





SPRING COSTUMES. THE BILL PROVIDES FOR PROVINCIAL PARKS AND APPOINTMENT OF PARK BOARD. OPPOSE SUPERANNUATION.

Black Watch. The Chewing Tobacco of Quality. JOHN JARDINE TAKES EXCEPTION TO IMPORTANT PORTION OF THE CIVIL SERVICE BILL.

BEAUTIFUL DRESSES. THE DEBATE UPON THE CIVIL SERVICE BILL WAS RESUMED BY JOHN JARDINE.

MARKETS. Prices of various commodities including flour, sugar, and other goods.

NEW MEASURES ARE INTRODUCED. The Bill Provides for Provincial Parks and Appointment of Park Board.

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OR SECURITIES APPROVED BY SAID MINISTER, AS SECURITY THAT THE COMPANY WILL EXPEND NOT LESS THAN TEN THOUSAND DOLLARS IN SURVEYS OR CONSTRUCTION OF THE RAILWAY HEREBY AUTHORIZED TO BE BUILT BEFORE THE FIRST DAY OF DECEMBER, A.D. 1908, AND IN DEFAULT OF SUCH EXPENDITURE THE AFORESAID DEPOSIT OF MONEY OR SECURITIES SHALL BE FORFEITED TO AND BECOME THE PROPERTY OF THE GOVERNMENT; AND SHOULD SUCH SECURITIES BE DEPOSITED AS AFORESAID, OR SHOULD SUCH EXPENDITURE NOT BE MADE WITHIN SUCH TIME, ALL THE RIGHTS AND PRIVILEGES CONFERRED BY THIS ACT SHALL BE NULL AND VOID.

THIS CLAUSE HE EXPLAINED, WAS TAKEN FROM THE RAILWAY ACT, AND THE REASON WHY HE PROPOSED TO MAKE THIS CHANGE WAS BECAUSE HE WANTED TO SHOW THAT THE PROMOTERS OF THIS ENTERPRISE WERE QUITE WILLING THE OTHER DAY TO PUT UP BONDS FOR \$25,000, AS A GUARANTEE OF THEIR GOOD FAITH AND THEIR DETERMINATION TO PROCEED AT THE EARLIEST MOMENT WITH THE UNDERTAKING, A CONSIDERABLE CHANGE IN THE CONDITION OF AFFAIRS HAD SINCE OCCURRED. AS A MATTER OF FACT, THAT CONDITION HAD BEEN ENTIRELY REVERSED SINCE THE TIME IMPOSED BY AS A COMPROMISE WHICH MEANT A VERY CONSIDERABLE CURTAILMENT IN THEIR PLANS HAD BEEN ARRANGED, IT BECAME NO LONGER NECESSARY TO INSIST UPON SO LARGE A BOND, AND IN FACT THERE WAS A REASON WHY THE ORDINARY AND APPLICABLE CLAUSES OF THE RAILWAY ACT SHOULD NOT BE INCORPORATED IN THIS BILL. MR. WILLIAMS SAID HE INTENDED TO VOTE AGAINST THE WHOLE PROPOSITION.

WORKING FOR CONSTITUENCY. MR. ROSS—I DO NOT THINK THAT THE MANY SUGGESTIONS WHICH HAVE BEEN OFFERED BY HON. GENTLEMEN WOULD BE PROPOSED WITH ANY SPECIFIC OBJECT IN VIEW, ONE WAY OR THE OTHER (HEAR HEAR). THE REAL AIMS OF THESE HON. GENTLEMEN IS TO PLACE ME, IF THEY CAN, IN A POSITION TO MANAGE TO EFFECT THEIR PURPOSES IN AN AWKWARD POSITION AS REGARDS MY RELATIONS WITH MY CONSTITUENTS. (HEAR HEAR). I MAY SAY THAT I HAVE NO PERSONAL INTEREST WHATSOEVER IN THIS TRANSACTION. (HEAR HEAR). AND THAT AS FAR AS MY PURELY PERSONAL INTERESTS ARE CONCERNED, I DO NOT CARE WHETHER A CHARTER BE GRANTED TO THIS RAILWAY COMPANY OR NOT, I AM AND HAVE BEEN ONLY WORKING FOR THE BEST OF MY ABILITY IN THE INTERESTS OF MY CONSTITUENTS, AND MAKING EVERY ENDEAVOR TO SECURE THE CONSTRUCTION OF A LINE OF RAILWAY WHICH WILL LOCALLY BE A WORK OF VERY CONSIDERABLE UTILITY AND IMPORTANCE. (HEAR HEAR).

AND THERE IS NO REASON IN THE WORLD WHICH CAN BE SUCCESSFULLY ADVANCED WHY THE MEMBERS OF THE COMMITTEE SHOULD ADOPT THE WORTHLESS FUNDRAISING GROUND FOR DEMANDING THAT MORE FAVORABLE CONDITIONS SHOULD BE ATTACHED TO THIS PROPOSED CHARTER HAVE NOW ALTOGETHER PASSED AS A MATTER OF FACT, IT HAS NOW, AS A MATTER OF FACT, BECOME A QUESTION OF COMPLYING WITH THE ORDINARY CONDITIONS WHICH FIT ALL GENTLEMEN OPPOSITE MIGHT AS WELL BE GOING TO SUCCEED IN A POSSIBLE EFFORT TO MAKE ME LOSE MY TEMPER I CAN ASSURE THEM THAT IN THIS THEY WILL FIND THEMSELVES TO BE MOST EGREGIOUSLY MISTAKEN. (HEAR HEAR). MR. WILLIAMS SAID THAT THEY WERE NOT TO BE DETERRED FROM THEIR OPPOSITION. HE SAID HE HAD BEATEN US TWICE IN FERNIE, AND I CAN DO IT AGAIN. (CHEERS).

MR. WILLIAMS OBJECTED TO THE CHANGE IN THE CONDITIONS. MR. ROSS—THESE CONDITIONS WERE WHOLLY IMPOSED BY THE MEMBERS OF THE RAILWAY COMMITTEE THEMSELVES, AND AS SUGGESTED IN ANY WAY BY THE PROMOTERS OF THE BILL, BUT IN ALL OTHER CASES OF A LIKE DESCRIPTION, BECAUSE IT COULD WITH JUSTICE BE THEN SAID THAT IN SUCH CIRCUMSTANCES, OR CIRCUMSTANCES OF AN ANALOGOUS NATURE, ANY CHARTER OR ANY UNDERTAKING WHICH WAS AUTHORIZED BY THE LEGISLATURE IN SUCH CIRCUMSTANCES, OR CIRCUMSTANCES NOT AS ANY TIME SAFE, AND ALL APPLICANTS FOR FUNDS IN THE MONEY MARKETS OF THE WORLD WOULD, IF QUESTIONED UPON THE MATTER, BE OBLIGED TO ADMIT THAT THEY WERE TRUTHFUL, AS I SUBMIT SUCH PEOPLE OUGHT AT ALL TIMES TO BE, THAT POSSIBLY AT THIS VERY MOMENT THE LEGISLATURE IS BEING ENGAGED IN THE WORK OF AUTHORIZING SOME OTHER COMPANY TO BUILD A LINE OVER THE VERY SAME TERRITORY. ALL OF WHICH WOULD BE IN THE INTERESTS OF THIS PROVINCE, AND THE BILL WOULD BE AMENDED.

ON THE RESUMPTION OF THE DEBATE ON THE BILL WITH RESPECT TO THE PUBLIC SERVICE OF THE PROVINCE OF BRITISH COLUMBIA AND MAKE PROVISION FOR SUPERANNUATION AND RETIREMENT BENEFITS PERSONS EMPLOYED IN SUCH PUBLIC SERVICE. JOHN JARDINE (ESQUIMAULT) SAID THAT THE PROPOSITIONS WHICH WERE PLACED IN THIS MEASURE WITH RESPECT TO EXERCISING A SORT OF PARENTAL CONTROL OVER THE MEMBERS OF THE CIVIL SERVICE WERE IN MANY RESPECTS VERY UNDESIRABLE AS WELL AS UNDESIRABLE WHILE THE PROPOSAL TO TAKE THE SUM OF \$200,000 OUT OF THE CONSOLIDATED FUND IN ORDER TO ASSIST IN THE UNDERTAKING WOULD BE A VERY DANGEROUS PRECEDENT, ALTHOUGH HE WAS IN COMPLETE ACCORD WITH THE PRINCIPLE OF SUPERANNUATION TAKEN IN ITSELF.

"WHEREAS THE MONIES REQUIRED TO PAY THE SUPERANNUATION ALLOWANCE PROPOSED TO BE PAID TO CIVIL SERVANTS MUST OF NECESSITY BE TAKEN BY WAY OF TAX FROM THE WEALTH PRODUCING CLASSES, WHOSE SHARE SHALL, AS FAR AS THE APPLICATION THEREOF OF ANY STATUTE OF LIMITATIONS IS CONCERNED, BE IN THE SAME POSITION AS REAL PROPERTY VESTED IN THE CROWN FOR THE PUBLIC USES OF THE PROVINCE.

"THEREFORE BE IT RESOLVED THAT BILL NO. 20 SHALL BE WITHDRAWN AND THE BILL INTRODUCED WITH THAT PORTION RESPECTING SUPERANNUATION EXPUNGED. ON THE SUGGESTION OF MR. WILLIAMS (NEWCASTLE), WHO POINTED OUT THAT MEMBERS WOULD BE IN A BETTER POSITION TO VOTE ON THE MATTER IF IT WERE PLACED ON THE ORDER PAPER, THE DEBATE WAS FURTHER ADJOURNED.

UNUSUAL SCENE IN THE FULL COURT. A QUESTION AS TO THE CONSTITUTION OF THE COURT OF APPEAL. (FROM THURSDAY'S DAILY). AN UNPRECEDENTED SCENE YESTERDAY IN THE FULL COURTROOM SHOWED THAT HEAR THE APPEAL IN THE CASE OF THE HONORABLE MR. JUSTICE MORRISON, HAD BEEN FREELY CIRCULATED THAT MR. JUSTICE MARTIN BELIEVED IT WAS HIS DUTY TO SIT ON THE APPEAL IN QUESTION, AND THAT HE HAD ASSIGNED TO HIMSELF THE NUMBER DESCRIBED BY THE RULES OF THE HEARING OF APPEALS. THE COUNSEL IN THE CASE AT BAR WERE SIR HILBERT TUPPER, MR. JUSTICE MORRISON, MR. JUSTICE CLYDE, MR. JUSTICE IRVING, MR. JUSTICE MORRISON, MR. JUSTICE CLEMENT, AND AN EXCITED WHISPER RAN ROUND THE ROOM WHEN IT WAS SEEN THAT THERE WERE FOUR JUDGES PRESENT INSTEAD OF THREE, THE NUMBER PRESCRIBED BY THE RULES OF THE HEARING OF APPEALS. THE COUNSEL IN THE CASE AT BAR WERE SIR HILBERT TUPPER, MR. JUSTICE MORRISON, MR. JUSTICE CLYDE, MR. JUSTICE IRVING, MR. JUSTICE MORRISON, MR. JUSTICE CLEMENT, AND AN EXCITED WHISPER RAN ROUND THE ROOM WHEN IT WAS SEEN THAT THERE WERE FOUR JUDGES PRESENT INSTEAD OF THREE, THE NUMBER PRESCRIBED BY THE RULES OF THE HEARING OF APPEALS.

