenay Engineering

by a Nelson News representative. has been a factor, and an impetus in the make up of the business here this last summer, and will largely into business affairs this

see," Mr. Travis replied. "We do a deal of casting and repairing work in the factory and if the smelters, foundries and mills were not busy and working, we would certainly

As it is we are manufacturing for the mines as fast as we can them, and they are disposed of a long way in advance. We have been just about nine months, and has grown steadily with us. Of all our business is not with silver-lead and reduction works only, but deal of it is, so that we can speak prevailing activity."

They have an excellent water to run the plant with, having a of 175 feet, and this is being fully

St. Eugene is a little short of just now, but that will be over. The Staples sawmill on the Star branch is nearly completed; will have a daily cut of 70,000 feet. are putting in a railroad of their to their timber limits, and have engine and 12 cars to do the

They also have a big machine shop, will buy their castings locally. The mill at Wardner is working time and here a day and cutting 110,000 feet

hours. There is a good deal of building on in Fernie and Cranbrook, and generally the business outlook moment in southeast British Columbia is decidedly bright, and the lead has assisted materially to bring about."

ART DISEASE RELIEVED IN 30 SECS.—Dr. Agnew's Cure for the eyes perfect relief in all cases of eye Sympathetic Heart Disease in cases, and especially effects a permanent remedy for Palpitation, Shortness of Breath, Smothering Spells, Pain in Side, and all symptoms of a Diseased Eye. One dose convinces.—83.

THE GOVERNMENT'S POLICY DEFENDED

STIRRING SPEECHES IN LIBERAL CAUSE

Conditions Under Sir Wilfrid Laurier Compared With the Conservative Regime at Ottawa.

These who attended the Liberal rally held on Tuesday in Semple's hall, Victoria West, could not but feel convinced that the interests of the country demanded that in the coming elections the Laurier government should be returned by a substantial majority. The addresses appraised the common sense of the audience, and the comparisons between the conditions prevailing now and those which existed in 1896 were convincingly in support of a continuation in power of the present government.

Dr. Lewis Hall presided, and with only brief remarks opened the meeting promptly on time. With him on the platform were the speakers of the evening—Geo. Riley, the candidate; Hon. Senator Templeman, Col. Gregory and S. M. Okell.

In order to allow Senator Templeman to attend a later meeting at Colquitz, he was placed first on the list at Victoria West.

SENATOR TEMPLEMAN.

In opening, Senator Templeman said that he saw no reason why there should be any change in the representation at Victoria. He asked the electorate to judge of the government of Sir Wilfrid Laurier on its present record and on what it promised to do. Having carefully gone into the record of the present government and comparing it with the Conservative government which preceded it, he had no doubt as to what the verdict would be. It would be decided in favor of the Laurier government.

Going into the condition of the country when the present government took power in 1896, he referred to the sectarian divisions over the Manitoba school question. Sir Wilfrid had promised to settle this, and he effectively did so. The government of the day, previous to Sir Wilfrid assuming power, was in an utterly disorganized condition. The members of it were fighting among themselves, and the interests of the country were being sacrificed.

The government of Sir Wilfrid, upon taking power, had to grapple with the tariff question. There had been a revision with a substantial reduction. A preference had been shown towards British imports. The result of the tariff revision had resulted in a very large increase in trade, in many instances amounting to 100 per cent additional. This increase showed that the tariff inaugurated was the best in the interests of the country. It was useless to elaborate. If the tariff had not been in the country's interest the industries of every kind in Canada would not have been so prosperous in trade, in many instances opposition realized this, and was not making the tariff an issue in the election.

The government had expended a great deal of money—more than the opposition ever spent. But the government had the money to spend and not gone into debt. In capital account the government had looked well to the country's interests, and had spent about \$90,000,000 or \$95,000,000, as well as meeting the ordinary expenditures. On capital account the Intercolonial railway had been extended to Montreal. The canals had been increased in depth to 14 feet, at a cost of about \$18,000,000. This was done in order to carry the grain of the West to the seaboard, and had been a wise expenditure. Railways had been subsidized, the militia had been improved and immigration had been well looked after. The Northwest was being peopled by hardy races from Britain, the United States and northern Europe. The money was well expended in this branch.

The expenditures had been justifiable. The opposition were unable to point to a single expenditure, and say that it was not wisely spent. The people of Canada would justify the expenditure if they knew it was well spent.

Personally, he hoped the expenditure of the country would never be less than at present. Business men knew that a large volume of business done resulted in a larger expenditure.

The prosperity of the country was in a large degree due to the tariff introduced by the present government, coupled with the preference shown to British imports.

In all departments there had been wise administration of affairs. The Conservatives did not criticize the administration by Sir Wm. Mulock of the post office department. This department had been brought from giving a deficit of \$800,000 to producing a surplus of \$200,000 or \$300,000, as was the case last year, although the postal rates had been reduced.