DEPATE PRECIPITATED. SHORTLY AFTER THE CASE WAS CALLED MR. JUSTICE IRVING ANNOUNCED TO THE REGISTRAR THAT THE FOLLOWING JUDGES CONSTITUTED THE COURT: MESSRS. JUSTICES MORRISON, CLEMENT AND HIMSELF. TO WHICH MR. JUSTICE MORRISON IMMEDIATELY TOOK OBJECTION, SAYING THAT THE COURT WAS NOT AND COULD NOT BE SO CONSTITUTED. THE JUDGES AS ORIGINALLY ASSIGNED TO HEAR THE CASE WERE MR. JUSTICE MORRISON, MR. JUSTICE IRVING, MR. JUSTICE CLYDE, MR. JUSTICE MORRISON, MR. JUSTICE CLEMENT, AND AN EXCITED WHISPER RAN ROUND THE ROOM WHEN IT WAS SEEN THAT THERE WERE FOUR JUDGES PRESENT INSTEAD OF THREE, THE NUMBER PRESCRIBED BY THE RULES OF THE HEARING OF APPEALS.

MR. WILLIAMS INTRODUCED A BILL TO REGULATE THE PROCURING OR EMPLOYMENT OF WORKMEN, AND IT WAS READ THE FIRST TIME. THE HON. MR. BOWSER WILL TOMORROW INTRODUCE A BILL ENTITLED AN ACT RESPECTING DENTISTRY. THE FOLLOWING QUESTIONS WILL BE ASKED AT THE MEETING OF THE HOUSE TO-MORROW: IS IT THE INTENTION OF THE GOVERNMENT TO CALL FOR TENDERS FOR THE COAL SUPPLIED TO THE VARIOUS GOVERNMENT DEPARTMENTS BY THE VARIOUS CONTRACTORS? BY MR. HAYWARD, COWICHAN. 1. What amount of taxes were paid by the chartered banks operating in the province for the year 1907? 2. How much of the amount has been assessed each chartered bank operating in the province for 1908? 3. How many branches have been opened in the province? BY MR. THOMSON, VICTORIA CITY. Have any seizures been made of timber logs or piles in the electoral district of Esquimalt under the provisions of the Land act? 2. If so, on what date was the seizure made? 4. What has happened to the amount of timber so seized? 5. What were the reasons for the seizures in each case? 6. What has happened to the amount of timber so seized? 7. Are there any cases remaining unsettled? BY MR. OLIVER, DELTA.

THE FOLLOWING FIVE NEW CLAUSES APPEAR IN THE ACT AS DISTRIBUTED YESTERDAY TO ESTABLISH AND INCORPORATE A UNIVERSITY FOR THE PROVINCE OF BRITISH COLUMBIA: ALL REAL PROPERTY WHICH IS NOW, OR WHICH HEREAFTER SHALL BE, VESTED IN THE UNIVERSITY SHALL, AS FAR AS THE APPLICATION THEREOF OF ANY STATUTE OF LIMITATIONS IS CONCERNED, BE IN THE SAME POSITION AS REAL PROPERTY VESTED IN THE CROWN FOR THE PUBLIC USES OF THE PROVINCE. NO APPOINTEE (OTHER THAN THE PRESIDENT) OF THE BOARD OF GOVERNORS OF THE UNIVERSITY, UNDER THE POWERS CONFERRED BY SECTION 39, SUBSECTION (F), SHALL BE ELIGIBLE TO BE A MEMBER OF THE BOARD. NO EMPLOYEE IN THE SERVICE OF THE EDUCATION DEPARTMENT, NOR ANY PRINCIPAL OR TEACHER IN ANY HIGH SCHOOL, SHALL BE ELIGIBLE TO BE A MEMBER OF THE BOARD. NO MEMBER OF THE EXECUTIVE COUNCIL, DURING HIS TERM OF OFFICE, SHALL BE APPOINTED OR BECOME A MEMBER OF THE BOARD. IF ANY MEMBER OF THE BOARD ACCEPTS ANY OF THE POSITIONS OR OFFICES SET OUT IN SECTIONS 34, 35 AND 36, HE SHALL IP SO FACT VACATE HIS APPOINTMENT AS A MEMBER OF THE BOARD AND A DECLARATION OF SUCH VACANCY ENTERED ON THE MINUTES OF THE BOARD SHALL BE CONCLUSIVE EVIDENCE THEREOF. THE BILL WHICH NOW CONSISTS OF 104 IN LIEU OF 99 CLAUSES, IS IN THE REPORT STAGE.

MANIFESTING ITS VIRTUES. In Millions of Teapots Daily.

MARMALADE. GENUINE SEVILLE ORANGE. Have You Tried It? LEAD PACKETS ONLY. BLUE LABEL 40c. RED LABEL 50c. AND GOLD LABEL 60c. PER LB. AT ALL GROCERS.

WHITE'S FRUIT TABLE JELLIES. Special, 3 packages. W. O. Wallace, THE FAMILY CASH GROCERY, Cor. Yates and Douglas St. Phone 312.

also the written notice given him by letter of January 22 that the other four judges would hold the present special sittings commencing February 11, and that he was assigned to hold the sittings on said date and the Rossland sittings on the 25th February, this is formally to notify you that Mr. Justice Irving, Mr. Justice Morrison, Mr. Justice Clement, and the court which will hear the appeal is composed of Mr. Justice Irving, Mr. Justice Morrison and Mr. Justice Clement. "You will hand a copy of this memorandum to each of the other judges, including Mr. Justice Martin, the honorable the attorney-general and the counsel engaged in the appeal for their information." HUNTER, C. J.

Could Only Recognize Three. "The result is," resumed Sir Hilbert, "that there is no other course open to us than to recognize only the three judges mentioned, and we must press for a formal ruling of the court that those three judges are the judges properly assigned and that they constitute the court of appeal in this case." Mr. Justice Irving—in my opinion the court properly constituted to hear this appeal consists of myself, Mr. Justice Morrison and Mr. Justice Clement. The original assignment to which my brother Martin refers contains the words, "Subject to change." Since then he has received other instructions from the Chief Justice and is not now assigned to sit on this case.

Mr. Justice Morrison—It seems to me that either the court is properly constituted or it is not, and that our ruling will not affect the matter. Sir Hilbert again pressed for a ruling, and Mr. Justice Irving said he would give his decision when he had heard the question of assignment with which counsel were concerned, but one of the proper constitution of the court. Mr. Justice Irving declared that he had hoped that the provincial government would have taken the matter up and have had it settled either before the Supreme Court or before the provincial council. He had asked them to do so, but they had refused. He wanted the matter settled before an impartial tribunal, but he had received other instructions from the Chief Justice and is not now assigned to sit on this case.

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Advertisement for 'PURE' iron beds, featuring an illustration of a bed and text describing its quality and price.

FIRST TEST OF THE NATAL ACT

Arrest of Passenger of Tosa Maru Which Arrived Yesterday From Japan

DOMINION TAKES ACTION

Federal Government Will Institute Habeas Corpus Proceedings

(From Thursday's Daily)

The arrival of the steamer Tosa maru, of the N. Y. K. line, Capt. Nagao, from Yokohama, yesterday, with 135 Japanese steerage passengers on board, 34 of whom were for this port, resulted in the new British Columbia Immigration act being brought into force for the first time, and one of the number, Chojiro Takahashi, chosen by the newcomers from among themselves, was selected to be brought into court to test the constitutionality of the new act.

Col. F. B. Gregory, for the Dominion government, will make an application in the local courts this morning for a writ of habeas corpus, this action being taken to have a ruling given as to the constitutionality of the Immigration act passed recently by the Dominion government.

(From Thursday's Daily)

The building inspector is calling for tenders for the construction of a store and dwelling on lot 352, Humboldt street, which buildings abut on the street line, and in order that the sidewalk may be laid back several feet.

Permits for Dwellings.

Yesterday building permits were issued by the building inspector to J. Hetherington for a dwelling to be erected on Hilda street, to cost \$1,800; to Henry E. G. Jones for a dwelling to be erected on St. Lawrence street, to cost \$1,200 and to E. Simpson for a dwelling on Cedar Road, costing \$700.

Wait Upon Government.

W. I. Patterson, J. M. McMillan, E. P. Bremner and Mr. Dunleavy, representing the timber associations of the mainland, waited upon the provincial government yesterday with regard to the recommendation made by the large delegation of timber men for a fortnight ago. The provincial government has the matter still under consideration.

Lacerated by Saw.

James Strachan, employed at T. M. Bunch's carriage works, suffered a laceration in his left hand this morning when his hand became entangled with a circular saw and three fingers were badly lacerated. It is not known whether he will lose the fingers or not.

Extends Its Property.

The Victoria Transfer Company has just completed the purchase of the two premises and lots lying between the present premises and St. Andrew's church. The property was owned by the Methodist Mission, and on 11 lots are located two brick buildings, which will be retained at once, and the present building which is now under construction

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Electric and Telephone Companies Think City is Obtaining Too Great Powers

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Popular Ex-Champion Fighter Takes As Bride Dramatic Critic of Magazine

Dubuque, Iowa, Feb. 19.—The many admirers of John L. Sullivan, ex-champion prize fighter of the world, will be impressed in the announcement of his marriage, which has taken place in this city and which occasioned no end of comment among those who were made acquainted with the secret.

RETAILERS REBEL

Royal City Grocers Object to Vancouver Wholesale Filing Retail Orders

New Westminster, Feb. 19.—Wholesale and retail grocers of this city and Vancouver, who object to the filing of orders by the wholesalers, are in a state of rebellion.

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Engineer Le Baron Lays Result of Examination Before New Westminster Council

New Westminster, Feb. 19.—Engineering Francis Le Baron, who has made important reports on the system of the Fraser river, completed his report on the city's waterworks system today, and presented to a special meeting of the city council this afternoon.

ORANGEMEN MEET

Provincial Grand Lodge and Grand Black Chapter Hold Sessions at Armstrong

Armstrong, Feb. 19.—The Orange lodge from Vancouver arrived here at 9:30 o'clock Monday night, and held a meeting at the Provincial Grand Black chapter immediately assembled and proceeded with the appointment of committees at the reception of the reports of the grand master, grand registrar and grand treasurer.

WEDDING

New Westminster, Feb. 19.—The wedding of Daniel C. Cameron of this city and Miss Caroline Doig of the Ladner occurred at the residence of Mr. and Mrs. W. E. Fales, Victoria street, last night, the ceremony being performed by Rev. J. S. Henderson.

MILK DEALER FINED

Vancouver, Feb. 19.—For having in his possession milk which was below the standard set by the regulations governing the sale of milk, John Chong, proprietor of the B. C. cafe, on Westminster avenue, was fined \$30 and costs by Magistrate Williams in the Police court yesterday morning.

JUMPED FROM SECOND STORY

Vancouver, Feb. 19.—Imagining that he was being followed by his supposed enemies and in order to escape them, John Campbell, a man who was the worse for liquor, rushed out on the fire escape of the Fulton rooming house on Hastings street east this morning at 2:30 o'clock and jumped from the second story to the street. He was removed to the general hospital. His injuries are serious.

JAKE KILRAIN IN DEBT

New York, Feb. 19.—Jake Kilrain, the pugilist, who on July 8, 1899, fought 72 rounds with John L. Sullivan, on the turf at Richburg, Miss., today filed a petition in bankruptcy in the United States circuit court, praying relief from creditors. The schedules declare Kilrain has debts of \$1,203 and assets of \$67.

MR. MORIKAWA'S NEW OFFICE

Vancouver, Feb. 18.—It is understood that K. Morikawa, who has filled the position of Japanese consul in this city for five and a half years, and who was succeeded last week by S. Yada, late of the Japanese legation in Mexico, will shortly be appointed Japanese consul at Chicago. Mr. Morikawa said farewell to Vancouver yesterday. He left on the Princess Victoria for Victoria, whence he sails to Seattle, and from there to Chicago.

STATISTICS AS TO CONSUMPTION OF LIQUOR IN THE WEST HAN WORKING AREAS

Statistics as to the consumption of liquor in the West Han working areas are as follows: During 1907 238 1/2 id. was spent, as against 214 1/2 in 1906, 240 1/2 in 1905, and 21,031 1/2 in 1904.

NOTICE TO FARMERS

On or about the first of March, 1908 the Victoria Creamery Association will be in their new premises on John street, Victoria, and will be in a position to handle more cream than formerly. If you have cream to sell come in and have a talk with our manager who will be pleased to give you all information.

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bruary 21, 1908.

RUSSIAN INSURANCE BILL

ld Offers Objec- tions to Board of 's Views

8—J. K. Macdonald, life officer, assistant manager of the Com- mercial Union, has been the subject of a discussion of the government bill, which is the falling of business in the state more largely due to the New York state cost of new busi- ness exposures made by a committee of in- surance after these ex- posures of life insurance (state dropped from \$587,700,000. But in the shock of the in- surance, the insur- ance only \$455,700,000, and could find no ex- ception outside of the Armstrong bill, insisted that the an- nual profits to insurance could be a very diffi- cult thing to do. In reply to Mr. Macdonald, the bill could be done by the company with great diffi- culty. Macdonald said no under existing anything to gain from policies. Companies use a single policy cost money to get his place. F. P. Glengarry, policy holders were companies, but Mr. Macdonald said the consideration of interests. The banking and insurance companies resumed consideration of government insurance. Macpherson, M. P., presented a resolution to amend the resolution of the insurers' association, which provided for the first companies insurance. Mr. Macdonald read a number of the Pacific province also forbidding the insurance to be extended so as well as life busi- ness.

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CAMOSUN STARTS A FAST SERVICE

Union Company's Steamer Leaves Each Wednesday For Prince Rupert

SMALL VESSELS CONNECT

When Cariboo Arrives From Clyde Two Trips Will Be Made Weekly

(From Wednesday's Daily)

The steamer Camosun, of the Union Steamship company, which left the outer dock last night, after being repaired and overhauled at the Victoria Machinery depot, commenced a new express service to Prince Rupert, which will allow of a five-day round trip to points beyond the Clyde. The Camosun will leave the outer dock at Victoria every Wednesday at 8 p. m. and Vancouver each Thursday morning for the points beyond the Clyde. The steamer Capilano and Coquitlam will connect each Sunday, alternating to carry passengers and freight book- ings, including mail, including Naas, divers inlet and other points. This express service established by the Union Steamship company will arrive at the outer dock at Victoria, where she was built by the Alisa ship- yards, be improved, and the Camosun and Cariboo will alternate in a twice- weekly service, the Cariboo leaving here on Wednesday night, the other on Saturday night. The larger steamers, the Camosun and Cariboo, call only at Alert Bay, Swanson bay, Hartley bay, Claxton, Port Essington and Port Simpson en route to Prince Rupert. The Capilano and Coquitlam will leave Van- couver each Saturday morning, and will reach Prince Rupert on Sunday in time to meet the Camosun or Cariboo to carry the passengers and freight for points beyond. Ontario's Ore Royalties

Toronto, Feb. 18.—The income from ore royalties last year was \$60,901.32. Conference With Mr. Bryce Ottawa, Feb. 18.—The premier held a conference today with Right Hon. Jas. Bryce and the governor-general, when the British ambassador at Washington presented the proposals of the United States government for the adjustment of matters in dispute with Great Britain, in so far as Canada is concerned.

Prominent Montrealer Dead. Montreal, Feb. 18.—Henry R. Gray, for many years one of the leading retail druggists of this city, formerly a member of the city council, and the man to whom Montreal was principally indebted for its success in fighting the small-pox epidemic of 1855, died at his home here today.

York Loan Company. Toronto, Feb. 18.—In the case of the York Loan and Savings company, the official receiver, George Kappale, gave judgment today in connection with four classes of shareholders, disallowing about \$500,000 of claims totalling \$635,000, the former amount being paid for the benefit of the general body of shareholders.

Manitoba Farmers. Winnipeg, Feb. 18.—The annual convention of the Manitoba provincial agricultural societies opened this morning at the agricultural college. Some two hundred delegates were present and others are expected in to- night.

Supreme Court Judgments Ottawa, Feb. 18.—The supreme court this morning for its winter term when judgments were delivered as follows: Tanay vs. the Canadian Pacific company, appeal dismissed with costs; Grouard and Idington, J. vs. dissenting, Union Investment com- pany vs. Wells, appeal allowed with costs; Idington and Macleannan, J. vs. dissenting, MacIlreith vs. Hart, appeal dismissed with costs. Montreal Park and Island Railway company vs. Labrosse, appeal quashed with costs.

ICE TRUST INQUIRY Affairs of Mr. Morse's Big Combine Will Require Time for In- vestigation

New York, Feb. 18.—It will probably be at least two weeks before the in- vestigation of the American Ice com- pany, which Attorney-General Jackson will make by direct order of Governor Hughes, is taken up by the grand jury. This announcement was made by James Osborne, who has been ap- pointed a special deputy to conduct the investigation. Mr. Osborne said that he spent an hour with the jury to- day before he made his announcement. He said he has obtained considerable evidence from the district attor- ney, but that it will be necessary to gather much more before he will be satisfied to present the case to the jury. This will necessitate visits to Maine and New Jersey for the proofs he desires of the formation of the different companies of which the American Ice company is composed.

Alberta Railway Projects. Calgary, Feb. 18.—An important meeting of the board of trade was held today, when the question of in- vesting in the proposed road from the C. & E. from Macleod to the Crow's Nest, was discussed. Mr. Cowley, on the Crow's Nest, to Calgary, the latter being built with the object of opening the large coal fields at Livingstone. It was proposed that the latter be commenced at Calgary and Cowley at the same time, within two years, and that the road should be completed in five years. The promoters are Eastern men, principally from Port Arthur.

Point Works Destroyed. Cambden, N.J., Feb. 17.—Following a series of explosions, in which several workmen were injured, fire today badly damaged the varnish and paint plant of the Livingstone, Canada, company. Eight dwellings adjoining the plant were almost entirely destroyed. Several fire- men were slightly injured by exploding benzine. The loss is \$600,000.

China Fears Japanese Imitation of Russia's Municipal Estab- lishment

Pekin, Feb. 18.—In view of the protest lodged by China against the es- tablishment of a municipal adminis- tration by Russia at Harbin, the Rus- sian minister to China, M. Pokotiloff, has communicated to the representa- tives of the powers here an explana- tion of the Russian position. He says the Russian terms in this matter are justified by the convention with China giving Russia the right to administer her lands in Manchuria.

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KILLED THREE MEN

Explosion of Powder in a New Jersey Factory—Express Train Riddled

Wharton, N. J., Feb. 18.—An ex- plosion in the mixing department of the Express Powder company in this village today killed three men and injured many others. The explosion occurred in the stores and main- tenance in Dover, three miles distant. The killed are Joseph Hough, one of the officials of the company; David James Kevern, workman. The small building in which they were at work was demolished and the men were blown to pieces. The force of the explosion was felt for a great distance. The Delaware, Lackawanna & West- ern express train was passing the explosion. Dover is a small town on the side of the train was broken, several pas- sengers were severely cut by flying glass, many others slightly hurt. Most of the injured are on their way home. The train was stopped at the depot and the injured were taken to the hospital. Three, however, were so severely hurt that they were taken to Washington, N. J., for medical attention.

Hartwick's Trial. London, Feb. 18.—James Hartwick is on trial, charged with the murder of his wife. The evidence of Dr. Ford of Thorndike in the case, as reported, shows that death was due to shock and hemorrhage, and that the victim had been killed in a manner unprecedented in the annals of criminal history.

American and French Cars Now Well Through Ohio—Others Fall Behind

Cleveland, O., Feb. 18.—The Ameri- can car in the New York to Paris race, driven by Montague Roberts, practically completed the race today. The car entered the state just east of Columbus at 7:13 o'clock this morning, arrived at Cleveland at 11:40 a. m. and left for Toledo at 9:35 p. m. The car will remain in Toledo overnight and enter Indiana tomorrow afternoon.

The French car, driven by St. Char- les, crossed the Ohio river at Ripley, American car all day. At Ripley, the car had to stop for repairs, but proceeded on its way after a short delay. The car was stopped at Fremont for an accident which occurred also to- morrow.

The Italian car arrived here at 7 p. m. and will remain over at the Hotel German car, driven by Maas, remained at Erie, Pa.

JAPANESE VESSEL ON CHILIAN COAST

Another Nightmare Provided in Connection With the "Armada"

Valparaiso, Feb. 18.—The cruise along the coast of Chili of the Japa- nese steamer Kasato maru has, in view of the proximity of the American battleship fleet, attracted considerable attention here. The Kasato maru left Iquique on January 23, and steam- ed out to sea. Nothing was heard from her until two days ago, when she arrived at Totopilla, a small town on the coast of Iquique. The fact that she was seen at Totopilla between these two points leads to the suspicion of some quarters that she has been ob- serving the progress of the American fleet or studying the Chilean coast in the vicinity of Totopilla.