Besides giving good and honest administration, the government had passed many wise acts of legislation. The most important of these, and one of the most important in the history of Canada, was the consolidation of the railway laws and the appointment of a railway commission. Previous to this the administration of railway affairs was in the hands of a committee of the Privy Council. After an agitation begun in the days when the Conservatives were in power, this railway act was passed and the railway commission of three constituted a court for the administration of many things connected with freight and passenger rates, etc.

Quoting from the act Senator Templeman showed that the commission might enforce the cancellation of rates and substitute revised rates. It was now in the hands of private individuals to appeal against the rates charged by any railroad and have the grievance adjusted by the commission. The effects of this had been felt already, and a better feeling against the rates charged by any railroad had been established between the railway companies and the shippers. It was not expensive to go to the railway commission. The latter would come to the people, as they had done recently in coming to Victoria. This act alone would be a strong recommendation for the Liberal party.

He referred to the Grand Trunk Pacific scheme, outlining the main features of this transcontinental railway entirely on Canadian territory. The opposition were very much exercised over this. They were making false statements as to the part which the government did. The government built the eastern section only. The government guaranteed the bonds on the quarter of the cost of the western section. The company was building the road and putting \$20,000,000 of rolling stock on it. But the government took the quarter of the cost of the western section. It had done so, and the company failed to fulfil its part of the government took over the road. Mr. Schreiber, an authority on railroad matters, had estimated the cost of the section from Montreal to Quebec at \$25,000,000 a mile. Hon. Mr. Fielding added 25 per cent to this, and added the guarantee on the bonds put the cost to the country at about \$14,000,000, only the amount of last year's surplus.

He compared this with the C. P. R. contract. The C. P. R. was given \$25,000,000 and 25,000,000 acres of land, which was selling at about \$3.50 or \$4 an acre, together with the \$37,000,000 expended on sections built by the government. This made the cost to the country of the line from Callander to the coast at \$137,000,000. The C. P. R. got their materials allowed in free, and got other privileges which cost the government of the day a large sum later.

Development of the province of British Columbia would follow along the lines of the new railroad quick up to that along the C. P. R., and along the railways of the Kootenay country. Cities had sprung up in the Kootenays. He hoped to see within ten years a similar opening up of the country in central British Columbia similar to that in southern British Columbia.

The government had given an increased head tax on the Chinese. This was done at the request of British Columbia. As long as British Columbia wished it that tax should remain. The Conservatives had done nothing in this matter, but the present government gave what this province wanted, be it good or bad legislation.

When the mining industry in Kootenay was languishing, the government gave \$500,000 a year towards the bounting the silver-lead industry. The effect was be-

ing felt, and he was informed that the silver-lead product had been increased so that the whole \$500,000 would be absorbed this year.

The statistician who acknowledged paternity for the figures which showed that the Dominion government got over \$1,000,000 from the province over what was expended did not take this \$500,000 of aid to silver-lead industry, which could not be included in the figures quoted. It was not stated that the Dominion government offered \$5,000,000 as railway subsidies for the province, had these been taken advantage of? These railways were Midway & Vernon, the Kootenay Valley line, from Golden to the Crow's Nest Pass railroad, the extension of the E. & N., from the present terminus to Comox, and the Nicola Valley railroad. Advantage had not been taken of the \$6,400 a mile granted, except in two cases, but the Dominion had been prepared to give the total aid.

Then also it should not be forgotten that the present government had provided a means for building a railway to the Yukon, from the coast through Canadian territory. This scheme had been defeated, and in consequence Canadian freight had to be shipped across the American territory by the White Pass & Yukon road.

Better terms was not a party question. He was not a question peculiar to British Columbia. New Brunswick and other maritime provinces had agitated for that. A conference was held three years ago at Quebec of representatives from all the provinces. Colonel Prior was a delegate, but did not show up at the conference. If this question of better terms was to be taken up it would have to be dealt with from the standpoint of all the provinces, and an equitable arrangement arrived at. If this were done he (Senator Templeman) would see that British Columbia got fair play, and did not fall short in her share allotted to her.

He did not believe that the opposition were serious in their opposition to this transcontinental road. He would like to have compared the scheme with Mr. Borden's first, second and third alternative policy. He was not personally opposed to government ownership of railways, but he was opposed to government operation of roads.

He would be pleased to go back to Ottawa with a full contingent from this province. It would strengthen his hands at the capital to have such a full representation, and it would be to the advantage of Victoria to return the government supporter.

After closing, on the audience asked Senator Templeman why it was that the railway commission did not right the grievance in connection with carrying hides to the East. He represented that Mr. P. R. charged a rate of only 80 cents for carrying Australian hides landed here by steamer, destined for Eastern Canada, while the rate from Calgary east was \$1.50.