The Kasato maru is equipped with wireless telegraph. She belongs to the Japanese government and left Japan in October for Honolulu, where she arrived on November 7. Since then she has been reported at Callao, Arica and other points on the Chilean coast. She is of 100 tons, has screws and was built at Newcastle in 1900.

Lima, Peru, Feb. 18, 1:50 a. m.—A wireless dispatch has just been re- ceived from the Japanese steamer Kasato maru, under Rear-Admiral Evans. It is dated Tuesday, 9:45 a. m., and says that at that hour the vessels were 380 miles from Callao.

LONDON SWEATSHOPS

Father Bernard Vaughan's Distressing Picture of Life Among Poor Workpeople

London, Feb. 17.—Father Bernard Vaughan, brother of the late Cardinal Vaughan, preaching in the Jesuit church here yesterday, during the course of a powerful plea in behalf of the bill to be introduced by the House of Commons this week against "sweatshops," gave a graphic illustration of the manner in which the poor are compelled to live.

"In a small room," he said, "that ought to be occupied by no more than two or three men, there are ten machines working all day, and late in the evening. Then the machines were removed and straw mattresses laid on the floor, men being admitted to sleep. At 2:30 in the morning these men were turned into the street and the room re-let to another set of sleepers who were also driven out at 6:30 a. m. on the return of the machine workers."

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BOOMING "UNCLE JOE"

Speaker Cannon's Illinois Colleague Puts in a Word For Him in the House

Washington, Feb. 18.—Speaker Cannon's presidential boom received a large impetus in the House of Rep- resentatives today, when Mr. Boutelle, a colleague from Illinois, brought up the subject in the climax of a half hour speech. His remarks were based on the fact that today was the thirty-fourth anniversary of Mr. Cannon's first speech in the house. Mr. Boutelle spoke with enthusiasm, and when he closed with the remark that within the next few months "the plain people of the country would join the voters of Mr. Cannon's district in conferring upon him the nation's highest honor, the speaker was accorded a great demonstration. Keen disappointment was felt on all sides when the speaker made no further speech. He stepped from the rostrum amid cheering and retired to his room, while the house considered the pen- sion.

CHANGES IN GAME LAWS

Delegation Suggests Various Amend- ments to Regulations For the Protection of Game

A delegation appointed at the recent meeting of those interested in the game laws of the province, has viewed the provincial government with regard to the recommendations which they ask be adopted by the government.

They ask that the open season for all game be considerably shortened; that for all game, the open season shall not commence until October 1. They ask that pigeons be placed in the same category as other game, with a close season.

A suggestion was also made that the government place a game reserve upon selected tracts of lands on Van- couver and for the purposes of a game reserve.

In view of the revenue which might be derived from the game of the province, and in the light of the recom- mendation contained in the annual re- port of the provincial game warden, they ask that additional game warden be appointed upon the islands in the Gulf of Georgia and that a fast patrol launch be provided for the gulf shores.

The question of a gun license was not pressed by the delegation in view of the opposition with which it has been met from various quarters. The delegation expressed their opinion, however, that it would be a step in the right direction.

Premier McBride promised the mat- ter every consideration. The matter is almost entirely a departmental one and no additional legislation for the change in the open season at any rate, is necessary. The latter falls within the direction of the chief commissioner of lands and works and it is prob- able that some such action as that suggested will be taken. The dele- gation consisted of A. E. Todd, J. Mur- grave, Otto Weiler and R. A. Pooley.

Ontario's Railway

Toronto, Feb. 18.—The Temiska- minque and Northern Ontario railroad last year earned over \$200,000, an increase of over \$16,000.

Prince of Wales May Come

London, Feb. 18.—It is declared here with some show of authority that the Prince of Wales will attend in August of this year the 300th anniversary of the founding of Quebec by the French.

Winnipeg's Finances

Winnipeg, Feb. 18.—Last night's city council meeting, which lasted only a few minutes, would not have been a very important session but for the fact that Mayor Ashdown laid on the table a statement of the city's financial position drawn up by Marwick, Mitchell & Co., the auditors, which have been working on the city books for the year. The statement is an excellent one from every point of view, and shows that the city's current resources exceed its current liabilities by a good round sum.

DISPROVED BY THE DEPARTMENT RECORDS

Investigation Held Completely Exonerated Mr. Archibald Dick, Coal Mine Inspector

SECRETARY TAFT TAKES A SPEECH

Strong Approval of the Policy Pursued by President Roosevelt

CRUISE OF BATTLESHIPS

Plea for Help to Improve Con- dition of People of the Philippines

Concord, N. H., Feb. 18.—In refer- ence to the Philippine islands, United States Secretary of War Taft, in an address delivered here today, said: "Ladies and Gentlemen: I appeal to you whether the task of helping a poor, unfortunate people that have been brought to the present position of trust and guardianship, even if it costs six or eight millions a year, is not a task worthy of a great nation like this. The fact that we have expanded in this way gives us an influence among the nations of the world that I hope will always be used for good and the national morality."

"You all remember our Democratic opponents attacking the president, Theodore Roosevelt, when he was running for the presidency, as a gen- tleman whom it was necessary to trust with the power of government—that as soon as the shadow of McKinley's administration had lifted, and he was given an important position from the people, he would get into a fight at once. What has been the result of the increase of the navy and Theodore Roosevelt's tenure of office? Never before in the history of the world has a president or a king made so much for right business and peace among nations."

"I was in the Philippines when the report was current that we were going to war with Japan, and there was a great feeling in the Philippines. When they heard that the battleships, sixteen of them, were going in the Pacific, that unsettled feeling in the Orient it is true is that the measure of the eye in the Orient has been met from various quarters. The delegation expressed their opinion, however, that it would be a step in the right direction.

Premier McBride promised the mat- ter every consideration. The matter is almost entirely a departmental one and no additional legislation for the change in the open season at any rate, is necessary. The latter falls within the direction of the chief commissioner of lands and works and it is prob- able that some such action as that suggested will be taken. The dele- gation consisted of A. E. Todd, J. Mur- grave, Otto Weiler and R. A. Pooley.

Not for Reciprocity

Washington, Feb. 18.—The French reciprocity treaty will be taken up to- morrow in the United States senate committee on foreign relations, but it is not expected that the members of the committee will be any ac- tive. Secretary Root who is anxious that a general Canadian treaty be negotiated at this session, will be in- formed by the members of the committee of the situation in the country for the ratification at this time of any special reciprocity treaties with Canada.

MINERS RESCUED

All But Three Taken Out of Midvale Colliery Uninjured—One Killed in Accident

Pottsville, Pa., Feb. 18.—All but one of the 23 miners who were entombed yesterday in the Midvale colliery were rescued alive today this morning. One of the miners was killed following the accident which entombed the men, and two were injured. The others ap- peared none the worse for their expe- rience.

Turpentine Explosion

Pittsburg, Pa., Feb. 18.—An explo- sion of turpentine in the fourth floor of the Capital Trunk and Bag factory, 1015-1020 Victoria street, today start- ed a fire which caused a loss of \$60,000.

LAW IN MANITOBA GOVERNING LIQUOR

Request for Early Closing of Bars Rejected—New Bill Discussed

Winnipeg, Feb. 18.—Hon. Robt. Rogers, minister of public works, an- nounced in the legislature last night that the government will not accede to the prayer of the numerous peti- tions that the bars be closed at 6 o'clock. There were eighteen separ- ate petitions on moving the second reading of his liquor bill, the minister said hotelkeepers were generally ob- serving the law, and attributed much of the "blind pigs" in the city to the fact that there had been 165 convictions in the last year.

KURDS THREATENING ADVANCE ON PERSIA

Poor Chance of Successful Re- sistance—The Russian Bourgeoisie Panicky

STOESSEL'S TRIAL

Decision of Court Martial in General's Case Likely to Be Rendered Today

St. Petersburg, Feb. 18.—The trial of Lieutenant-General Stoessel reached the last stage today, the prosecu- tion waiving the privilege of putting in rebuttal to the defence. The last word was given to the ac- cused general, who uttered only a few sentences in a firm voice and should- ered the entire responsibility for the surrender of Port Arthur. "If the court decided that the surrender was a crime," he concluded, "I ask for the death sentence."

The court is expected to close the proceedings tomorrow with its de- cision. Salvage Corps for Winnipeg. Winnipeg, Feb. 18.—As a result of a conference held here today between Mayor Ashdown and W. H. Bunting, re- tary of the Manitoba and Northwest Fire Underwriters association, the es- tablishment of a salvage corps for the city will likely be undertaken within the next few months. Regarding the salvage corps the mayor said two proposals were submitted, namely, that the city should establish and maintain the corps, obtaining therefor some reduction in the rates, or that the underwriters establish and maintain it without a reduction.

Trying to Float Mount Temple Halifax, Feb. 18.—An attempt made this morning to float the Mount Temple, which went ashore at Ironbound island on Decem- ber 1, failed. Seven tugs pulled on the cables without success. Another effort will be made at midnight to- night.

Wright Out of Game. Boston, Mass., Feb. 18.—Beals C. Wright, former national tennis cham- pion, and a member of three American tennis teams which have been un- successful attempts to recover the Davis international cup, announced today that he would be unable to play in another effort to win the cup. Mr. Wright be- lieves that younger players should be selected to capture the trophy from the Australians.

Cars Break Down. Buffalo, Feb. 17.—The New York to Paris auto endurance test developed into a race today, when Stioria, in charge of the Italian car, stole a march on the American and French cars by slipping through Buffalo before day- light. Then the Frenchman left for the west in pursuit shortly before noon and the American and French cars started at 8 o'clock. Tonight both the Italian and French cars are reported broken down near Ripley, four miles west of Fredonia, and the American car arrived here tonight.

Not for Reciprocity. Washington, Feb. 18.—The French reciprocity treaty will be taken up to- morrow in the United States senate committee on foreign relations, but it is not expected that the members of the committee will be any ac- tive. Secretary Root who is anxious that a general Canadian treaty be negotiated at this session, will be in- formed by the members of the committee of the situation in the country for the ratification at this time of any special reciprocity treaties with Canada.

SESSION BELIEVED TO BE NEARING END

Budget To Be Brought Down Not Later Than Monday—the Irrigation Measure

The present sitting of the legislature, by present indications, is nearing its final stages. The order paper is being thinned out, and it is unlikely that any more bills will be introduced. The budget will be brought down to- morrow or at all events not later than Monday next.