Senator Templeman said that the railway commission existed for righting just such an evil if it existed. All that the aggrieved had to do was to make their representations to that commission and this would be investigated.

GEORGE RILEY.

Mr. Riley took occasion to deny the reports made that he had held up Leitch Bros. for the privilege of building a wharf.

He wanted to know what had become of the Conservative party in Victoria, which some years ago was represented by all the business men in the city. Col. Prior had assisted to wreck his party, had "the sign" which "do so he could have had Col. Prior disqualified for seven years, and Col. Prior knew this. Col. Prior had brought disgrace upon his party while Premier of the province. As a member of the public accounts committee, Mr. Riley said he had an opportunity of seeing the fulfilment of the opposition to put its finger upon a single scandal. After sitting for months, the only account taken up was one of \$34.

He thought that the few years he had spent as the representative at Ottawa that his work had compared favorably with Col. Prior's long term at the capital. He had seen that Victoria got its share in public expenditure.

S. M. OKELL.

Mr. Okell said he was always ready to speak for the Liberal party. The acts of the government in eight years were open to the most careful scrutiny. Quoting from W. T. R. Preston, he said the object of the mission of agriculture was to place 1,000,000 people on the lands of the Northwest. That was a grand scheme, and would increase the prosperity of this country. As the Northwest

Results from common soaps: eczema, coarse hands, ragged clothes, shrunken flannels.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Brand

prospered, as would British Columbia prosper. This year \$85,000,000 worth of wheat was produced there, and with other products this was greatly increased, and the money of Britain was sent to this country to add to its prosperity.

COL. GREGORY.

Col. Gregory, on account of the late hour, shortened his remarks to a considerable degree. The Conservative party did not in his heart expect to gain this election. It was unique in the history of the country that there was not a Tupper running.

Referring to the C. P. R. contract, he said that in addition to the aid the company got, the property held by it was exempt from taxation for twenty years. The terms of the contract were not all that they seemed to be. The Liberal government had increased the expenditures from \$38,000,000 to about \$65,000,000. But the government had increased the prosperity of the country, and were able to spend the money.

The total foreign trade of Canada, under 18 years of Conservative rule, had increased only \$48,000,000, while in seven years, under the Liberals, it increased \$28,000,000.

The immigration in 1896, the last year of Conservative power, was only 16,000. In 1903 there were 134,000, and these were excellent immigrants, who had come into the Northwest to settle there.

He went on to show that with the increase of immigration it would not be before Great Britain would be fed by Canada. That would mean prosperity for British Columbia. He had found that the main business of the country was shipping lumber to the Northwest.

In 1896 only 1,857 homesteads had been taken up in the Northwest. These homesteads would require an opening for their trade through northern British Columbia by the new railway.

Col. Gregory next took up the question of the advantage of the British preference in the tariff. The trade with Great Britain, between the year 1888 and 1897, was gradually falling off. In 1896 the trade was \$95,500,000. In 1903, under the present tariff, there was a trade of \$183,900,000. This showed how the trade between the Mother Country and Canada had been increased as a result of the preferential tariff. For the benefit of British Columbians he had investigated just what effect the preference had on Victoria and British Columbia. He read the following message sent from Ottawa on his request, showing this plainly:

If the importations entered under the preferential tariff at the port of Victoria for the last five years had been assessed at the general tariff rate, there would have been paid additional duty that would have been paid would have been \$72,000.

This showed just what assistance had been given to trade which passed from Britain through this province.

On the question of the Yukon charges, Col. Gregory said he believed that perhaps there had been something wrong on the part of departmental officers. They were not one tenth as bad as he believed, as they were represented. There had not been any misconduct on the part of the

ministers, and the government would quickly bring to justice the officers who were guilty of wrong-doing. Sir Charles Hibbert Tupper had failed to substantiate the charges he laid. Lately a man by the name of Woodworth had come down from the Yukon with a dismal tale of wrong-doing. But Mr. Woodworth had himself been before the Supreme court of the province, and before Judge Dugas, of the Yukon, and had been disciplined.

The Conservatives were glad to tell of the corruption of the Liberals in the East. The speaker hoped that any Liberal guilty of corruption would be brought to justice. But it was Col. Prior who introduced corruption in elections in British Columbia, and had action taken against him. He resigned. Mr. Riley could have disqualified him if he chose to do so. But Col. Prior was dismissed from power by the Lieutenant-Governor because of the methods he employed in connection with contracts.

Sir Hibbert Tupper had not pretended that he gave value for the indemnity he drew and the mileage he collected, without attending to his duties in the House. Sir Hibbert had said he took all that was coming to him. Sir Hibbert took all he could lay his hands on.