The session has been a fairly busy one, and some important legisla- tion has been effected. Any irrigation bill which was brought down will not be of a very sweeping nature. The report of Prof. Carpenter was re- ceived too late to permit of the gov- ernment preparing a measure in advance, as intended. It had been in- tended to have this drafted some time previous to the opening of the house for the session on the 14th inst. The government would be able to ob- tain suggestions from all concerned. The measure is entirely of a non- political nature, and it was hoped that a thorough canvass of those interest- ed would be obtained so that the best possible results could be secured.

If any legislation is introduced it will be purely preliminary to legisla- tion of a fuller nature to follow.

Hotel Damaged

Dresden, Ont., Feb. 17.—The Clifford hotel was gutted by fire this morning. The occupants had hardly time to es- cape. The loss is not known, but the insurance on the building is said to be \$5,000, and \$2,700 on the contents.

DESTRUCTION OF MAINE

Spanish Paper at Havana Stirs Up Old Trouble—Accuses U. S. War Department

Havana, Feb. 17.—The Diario Espa- nol, the organ of the ultra-Spanish element, in a leading editorial today, referring to the special celebration by Americans of the tenth anniversary of the blowing up of the battleship Maine, says: "They commemorate the blackest blot on American history of the world, including honest Ameri- cans, believing that the ship was blown up by direct order from the war department for the purpose of justifying the plan to despoil Spain of Cuba."

The paper adds: "As convincing proof," the officers of the Maine at- tended the funeral of the victims "in full dress uniform, which showed that they must have been on the Maine shore, in anticipation of an explosion, and alleges that the reason the wreck has not been raised is that it would conclusively demonstrate that the ex- plosion was in the magazine."

Run Down by Train. Toronto, Feb. 17.—A 14-year-old boy named Percy Hansford, was killed by the eastbound C. P. E. express. The accident occurred on the railway crossing at Windermere avenue, Swansea, where the view of the track is obscured by buildings on either side. Hansford, who was driving his father's vegetable wagon, tried to get on his horse over the track. A companion sitting in the same seat jumped and saved his life.

MUST-REFUND EXPENSES

Mayor of Halifax (Illegally Paid Costs of Travelling Out of City's Treasury

Halifax, Feb. 18.—By a decision of the supreme court of Canada, rendered today, Mayor McIlreith will have to refund to the city of Halifax the sum of \$400 paid by the city for his travel- ling expenses in attending the conven- tion of the organization of Canadian municipalities in Winnipeg in 1905. The suit for the restitution of the money was instituted by the late R. I. Hart. The case was in the first instance dis- missed, and then on appeal judgment was entered in favor of the plaintiff. Mayor McIlreith carried the case to the supreme court of Canada, which heard the appeal last November, and today gave judgment confirming the decision against him.

TO CUT DOWN WAGES

Shipping Companies Decide on Reduc- tion at Montreal and Quebec Wharves

Montreal, Feb. 18.—An important conference of representatives of shipping companies was held here today, at which it was decided to reduce the condition of business, to make an attempt to place the expense of conduct- ing business on the wharves on a cor- responding level.

The meeting was partly in response to a notification from the legislature of Quebec that it was their inten- tion to apply for an increase of five cents per hour in the rate of wages, al- though the highest paid at any port in Canada. The meeting decided on a cut of 14 cents per hour, with a bonus of 2 1/2 cents per hour to men who work throughout the season of navigation payable at the end of the season.

In regard to Quebec it was decided that the rate to be paid should be the same as that in Montreal, the cut has representing ten cents per hour for day work.

Fatal Riot in Coke Region

Connellsville, Pa., Feb. 17.—Two men were killed and six others seriously injured in a riot which broke out in town near here tonight. A mining company had refused to employ any more Americans. The dead and other injured were foreigners. Forty-five persons were arrested. The trouble is said to have been the result of rivalry between two boarding houses conducted by foreigners.

IMMIGRATION ACT AT OTTAWA

To Be Taken Into Consideration By Dominion Cabinet Immediately

Ottawa, Feb. 18.—British Columbia's National act reached the secretary of state this afternoon. It will receive the immediate consideration of the cabinet. British Columbia members of the Commons are said to be unanimous for the bill, but it is not likely that action will be taken in any regard until the courts have had an opportu- nity to decide as to the constitutionality of the act.

Today's session of the house was al- most entirely devoted to the discussion of W. F. Maclean's reciprocal demur- rage bill, by which railways are to be preferred to pay shippers for delay in furnishing cars just as they now re- quire payment for failure to unload promptly. Mr. Maclean introduced his bill in a moderate speech. Mr. Mac- lean complained that the railways of Canada gave the United States ship- pers not only the best of their equip- ment but also the best rates. He did not object to the railways doing American business, so long as the Canadian ship- per got fair treatment, Canada should be served first.

The bill requires railways to provide cars within 24 hours after application. Failing to do this, the company must pay the shipper a dollar per day. A person not loading a car within 48 hours is liable to the same penalty. Hugh Guthrie, who followed, con- tended that the present legislation gave all the remedy desirable. If the rail- ways were giving American traffic the preference, why were they discriminating against themselves? Any delay in unloading freight was due to the abnormal activity of Canada during the last few years. The railway commission was the proper body to deal with the matter.

E. D. Smith agreed with the principle of Mr. Maclean's bill. Last fall he had asked for twenty-five cars to ship fruit to the Northwest





# Victoria City and the Island of Vancouver

## Miss Agnes Deans Cameron Writes on the Romance and Beauty of British Columbia—"The Beginning of Things"

"And she is no common Earth,  
Water or wood or air,  
But Merlin's Isle of Gramarye  
Where you and I will fare."  
—Rudyard Kipling



**M**OST Canadian kiddies can inform you that the sailors of Agricola discovered Britain to be an island. Can they tell who performed a like service for their own island of Vancouver? Teachers religiously begin each term with vivid descriptions of how the eagle-bearer of Caesar's Tenth Legion fought blue-skinned Britons in England's off-shore waters fifty-five years before the Christian era. What do we give them of all the glamor of our own Northwest Coast? And yet surely no part of the Empire has a history of more compelling interest than is written on the western harbors of British Columbia.

While France and England fought for possession in the east of America, it was the galleons of Spain that denied British supremacy on the western shore. In 1592, just one hundred years after the voyage of Columbus, Juan de Fuca, or Fiery John, discovered the strait that separates Vancouver Island from the mainland, and gave it his name.

After de Fuca with argosies of ghostly sails came Quadra, Behring, and another adventurous Jack, the dashing Juan Perez, and these were followed in 1778 by Captain James Cook. What were they all seeking on this uncharted coast which had to offer as glittering bait neither commerce nor conquest? At this time neither Sacramento nor Fraser had divulged its sands shining like those of Pactolus, the wondrous whale-wealth of cachelot and sulphur-bottom was unknown, unvisited were the seal herds on the Pribyloffs, and all-unguessed those inland towering conifers and channels choked with fish.

The wealth of an empire waited just beyond the shore-line, and across the mountains the unborn fields of yellow wheat. But unwitting and uncaring the lone questing vessels passed on through mid-day glare, sunset splendor, and when the lemon moon made witch-light of all that unbordered sea. It was not material gain they sought. Ever since Magellan rounded the southern continent keel-cutting the Pacific, "the first that ever burst into that silent sea," word had spread among those who go down to the sea in ships of a mystical passage at the top of the map corresponding to Magellan's Straits at the south. To establish the existence of this waterway was the object of the early navigators, Spaniard and Briton alike.

Each master-mariner cherished in his chart-room a secret map of this fairy channel, this canal of dreams, which was to cut the continent and give a land-locked way from west to east. The Anian Strait they called it, and from Panama to circumpolar ice at every river-estuary they sought a hidden entrance. Most persistent among those who followed the gleam was Captain Cook. Sailing from the south he cast anchor in Nootka Sound on the sea-ward coast of what we now call Vancouver Island, and from here he pushed on coast-wise up to the very Arctic-edge, traversing sound after sound, and penetrating each successive inlet if perchance to his eager eye might open up that will-o'-the-wisp, that fairy fire he followed.

Cook failed to find a northeast passage. But his eyes were not open only to the kudos of discovery. It was not for naught that he held charter from the mistress of all oceans, the "Grey Old Mother" overseas. Penetrating farther north than those who went before and those who followed, Captain Cook got from the natives a glimpse of the fur-wealth of the great white north, and with quick, prophetic vision saw the potential value to Britain of the rich trade in peltries; but it was not to be his to carry home the news of the commercial gold mine he had stumbled upon. From the Arctic, the ships of this virile and intrepid navigator sailed to the Sandwich Group; where James Cook, one of England's bravest sailors and truest sons, lost his life at the hands of a native.

But Cook's vessels, the "Discovery" and the "Resolution," safely reached England with the dead captain's carefully written report regarding the possibilities of the fur trade. The immediate result of the publication of Cook's journal was an eagerly awakened interest in the Ultima Thule whose fringe touched the water-way was the object of the early navigations were fitted out in England, in China, and in India, all bound for that mystical north which with the advent of this twentieth century has not yet lost its lodestone power.

For ten years, merchant adventurers, British, Spanish, and Dutch, with belying sail crossed one ocean and beat their way up the whole length of another, coast-clinging to two continents, in a fierce contest for the mastery of the fur trade. But it remained for the Englishman, Meares, ten years after the voyage of Cook, to make the first attempt at a permanent settlement. The others had slipped in on a favoring tide, seductively secured with the lures that would best turn the trick all the peltries in sight, and then sailed on to the next lucrative haven. Meares cherished an ambition to establish a local trading-base from which he might send out short expeditions to the near-by tribes, relieving them of their beaver skins, bear and marten as soon as each

season's catch accumulated. To this end he founded a post where Cook had touched at Nootka Sound, and here he accomplished a feat notable in the annals of ship-construction; this was no less than the building of the first vessel whose keel was laid on the Pacific, the "Northwest America."

Next year the spoiler came in the person of Don Estevan Martinez, who seized the settlement in the name of his sovereign, confiscated the shipping in the harbor, and imprisoned the crews. The high-handed act of this fire-eater nearly precipitated war far off on the western edge of another map where Kentish chalk-

Indians of that day. It is interesting to note one passage in the commentaries of England's voyage-historian, the bloodless Caesar of the Northwest coast. Vancouver sailed up the Straits so long ago named by Fiery Jack (who had merely glimpsed them from his ship that passed in the night) and proceeded to enter and explore each inner bay and waterway between island and mainland. Here he came in contact with the Salish tribe, a people distinct from the Nootkas on the seaward coast of the island. The Indians set out from their mainland homes on Burrard Inlet to meet the incoming ships, filled with awed surprise at the

terly hands to the cousins of India, Australia, and the isles of the sea.

The air was surely surcharged with destiny that day. If Vancouver was susceptible to psychic influence, a strange thrill moved him as he looked landward across that unbroken forest of Douglas firs and giant cedars to where another pathfinder of the silence was cutting a new trail for the uncounted myriads who follow. Let us turn back the pages and get the genesis of this voyage of Vancouver, learn if we may how he happened to be here.

In the last decade of the eighteenth century two voices spoke to two men; one was of

second man listens. That man is a young Highlander, the servant of the Company, Alexander Mackenzie, a self-made Scot, a Canadian bourgeois, if you will. In the noisy mid-day clatter of the Fort he hears that voice, in the waking hours of dawn, and "when evening shuts the deed off, calls the glory from the gray." He cannot get away from that haunting echo, he would not if he could. There are interminable changes rung on the everlasting whisper, but its burden is ever the same,

"Something lost behind the Ranges,  
Lost and waiting for you: Go!"

To turn Kipling's phrase, "when one hears the North a-calling, he won't ever fear aught else," from this out the desire to penetrate the unknown filled the very soul of Mackenzie. No more might it satisfy him to outdo his competitors and carry back to Grand Portage canoes overflowing with furs. Samuel Hearne twenty years before had discovered the Coppermine river; might it not be given to him to reach Arctic ice down the bosom of some other northward-trending stream?

With this determined Scot, to resolve was to do; so in June, 1789, we see Mackenzie launch his birchbark from the shores of Lake Athabasca and make his way north and ever north. Skirting portage, rushing rapid, threading intricate waterway, the little band of empire builders at last shot out on the breast of the mighty river which Mackenzie himself was too modest to name, but which perpetuates on the map of all time the faith made visible of this doughty and determined Scot. This achievement but whetted the ambition of Mackenzie, it was of a Western sea that he had greatly dreamed among the bear-skins and beavers of Montreal, and to that ocean which split its waves "somewhere" far beyond the snow-crests of the Rockies he would go.

It gives us the measure of the man to know that the thought uppermost in the mind of Mackenzie returning from the Arctic was not pride in the deed accomplished, but a realization of his limitations in astronomical knowledge. He would go back to Britain and study stars for a time instead of skins, planets for peltries. And back he went in 1791. Next year we see him back in the great white north land, leaving Fort Chippewyan, pressing up the lone Peace to winter at the farthest settlement; and the breaking of the ice in the spring sends him forth on the quest of that Northwest Passage by land which in singleness of purpose ever since the voices came to him he had sought with such passionate desire.

We have not time to count the chapters of the story, to name the streams ascended, the boiling gorges passed, the discontent allayed, the encouragement given, the lonely night-watches when the leader himself looked for comfort in his new-found stars,

Stars that blaze in the velvet blue,  
God's own guides on the Long Trail,  
The trail that is always new.

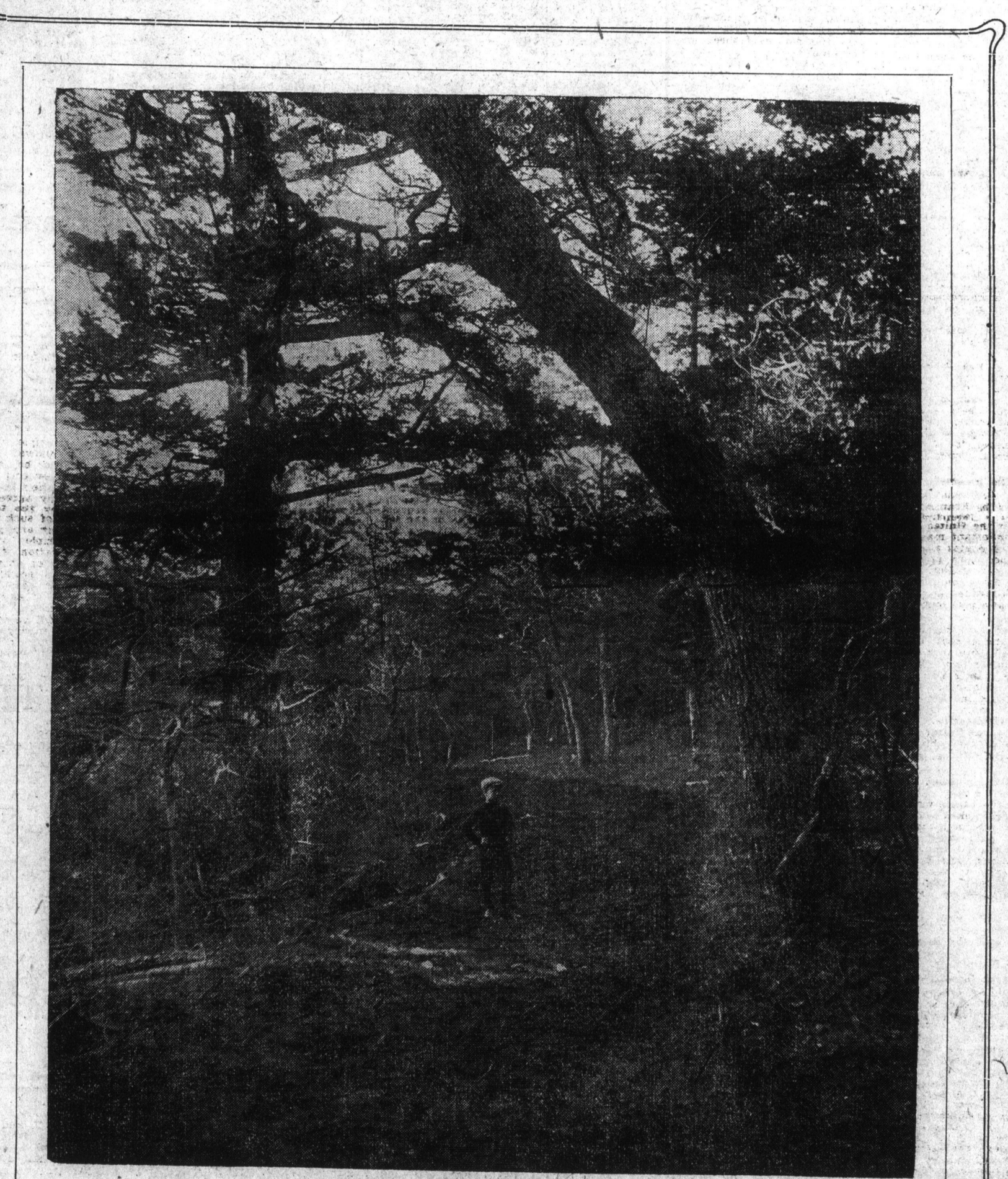
The Fraser was discovered, traced for a while, and then striking westward Mackenzie heard the beat of the surf upon the rocks, and came out from among the pines to the silver Pacific sparkling in the sun. It was a sweet day in summer's prime, and as the gulls cried overhead and the sun mixed scent of seaweed with balsam breath from in-shore, we can imagine but not divine the feelings of that brave man who has thrown himself face-downward on the sand, and from whose presence the awed companions steal silently away. From the parted lips we seem to catch the words of another builder of empire,

Anybody might have found it,  
But God's Whisper came to me.

And not twenty miles away, each unwitting of the other, lay the other man who had heard the Voice; off the mouth of the Bella Coola river the ships of Vancouver rode at anchor.

Nanaimo is so situated that she is the central distributing point of the Island. All roads of travel on Vancouver Island meet there. Trade to Cumberland and Alberni Valleys and to the southern point of the Island, in the centre of which Nanaimo is the pivot, passes through Nanaimo. With all of the Island awakening and renewed activity general it is natural that it should have a corresponding effect on Nanaimo. An announcement recently made by the C. P. R., however, has encouraged to a wonderful degree the business activities of the city. Nanaimo is connected with Victoria by the E. & N. This railway is now to be extended to Alberni and also to Comox. Surveyors are in the field running the lines, and the C. P. R. is making arrangements to commence work at once clearing the right-of-way. In addition to this the C. P. R. has announced that it will clear large tracts of land all through the district to be thrown open at moderate prices for settlement. This, coupled with the fact that Nanaimo will be the feeder for all this enterprise, has made even the outsider realize the strategic position held by the city, and it is not surprising that within the past year there has been considerable realty business transacted and several important improvements planned for Nanaimo properties. Bank clearings have more than doubled in the past two years and bank deposits have increased 28 per cent.

One has not to remain long in Nanaimo to realize that while her present largely depends on coal, her future will have many more substantial assets. Take the fisheries, for instance. Nanaimo, as every one knows, is the centre of the greatest herring fisheries on the continent,



Beneath the Gnarled Oak at Gonzales—A Pretty Residential Suburb of Victoria

cliffs look across channel to the lordly keeps of Spain. But in these malign'd dark ages arbitration was a power in the land, and Hispania paid Albion two hundred and ten thousand dollars for damaged ships and ruffled dignity, and with cleaned slate the story of the sea-board duel slipped into another chapter.

Then in 1792, just two hundred years after the voyage of De Fuca, Captain George Vancouver made a survey of the coast and discovered Vancouver to be an island, a point which had been in dispute for two hundred years. The value of Vancouver's survey work appears in the fact that his charts of 1792 are in use still in this year of grace 1908. All this while the continental fringe of "New Caledonia" was a No Man's Land.

But Vancouver did more than leave us invaluable sea-charts. It is from his carefully compiled notes that we get most of what is authentic of the recorded history of the Coast

size of the "winged canoes," the strange sails, the cordage and the rigging.

Vancouver writes: "Here we were met by about fifty Indians in their canoes who conducted themselves with the greatest decorum and civility, presenting us with several fish, cooked and undressed, of a sort resembling smelts. These good people finding we were inclined to make them some return for their hospitality showed much understanding in selecting iron and copper." As Vancouver bartered with his Indians, one wonders if across his mind flashed any glimpse of that vision splendid of a Greater Britain that should extend from ocean to ocean, girded by bands of steel, and opening its fruitful bosom to the Old World's hungry ones. On the very spot where Vancouver stood that summer day of the long ago now throbs and pulsates the strong sane city that bears his name, Vancouver, the ocean terminal of the Canadian Pacific, close guarded by her crouching lions, and reaching out sis-

the land and one of the sea, each a mighty voice. Among English hedge-rows George Vancouver "heard the North a-calling" and began to see visions and dream dreams. It was the lure of the Anian Strait, that magnetic power out of the mists, which when it gripped a man would have no compromise, and strongly claimed him body, soul, and spirit. Crisping across the ice-ocean, smiling down summer sea came the voice:

O, young Mariner, down to the haven call your companions,  
Launch your vessel and crowd your canvas,  
And ere it vanishes over the margin  
After it, follow it, follow the gleam.

And Vancouver heard the call and followed. While Vancouver, debonair and buoyant, is spreading eager sail across the Atlantic on the first tack of his questing journey, off in unknown Montreal amid the bales of peltries and trading trinkets of the Northwest Fur Company a second voice is speaking, and a

February 21, 1908  
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ett Dead. T.—Col. T. J. Scott, of New Westmin- ston, is dead at the

Trays shown of glass, work of silver, pretty, but easily lean. The shapes fit, and they will for a man who

business in London aged 77.