Col. Gregory outlined the methods by which a member of the House of Commons drew his allowance. The account-ant of the House did not receive a declaration of attendance from every member. Sir Hibbert spent only about six hours in Ottawa during the session, yet he drew his whole indemnity.

Reading from English papers, he showed that the public opinion of the condition of affairs in the departments at Ottawa just before the Conservatives lost power in 1896 was calculated to hurt this country in the Mother Land. This had all been wiped out by the change of government. The electorate should present any return to the conditions of affairs then prevailing, and should leave the Conservative party out of power.

Toucheing upon the Grand Trunk Pacific, he pointed out that even Sir Charles Hibbert Tupper had to telegraph to Mr. Borden on October 10th for an outline of the policy of the leader of the Conservative party. Mr. Borden had sent back the salient features of it. It was quite apparent that no one understood the scheme of Mr. Borden. Two days before Mr. Borden represented that once would be built and operated as a government work, he had said in an address at Dunville that the road would not be operated by the government.

In closing, Col. Gregory compared the scandals had now with those of to-day. Scandals had now been wiped out, trade had increased and general prosperity now existed.

On the subject of better terms, Sir Charles Hibbert and Col. Prior said they were going to have better terms for British Columbia, independent of the other provinces. How could this be done? How could British Columbia control the Dominion with such a small representation compared with the whole Dominion? Votes of confidence in Sir Wilfrid Laurier's government and in Mr. Riley cheered for Mr. Riley, Sir Wilfrid and the King brought the meeting to a close.

A large audience gathered in the schoolroom of the Reformed Episcopal church on Tuesday, when "A Vision of Fair Women" was presented. The tableaux were all perfectly put on and deserved the enthusiastic applause they received. In all there were 35 characters, and each role was well sustained. The entertainment was voted an unqualified success by all who attended.

Steamer Princess May came in from Skagway Wednesday with the following passengers: Mrs. A. M. Raut, F. W. Foster, A. H. Haynes, O. T. Switzer, W. J. Robertson, Robt. Ross, C. E. Renouf, Percy Wollaston, J. O. Quick, H. E. Canovan, R. C. Wood, A. W. Scott, T. Montgomery, W. L. Lewis, R. Dennison, J. Inglis, F. Hanson, C. Berg, Charles R. Bordick, C. D. Phillips, Wm. Draney and J. H. Brownlee.

Cancer, Its Cause and Cure.

The more carefully this subject is studied the more evident it becomes that there is a peculiar condition of the blood which favors the growth of the disease and until this condition is changed by a constitutional treatment such as ours, there is little if any hope of a permanent cure. Send 6 cents for full particulars.

V. Stott & J. Curry, Bowmanville, Ont.

CONDITION OF THE CITY MARKETS

THIS WEEK'S PRICES ARE LITTLE CHANGED

Grapes Have Taken Slight Advance Owing to Approach of Close of Season.

The market prices have altered little from last week. Among the fruits there is a steady supply of apples and pears.

California grapes, owing to the change in weather conditions in that state, have improved in quality over what they were a week or two ago. As the season is drawing to a close these have advanced a little in price.

The retail prices are as follows:

Table listing market prices for various goods including Grapes, Apples, Butter, Eggs, etc.

WHOLESALE MARKETS.

Table listing wholesale market prices for various goods including Potatoes, Onions, Carrots, etc.

Medicines Loaded With Alcohol

Think of It! The Danger You Run— Drink Habit is Easily Acquired, but Hard to Cure.

Careful analysis shows that many so-called tonics contain little else but whiskey—the rankest, poorest kind of whiskey.

You may unconsciously be using an alcoholic liquid remedy. Some member of your family may be doing so. Your duty is plain: stop it at once.

The test of a tonic is the permanency of its cure. To become strong, you must build up the blood—alcohol weakens it. You must increase your nerve force—alcohol steadily devours it.

Give up the liquid tonic before you become its slave. The true medicine for the run-down, depressed and nervous is Perrozene. It is nothing but concentrated cure in tablet form. It stimulates the appetite, aids digestion, fills the blood with iron, builds up in nature's way.