THE SIMPLE LIFE

WITH THE POULTRYMAN

Cross Bred Poultry

VERY little while someone tells us that cross bred hens do better than pure bred, so they will take a good flock of pure bred hens and mate them to a male of another breed, and so spoil the whole lot. Spoil them? Well, perhaps not entirely, but they do throw away more than one good chance to make a little extra money, and without any benefit to themselves. Nothing is gained by crossing different breeds of poultry, but much is lost by so doing.

Where, then, do they get the idea that it pays to do so? Here in the country among the farmers, and they are the ones who advance this opinion chiefly, the usual excuse is that they get more eggs. If this is true then they have a reason, and a good one, for using crosses. But what gives them this idea, and is it fact or fancy? There are generally two reasons for their thinking as they do. First, they say they have tried both. Second, a neighbor who always has eggs to sell keeps only cross bred fowl.

Let us examine the first reason and see if it is true. If it is we must own up they are in the right, and we pure bred advocates are entirely in the wrong and are laboring in vain if we are trying to get the most out of our birds.

Winter eggs are what we want, and if crosses will furnish more of them, then we want crosses, and only pure bred enough to supply those crosses. But—they won't. Facts are what we are after, not theory, and facts are gained only by experience. It has been proven over and over in specially conducted experiments that cross bred hens cannot hold their own against pure bred hens in the laying pens. But is the experience of the farmer of no value? It would be if it was conducted as an experiment should be, but generally it is not, and where it is you will most likely find pure bred fowls even on the farm. The usual way of gaining so-called experience, with perhaps a few variations to suit the individuals, is this: The farmer sees a flock of pure bred fowls and they take his fancy, so he buys a setting or two of eggs. Whether Mediterranean, Americans or Asiatics, they all receive the same care, for they are hens; and that winter his hens don't lay well. Next season he mates them to another breed, and the following winter may get a fair supply of eggs, and therefore has proven (?) that "pure bred don't pay." Is that experiment satisfactory to anyone who is anxious to know the truth of the matter? Nothing is said regarding the care given, or the condition of the two flocks when they went into winter quarters. Seldom is the flock of hens on a farm cared for alike two years in succession. One winter they will be fed mostly whole grain, and the next year in hot mash. No wonder their egg records vary so from year to year. Truth to tell, their cross bred do not lay every winter, but they can't lay it to the breed, for there isn't any; so they just say they "don't know why their hens don't do better."

Another reason why pure bred hens make so poor a showing, especially on farms where the women have charge of the poultry, is that for a number of years they have set eggs from their best layers until they have a fine laying flock of hens. Then they try the pure bred, and for some one of a multitude of reasons they fail to make good, and the whole catalogue of pure bred fowls are condemned simply because they haven't been given a fair trial and had a good chance to prove their worth.

That there are poor strains of pure bred fowls I must admit, but it is the same with all other kinds of live stock; and these same persons would never condemn a breed of cattle because one or two proved worthless, or a new variety of corn because it fails them the first year, but it isn't so with hens. They must make good under all kinds of treatment and neglect, or they are no good.

There is no reasonable excuse for breeding crosses to obtain a flock of hens adapted to the requirements of the owner at this age of the industry, for there are breeds for every purpose, and several for each purpose, to choose from. Breeds to suit every idea of form and size. Then look at the crosses that are made by the "cross bred" advocates. It doesn't seem as though any rational, thinking person would think of crossing two breeds so near alike as Plymouth Rocks and Wyandottes with the expectation of benefiting either, yet it is done. I have in mind at present a poultryman whose hens are numbered with three figures, who uses Buff Plymouth Rocks, Rhode Island Reds and Buff Orpingtons to make up his mixture. He may not injure his egg production by this cross, for he had three good breeds to begin with, neither has he increased it, and he cannot supply any pure eggs or breeding stock if anyone wants it, thus cutting off two valuable sources of income.

Happily this tendency is slowly dying out.

Farmers are awakening to the fact that poultry pays when it is given the chance, and they are beginning to treat it with consideration. As this takes place we see the results on the various farms by the even, uniform flocks of poultry that proclaim them pure, if not fancy bred.

No, nothing is gained by breeding crosses. Get a breed suited to your requirements, then stick to it and take care of it as it should be. It is not in the nature of hens to run in debt to their owner. If cross bred poultry pays, then pure bred will more than pay.

The Indian Runner Ducks

To me, these sprightly active birds are most interesting of all the duck family. Their two-fold name denotes at once their origin and their habits. They are natives of the West Indies. They are alert and active, ever on the go, and their movements are more of a run than a walk, partaking little of the awkward waddle of ordinary ducks. The carriage is very erect, as shown in the illustrations. In size, they are small, our American Standard calling for weights of four and four and one-half pounds respectively, for ducks and drakes. An Irish breeder, who introduced the first pair of Indian runners into Ireland about sixteen years ago, says that weights there average four and one-half to five and one-half pounds. So the Indian runner is not a competitor of the larger Aylesburys and Pekins for market stock. It is fine as a squab duck, however, and makes a very quick growth. Its specialty is egg production. Given the chance, it makes eggs cheaply, too; with a good range on pasture land, along brooks, ponds, bogs, etc., it secures a large part of its living during the open season. It has a strong homing instinct, and nightfall generally brings it back to its quarters.

The eggs are usually laid during the night. The breeder above referred to gives the average egg yield as 180 per duck, though some individuals exceeded this. A New Zealand breeder tells of two Indian runner ducks laying 484 eggs in a year, while the following year these two and eighteen of their progeny averaged 234 each for the twenty.

My own Indian runners proved very easy to raise. Two settings of eggs produced eighteen ducklings, of which two were killed by one of the hens, the other sixteen reaching maturity. They were brooded by the hens for about a month. At first they were fed prepared duck food twice daily. It was moistened with water; a little clean sand was added once daily, also some cut clover. The other three feeds daily consisted of one of green stuff, the others being wheat bran and ground corn and oats in about equal parts. This latter mixture was gradually substituted for the duck feed, beef scrap—about one-tenth of the mixture—being added as the duck feed was dropped. They were given some grain which they seemed to relish better as they grew older. Almost any kind of green stuff is acceptable to them. To this day, they prefer their grain thrown into their water pan, where they can shovel for it.

They were ravenous eaters till they attained their growth. On range, when ground and water are not frozen, they would need feeding but twice daily. Like all ducks, they want water with their feed. Mine have never had water to swim in.

During winter, they are housed in an open shed, in one corner of which they have their bed of coarse hay. They don't mind cold and snow. There has never been any disease or sign of weakness. They are never noisy except when they get hungry. They are naturally shy, but a couple of the ducks have become tame enough to eat from my hand.

If the Indian runner ducks come anywhere near making good the claims made for them as egg producers, they will fill a large place in this country, especially as they are said to lay almost continuously during the season when the best regulated hens persist in striking. This means a continuous supply of fresh eggs.—F. H. Valentine in Country Life in America.

Preserving Eggs

Water glass (sodium silicate), all things considered, is the most successful preservative yet found for keeping eggs. Whether or not it will be a successful competitor with cold storage as a large economical enterprise, is doubtful but as a cheap, convenient and effective method of preserving eggs for the producer or the consumer of eggs, it is the best method yet found. Many experiments have been tried to determine the comparative value of a large number of familiar methods of preserving eggs. In nearly every instance the results have shown that water glass was superior in most respects.

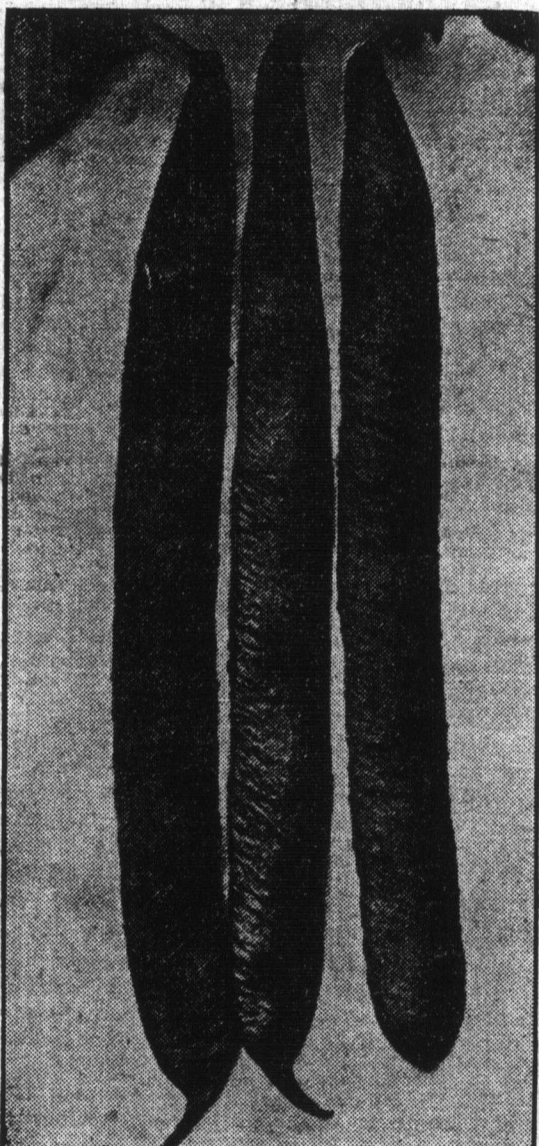
It can be purchased at the drug store either in crystal or liquid form. The latter is very much to be preferred, owing to the fact that it is difficult to dissolve the crystal. One part of water glass to nine parts of water makes a liquid having a consistency not quite heavy enough to cause the eggs to come to the surface, but still sufficiently strong to furnish the coating which prevents the air from entering through the pores of the shell. This sealing of the pores, excluding the air and thus preventing the access of the germs which might cause decomposition, is apparently the real principle involved in the use of water glass. Some experimenters have found that one part

of water glass to ten parts of water is sufficient.

The eggs can be preserved in almost any receptacle which will not spring a leak. I cannot see any particular advantage of stone or metal over wood except that the latter is more liable to leak and there will be more evaporation from the sides. Wooden tubs have the advantage of cheapness. Oak tubs are usually stronger and safer than ash tubs. I would not, as yet dare to recommend galvanized iron receptacles, owing to the fact that there may be a slight chemical reaction between sodium silicate and the galvanized iron. In any case, something should be placed over the eggs to keep them beneath the surface of the liquid and to prevent excessive evaporation.

As yet, so far as I know no experiments have been tried which will determine how well preserved eggs will keep after they have been removed from the liquid. As soon as the eggs are taken from the water glass, they should be washed and dried, after which they will have a beautiful, clean, natural appearance, wholly unlike that of eggs kept in cold storage or by most other methods of preserving. Lime, for instance causes the shell to be brittle and rough. Vaseline and other oily substances adhere to the shell.