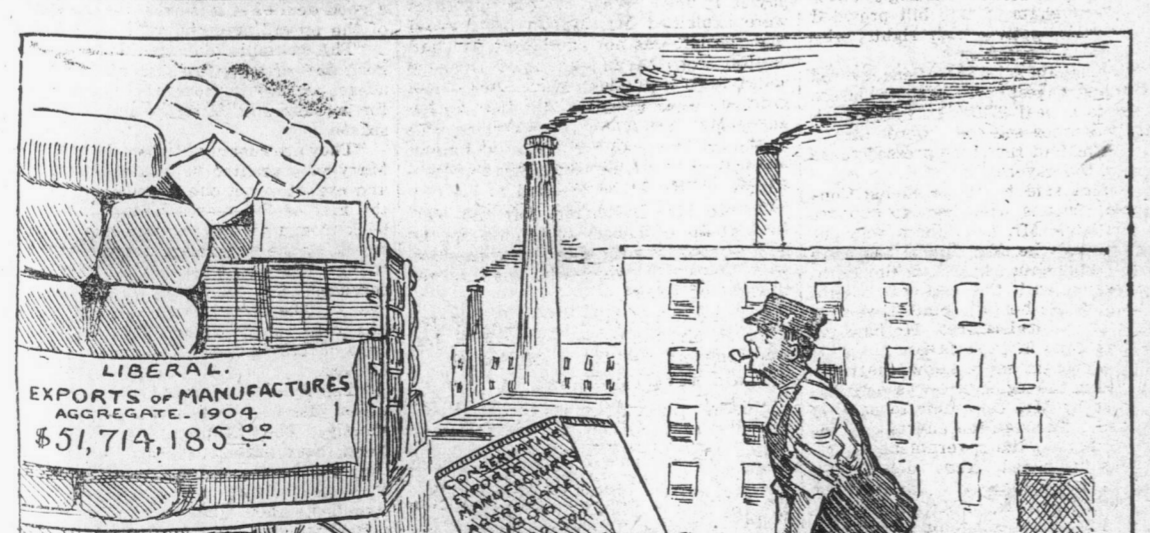
Never known to fail. Whether weak from worry, overwork, thin blood or ill-nourished nerves, Perrozene will quickly make you well. It is safe and harmless, undoubtedly the best tonic and rebuilding medicine made. We recommend you to use Perrozene in its proper health.

Perrozene, known as the great food- tonic, costs 50c. per box, or six boxes for \$2.50, at all dealers, or by mail from N. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U.S.A.

HAVE YOU ECZEMA?—Have you any skin disease or eruptions? Are you subject to chafing or scalding? Dr. Agnew's Ointment prevents and cures any and all of these, and cures itching, bleeding and Blind Piles besides. One application brings relief in ten minutes, and cases cured in three to six nights. 35 cents.—71.

J. H. Brownlee arrived from Atlin Tuesday morning. He reports that the gold output of that country for the past season will be \$600,000.

CONTRASTS IN NATIONAL PROGRESS ILLUSTRATED



LIBERAL MANUFACTURES AGGREGATE 1904 \$51,714,185 00

Advertisement for Blood Poison Weaver's Syrup, listing symptoms like boils, salt rheum, eczema, and scrofula.

CONTRASTS IN NATIONAL PROGRESS ILLUSTRATED

Advertisement for Liberal Butter Exports, comparing 1897-1903 exports (\$28,869,710) with 1890-1896 exports (\$6,140,331).

LIBERAL SPEAKER PROVED HIS CASE

C. H. LUGRIN MET SIR C. HIBBERT TUPPER

A Lively Meeting at Saanichton Last Night—Unfair Tactics of Conservative Candidate.

The meeting at Saanichton on Tuesday in the interests of Capt. Wolley, the Conservative candidate for Nanaimo, was unusually interesting and exciting. This was due to the fact that a spirited debate occurred between Chas. H. Lugin and Sir Wilfrid Laurier, which attracted a large crowd. Had this feature not been on the taps Capt. Wolley would probably have addressed for the most part, empty benches. As it was a goodly proportion of Liberals attended the gathering for the purpose of seeing the doughty knight confronted with the disprof of his manifesto addressed by him to the electors of the province.

It will be recalled that some days ago at a meeting in Cowichan, Capt. Wolley challenged Mr. Lugin to refute those statements of Sir Wilfrid Laurier at a meeting to be held at Saanichton, and Mr. Lugin promptly accepted. Tuesday he proved his case beyond question, and although Sir Wilfrid Laurier gave a skillful exhibition of evasion and rhetorical courtship, he was unable to escape the formidable array of hard, cold facts that were marshalled against him. The matter made him angry and he showed it. It nettled him to be proven so regardless of truth in a manifesto in which he evidently took no consideration for the feelings of the people. He was not only a demagogue but a demagogue of the first water, and a demand for protection of one of this country's greatest industries.

The Liberal government refused to protect the lumbering industry, because cheap American lumber could now flood the Northwest—the place that Hon. Mr. Laurier came from. This gentleman boasted of the flood of immigration to the Northwest, but the speaker declared that the immigrants were mostly Donklobers, Gallians and Swabians from the States. Mr. Laurier wanted to advance his own fortunes through their votes.

Capt. Wolley then made a few nice references to himself. He said he was the only consistent party man in the campaign, which he described as a kaleidoscopic campaign. He became eloquent on the subject of the "Bitter Terms" and wound up this stage of his address by predicting his return at the head of the poll.

He then switched to Ralph Smith who he charged, was false to the interests of labor. The captain, after expatiating on Mr. Smith's alleged failings for a considerable period, announced that he would be merciful and not "tear his opponent to pieces" any longer. This announcement was received with a sigh that was audibly heard by the audience. The audience didn't want the quiet pastoral surroundings marred by the political fragments of the captain's rival.

At this juncture Capt. Wolley, who is the remainder of the campaign of that lively interest which has characterized it thus far.

The captain concluded his very entertaining address by urging the voters to vote for the better party, which of course he declared was the Conservative party. At this juncture Capt. Wolley, who is the remainder of the campaign of that lively interest which has characterized it thus far.

Mr. Lugin explained the circumstances governing his presence at the meeting. He had been invited by Mr. Wolley to appear on the platform at Saanichton and in the presence of Sir Wilfrid Laurier. He had accepted the challenge, but was only allowed twenty minutes in which to do it, and this by a gentleman (Capt. Wolley) who professed himself to be a lover of fair play.

Before starting out on his case, however, Mr. Lugin remarked that the Colonel had grossly misrepresented him every time he had appeared on the platform in this campaign, and he trusted that the morning paper's reporter present would not forget to report that statement. Continuing, Mr. Lugin said: "My statement is, that in his manifesto to the electors of British Columbia, printed in the Victoria Colonist on October 12th, Sir Charles Hibbert Tupper stated that Col. Prior on April 30th, 1901, presented the demands of this province for better terms, and that Sir Wilfrid Laurier gave them in reply to Col. Prior, and that the grievances of which Col. Prior complained have been remedied, and the claims which he made on behalf of the province have been recognized and met."

Now, continued Mr. Lugin, what was the meaning of better terms? It was a reconsideration of the financial relations between the Dominion government and the province, and not appropriations of money from year to year. He then read from Sir Wilfrid Laurier's manifesto:

"On the question of better terms, delegation after delegation has gone to Ottawa without results. Commissions have been appointed to placate and delude the workmen on all sorts of subjects; but no enquiry, departmental or otherwise, has been made into the financial relations of the Dominion government to the province of British Columbia. In 1900 (July 7th) Colonel Prior called attention of parliament to British Columbia grievances, showing the revenue received and the comparatively small amount paid back. He quoted the British Columbia Board of Trade, March, 1900, to the same effect. No attention was paid to his appeal by the Prime Minister."

He urged the electors to vote for the Conservative party, not only for the sake of their own prosperity, their own pockets, but for the sake of their children. Capt. Wolley then turned his rhetoric loose on the national transcontinental railway. Would they have the railway offered by Sir Wilfrid Laurier, nine-tenths of which was to be paid for by the people, which would be operated for the benefit of the States, or Mr. Borden's railway, which would be owned and operated by the people entirely, a road which would benefit the whole of Canada, and which would not be a sop for the voters of the East?

The railway as projected under the Liberal administration would build up an American town instead of a Canadian one. Sir Charles Wilson had said that the road would drain the grain from Canadian lands to fatten the fatter lines of their system. Were they content that a railway should drain Canada's wealth to enrich an alien territory?

The speaker then had asked Mr. Smith to give his estimate of the character of Mr. Borden, and after some fencing he said that the Conservative leader enjoyed the reputation of being a man of absolute integrity, whose word would be accepted without a doubt. Capt. Wolley asked that he returned support such a man, but he wanted it understood that he would be no party slave, and would not give him servile obedience.

There was another plank to this platform, explained the captain. It did not touch the pocket, like the other planks, but it affected the country's honor. This was the maladministration of the affairs of the Yukon. The curse of that northern Canadian country was not Sir Wilfrid Laurier, it was the actual leader of the Liberal party, the man who went into office a pauper, but who was now a bloated millionaire. How could any man legitimately acquire so much wealth on a salary of \$7,000 a year in seven years?

The speaker did not give the name of this extraordinary man—the audience expected it, but the information didn't come.

The Liberal party was notorious for its illiberality; it dared not face the people. It wasn't only a demagogue but a demagogue of the first water, and a demand for protection of one of this country's greatest industries.

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Again, 1901, on April 30th, Colonel Prior went fully into the grievances of British Columbia and concluded as follows: "I think we have about got to the end of our tether in the exercise of patience. If this government will do justice to British Columbia in the manner I have indicated the government will find that they will be creating in that Pacific province a vast market for the products of Eastern Canada, and they will not only have more loyal and hard-working population in all Canada, than they will have in British Columbia."

"Four government supporters from British Columbia sat silent, and Sir Wilfrid Laurier to this appeal said: 'The grievances referred to are not very serious after the usual manner of the Liberal party. The man who went into office a pauper, but who was now a bloated millionaire. How could any man legitimately acquire so much wealth on a salary of \$7,000 a year in seven years?'"

In refutation of that statement Mr. Lugin then read from Hansard Sir Wilfrid Laurier's reply to the satisfaction of all present that instead of receiving any presentation by Col. Prior with a "Bout and a Jeer" the Premier gave him the most courteous consideration. Hibbert Tupper was before the people, a paper alleging that Col. Prior in 1901 presented to parliament a claim for better terms. In emphatic terms the speaker asserted and charged that an assent by Sir Wilfrid Laurier, that from the beginning to the end of Col. Prior's speech, he acted directly or indirectly no allusion was made to the fact that the man who went into office a pauper, but who was now a bloated millionaire. How could any man legitimately acquire so much wealth on a salary of \$7,000 a year in seven years?"

Ob. Prior asked that certain matters be remedied. These were as follows: That the head tax on Mongolians be increased to \$500; that more subsidies be granted to railways in this province; that the halibut banks be surveyed; that the control of the fisheries be surrendered by the Dominion to the province; that a bounty be given on shipbuilding; that an assent office be established. Col. Prior further pointed out that this province contributed to the Dominion exchequer more than the other provinces.

Instead of treating these matters in the manner described by Sir Wilfrid Laurier, Sir Wilfrid Laurier replied as follows: "The Chinese question should have been dealt with by a commission, and as soon as a report was received action would be taken; that the demand of the province for a larger port, and the fact that it was worthy of consideration; that the demand for railway subsidies had his sympathy; that the request for a bounty on shipbuilding was a matter which affected Canada and would require weighty consideration; that the surrender of the control of the fisheries to the province would be a violation of the British North America Act; that no position nobody could dispute. Mr. Lugin quoted Sir Wilfrid's exact words regarding the matter of financial contributions, expressing his indignation with this question when the general readjustment of the relations between the Dominion government and provinces was considered."

Now what had been done? British Columbia's proportion of the Chinese head tax had been increased from twenty-five to seventy-five per cent, and he had it on the meeting that in two years this amount was nearly \$500,000, which had been paid into the provincial treasury.

The head tax had been increased to \$500, and Chinese immigration was practically prohibited. Subsidies had been granted to assist British Columbia railways, namely, the Island railway, the projected line from Spence's Bridge to Nicola, the Midway & Vernon, the Kootenay Central, the Lardeau railway, and as soon as it was definitely determined which company was to build the Coast Kootenay line, this also would be assisted. The Ashcroft, Cariboo and Kildama lines had not been established. It was true, it was true, but the government had provided for the National Transcontinental railroad, which would open up the same country that these would pass through.

More and larger hatcheries had been provided for in the 1904 estimates; while fish trap licenses had already been granted, and traps were already established. A bounty on lead was asked for, and was granted. An assent office was in operation in Vancouver, while for a couple of years an appropriation was made to provide for the assay of gold in the government assay office. With the exception of the bonus on shipbuilding, the restriction of Japanese immigration and the survey of the halibut banks, there was not a thing that Col. Prior asked for that was not granted. All the foregoing was a matter of record; any one who was liberty to look it up in Hansard for himself.

Mr. Lugin said that when he stated that Col. Prior did not present the case for better terms for British Columbia in 1901, he stated what was true; that when he asserted that Sir Wilfrid Laurier did not receive the matters brought to his attention with a "Bout and a Jeer," he stated what was true; that when he stated that with few exceptions Sir Wilfrid Laurier granted all that was sought under Mr. Borden's administration, the "Railway" construction would be commenced simultaneously at both ends, and had the paper company in the hollow of their hand, Sir Wilfrid Laurier would have been in the manner in which Mr. Blair, the great railway expert, was ignored in the negotiations, and alluded to the way in which the project was placed before the Grand Trunk directors, very much along the lines of his speech in the A. O. U. W. hall. He then went at length into the arguments of his party, all of which are contained in the speech delivered by him at the meeting.

He devoted some attention to the assurance given by Mr. Hays to Senator Templeton regarding the starting of construction whatever, for he knew no more about the plan of the Grand Trunk than the smallest of the small boys in the audience. Charles M. Hays had explained how essential it was to have the work begun at both ends, and Mr. Wolley's statement just quoted was such as to prove that he either wasn't competent to criticize the contract or he spoke what he knew to be untrue. How Sir Wilfrid Laurier could state that the Atlantic terminus of the Grand Trunk Pacific would be at Portland, Maine, the speaker was at a loss to understand unless it was owing to the pressure of professional duties that he was prevented from familiarizing himself with the matter and the geography of the country. Mr. Borden, in a speech at Dunsmuir, on October 7th, had stated that he would permit the Grand Trunk to operate its train on the road he proposed to build if elected. Where, the speaker asked, was the terminus of the Grand Trunk? Why, at Portland, Maine, said Mr. Laurier. He then referred to the statement of Sir Wilfrid Laurier that the road proposed by the Conservatives would have both its termini on Canadian soil.

At this juncture the chairman intimated to Mr. Lugin that his time had expired, but in response to cries of "go on, go on," from the crowd, he continued. He outlined the first scheme originated by the Grand Trunk railway, which was refused by the Laurier government for several reasons Mr. Lugin enumerated, among which was the request for a land grant to which the Liberal government was strongly opposed. Sir Wilfrid Laurier had added furthermore that the government would not under any circumstances assist in the construction of a transcontinental line which would have its Atlantic terminus in the United States. The result was the present project, which was the subject of the Intercolonial to St. John and Halifax to the Pacific Coast, British Columbia, every mile of the line being upon Canadian territory, and both its termini being in the Dominion.

Mr. Lugin also read the clause in the contract requiring that freight unless otherwise routed had to be carried over an all-Canadian route to a Canadian port.

At this stage the speaker was subjected to a number of interruptions from the embarrassed Tories in the audience, including the faithful contingent from Victoria since 1894. Her husband, D. Stephen, arrived here two years previous to that date. During her many years' residence in this city Mrs. Stephen has won the esteem and respect of all with whom she has come in contact.

Arrangements have not yet been made for the funeral. Tuesday the death occurred of Mrs. Stephen, wife of David Stephen, well-known local marine engineer, and at the family residence, 152 Michigan street. The news of her death will be received with regret by a wide circle of acquaintances. She had been ailing for some weeks. Deceased was 61 years of age and a native of Dundee, Scotland. Her husband was 73 years of age, and was a member of the Presbyterian church, and had four daughters—Frederick J. Stephen, of Seattle; Edwin R. Stephen, of Spokane; Wm. A. Stephen, of Victoria; and Miss Helen, of Seattle. Mrs. J. W. Spring, Miss Jean Stephen and Miss Mae Stephen.

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BUSINESS MEN SUPPORT LIBERAL

CONSERVATIVES WORK FOR ALEX. GIBSON

Sir Wilfrid Laurier Challenges His Opponents to Make Public Their Threatened Revelations.

Frederick, N.B., Oct. 25.—Among the Conservatives active in the campaign in the candidature of Alex. Gibson, J. Liberal standard-bearer in York, James S. Neill, a leading hardware merchant of this city, Mayor John Palmer, owner of two big tanneries and the biggest employer of labor in the city; John Kiburn, president of a boot and shoe factory and a leading lumberman, and A. J. Dorman, Scott and his brother W. J. Scott, of the Scott Lumber Co., employing 500 men. All these gentlemen have signed Mr. Gibson's nomination papers and are taking a hand in his campaign.

Montreal, Oct. 26.—Sir Wilfrid Laurier was given an immense demonstration here last night, speaking to big audiences at Monument Nationale and St. Homer Park. Concluding he said: "I have heard since coming to Montreal that a bomb is threatened to be thrown into the Liberal camp, and that revelations of a scandalous nature will be made. Well, I am not a lover of insinuation, but I will within 15 miles of Victoria. "Bacic," P. O. Box 417, Victoria.

SEAFARERS AND THE G. T. P. Men Engaged in Maritime Pursuits a Unit, in Favor of the Scheme.

Desiring to ascertain to what extent the policy of the government in reference to the construction of the proposed Grand Trunk Pacific railway was endorsed by the maritime profession on this coast, a representative from this paper contacted upon J. J. Martin, secretary-treasurer of the Merchant Service Guild, for the purpose of eliciting from him such information as he might be able or willing to impart as to the attitude of the profession upon the subject.

Mr. Martin said that since the question was a pivotal one in the present political campaign and since the discussion of party politics was tabooed in the councils of the guild, he was not free to express an opinion officially upon the subject. In his personal capacity, however, and viewing the question solely as a matter of public policy, in which the maritime profession was directly interested, he thought that no "intelligent" man who made his living either as a navigator, marine engineer, seaman, fireman or longshoreman, would be so blind to his own interests as to cast his ballot in such manner as to jeopardize the consummation of an object so manifestly beneficial to himself.

The extension of the Grand Trunk Pacific to this coast, he said, would undoubtedly require the addition of several steamers to the coasting trade. These vessels would require properly qualified masters and officers having a knowledge of the coast, and, as well, experienced crews, while the fact that construction was to commence from this end would make the benefit felt directly and work was entered upon. There was, in his opinion, no branch of industry that the commencement of the building of this road would affect more directly and advantageously than those engaged in maritime pursuits. He believed these facts were pretty well understood among the fraternity, hence the railroad policy of the administration would be likely to receive a hearty support from the seafarer in the coming election.