As regards the quality of the eggs, after being kept for nearly a year we found that they were very satisfactory for all purposes except, perhaps that of boiling. We are inclined to



A New Giant Runner Bean With Pods 9 In. Long.

think that even this difficulty may some day in a measure be overcome. In our experiments it is astonishing how firm and solid the white and yolk were after the eggs had been kept so long in the water glass. No perceptible evaporation had taken place, as was shown by the small size of the air space. The vitelline membrane, which encloses the yolk did not rupture in many instances when the egg was broken. This is one of the best tests to determine fresh or well-kept eggs.

While we should always endeavor to use eggs as near new laid as possible, for preserving it is not absolutely necessary. I have found that eggs even one or two weeks old kept very satisfactorily in water glass. Eggs can be preserved for about one cent or a little more per dozen.

For the farmer or the village resident this method of preserving eggs offers an easy and very sure way of reducing the cost of eggs to be used in the family and makes it possible to increase the number consumed when eggs are scarce and high. In the long run, this so-called new method but in reality a very old process will result in great good to poultrymen because it will tend to increase the price of eggs during the summer when eggs are plentiful and to decrease the price during the winter when they are scarce, thus equalizing conditions and increasing the consumption of the egg product.—Ex.

If possible, have the manure drawn away from the stable as fast as made. It may be spread directly on the land or piled in heaps to be used later. In the latter case, it should be turned occasionally to keep it from heating. Of course, manure should never be spread, or piled at this time of year on land which has much of a slope, otherwise much of its value will be washed away.

AROUND THE FARM

Home Treatment for Colic



COLIC is a term commonly applied to every disease of the abdominal organs accompanied by pain. This pain, however, may be caused by diseases of other organs situated in the abdominal cavity but not in the digestive tract, and this pain is then spoken of as false colic. In the majority of cases the stomach and intestines are involved and are the organs from which the pain arises, and we then speak of true colic.

Authorities further subdivide true colic into engorgement, parasitic, spasmodic, flatulent or gaseous, etc.—throughout a list of a score or more divisions, and then give treatment for each. The ordinary individual is here seriously handicapped by being unable to tell true from false colic, and as far as the various subdivisions are concerned, he is entirely lost. This is only one of the many reasons for calling to your aid an educated veterinarian, and it also helps to prove the fact that the uneducated "horse-doctor" (who looks wise and deals in superstition) is not capable of treating your animals. But as not everyone can obtain the service of a veterinarian the following treatment, composed of drugs found in nearly every home, is suggested.

When your horse is taken sick and shows evidence of abdominal pain, observe the animal's actions; try to call to mind any circumstance that may have occurred to cause this pain. Now decide whether you have an attack of false or true colic to combat, that is, whether the abdominal pain, which the animal manifests by looking at the flank, pawing the ground, switching the tail and attempting to lie down, comes from the digestive tract or not. If the horse has been in good health, with good appetite, etc., and evinces this pain suddenly, you have every reason to suspect that he is suffering from an attack of indigestion, and not from any constitutional disease. Then take the weather into consideration; has the animal been chilled, thus changing the normal flow of blood from the intestinal tract to the surface of the body, and in that way interfering with the secretion of the digestive juices? Has he had access to a large quantity of cold water while he was warm or after eating, thus washing the undigested food into the intestines where it may undergo fermentation and cause flatulence? The next step is to find out what kind of true colic it is, and treat accordingly. For all practical purposes you can divide all true colics into three classes.

Engorgement, or colic from overfeeding, most often occurs after a horse gets loose during the night and eats all that he desires, or after being fed twice through mistake. It is also apt to occur in the spring when the animals are first turned to pasture. In this colic, the horse sometimes sits down like a dog, in order to decrease the pressure of the overloaded stomach on the lungs.

The object of treatment is to empty the stomach, and this must be done by a purgative, as the horse cannot vomit. Use one-half pound of Glauber's salt, four ounces of table salt, and half an ounce of ginger in one quart of water; or half a pint of linseed oil with two ounces of oil of turpentine. Either of these answers the purpose and acts by softening the stomach contents and carrying it off into the intestines. The pain may be decreased by two-dram doses of fluid extract of Indian hemp, placed on the tongue, or half an ounce of Jamaica ginger and an ounce of aromatic spirits of ammonia in eight ounces of water. If nothing else can be obtained, place half an ounce of laudanum or three-quarters of an ounce of paregoric on the tongue. These are constipating, and so are not often used. Permanent relief can be obtained only by emptying the stomach, and rupture of that organ will cause death unless relieved in a short time. The veterinarian here has access to hypodermic drugs and the stomach tube, but these are useless in other hands.

Spasmodic or cramp colic is caused by a spasmodic contraction of the intestines due to interference or irritation of the nerves supplying the walls of the intestines. Indigestible food, large quantities of cold water, while the animal is warm, cold rains, or chilly, damp atmosphere may be the cause of the disease through interference with the nerve supply.

This class of colic is easily differentiated from the others as it always begins suddenly and is characterized by violent and sharp pains alternating with periods of ease. On applying the ear to the abdominal walls intestinal sounds are noticeable. The intervals of ease are apt to become shorter and shorter, as the disease progresses, and finally cease, leaving the animal in constant pain. The treatment must overcome the contraction of the intestinal walls and in that way stop the pain; at the same time we must endeavor to remove the irritating substances that caused the trouble. This may be accomplished with two ounces of oil of turpentine and two ounces of sulphuric ether or laudanum in a pint of linseed oil. Another valuable remedy, that can be repeated in a half or three-quarters of an hour, is one to three ounces of alcohol (not wood alcohol) or whiskey, and a half ounce to an ounce of Jamaica ginger in a pint of water as hot as can be swallowed with comfort. Four ounces of whiskey in hot water is good if nothing else is at hand. A cathartic

of one ounce of aloes (Barbadoes) or a pint of linseed oil should be given in every case to carry away the irritating substances.

Flatulent or wind colic is most often caused by change of food, such as new hay, grain or green food, or by fermenting or indigestible food, such as mouldy grain and hay. Feeding an animal while in an exhausted condition is another fruitful cause of this disease. This form of colic comes on more gradually and the pains are apt to be less severe than those of cramp colic, but they are often continuous. The chief symptom is the swelling of the abdomen, especially in the region of the right flank, which, when tapped with the finger, gives forth a drum-like sound. The intestinal sounds are low or may be entirely absent. If the animal is not relieved, the gas continues to accumulate and the pressure on the lungs causes very difficult breathing and finally death of the animal from compression of the lungs, rupture of the intestines or blood poisoning by absorption of the accumulated gas. The treatment consists in trying to stop the formation of gas and in assisting the expulsion or absorption of that already formed. One-half pound of Glauber's salt in one quart of water, with ginger or pepper, is very useful. One ounce of common baking soda or one ounce of aromatic spirits of ammonia, in eight ounces of water, given at short intervals, is also good, and charcoal has a reputation for the absorption of gas. Two ounces of oil of turpentine in linseed oil, and two-to-four-dram doses of creolin in water are also used to stop fermentation. To relieve the pain, two ounces of sulphuric ether and two ounces of laudanum may be given in water, or two-dram doses of fluid extract of Indian hemp on the tongue. Half an ounce of chloral hydrate is also effective, but is poisonous and will burn the mouth unless given in sufficient water—say eight ounces. The best treatment, however, is the puncturing of the intestines at the most prominent point of distension on the right flank. This is done with a trochar and canula, or hypodermic needle (absolutely clean), and is best performed by a veterinarian, although, to save life anyone may attempt it. The hair must be clipped and the instrument and skin thoroughly disinfected.

Now there remains a word to be said concerning the general treatment of any of these forms of colic. First the animal should have a roomy box-stall with plenty of bedding to prevent injury while throwing himself about. He should be thoroughly rubbed with straw or rags to stimulate and equalize the circulation; a few drops of turpentine or spirits of camphor sprinkled on the skin before rubbing will be of great benefit. The body should then be covered with a blanket and flannel bandages applied to the legs. Mustard made into a paste with warm water and rubbed on the abdomen often affords relief. In mild cases exercise may be of value, but it is not to be recommended in more severe cases. In all cases enemas are to be recommended. Do not administer drugs through the nose on account of danger of pneumonia.

Modern science has given the veterinarian many new drugs and instruments (especially the stomach tube) which enable him to save many cases that formerly proved fatal, but the fact remains that he cannot always be obtained and these simple drugs become invaluable.—Country Life in America.

Cause of Streaky Butter

Every now and again, as if to keep the question green, some person gets to his feet and wants to know what is the cause of streakiness in butter. Experts make experiments and theorists advance conclusions, with much conflict of opinion.

In New Zealand an attempt was made to prove a contention. The butter from 20 churnings was divided into two lots after washing. One lot from each churning was worked one minute without salting and placed in the refrigerator. No. 2 was salted, worked one minute, and also put in the refrigerator. Investigation afterwards showed that not one of the unsalted parcels was affected, while in every case the salted lots were affected. Access was then had to a large number of samples which had been marked down in price by commission men, and in every case where the evenness in the coloring was very distinct it was clearly possible to distinguish by the taste that the light streaks had no salt or less salt than the more deeply colored portions. The conclusion arrived at, therefore, was that the salt had not been evenly worked. As to why the salt had this effect it has been suggested that it is because the salt drives out the buttermilk along with the excess of water. To test this theory the unsalted and salted samples were submitted to a chemical analysis to determine the percentage of casein.

In three of the salted churnings there was less of this constituent than in the unsalted; but in the other two the salted lots led the way in this respect. In all cases the unsalted lots were the lightest in color, due, it is supposed, to the action of the salt, which deepens the color of the fat. The obvious remedy is to get the salt well worked in.—Hoard's Dairyman.

# Recollections of a Recent Visit to Canada

**F**OLLOWING is the full text of the extremely interesting booklet, which has just been issued, containing an address on "Recollections of a Visit to Canada," by Mr. George Briggs, a well-known member of the Corporation of London. Mr. Briggs was the guest of Mr. David Spencer while in Victoria:

The beautiful hall of the Salters' company, St. Swithins' Lane, City of London, was filled to overflowing on the evening of Wednesday, December 4th, 1907, when Mr. George Briggs, a well-known member of the Corporation of London, delighted his audience with a two hours' address on the subject of the wonders, beauties and resources of the great Dominion of Canada, from a visit to which Mrs. Briggs and himself had recently returned. The address was given under the auspices of the United Wards club, of which Mr. Briggs is a past president. The members and their ladies were received by the President (Mr. Walter Green) and Mrs. Green in the spacious entrance hall, the subsequent proceedings taking place in the banquet hall, the President occupying the chair. The address was rendered additionally attractive by means of a large number of lantern slides, the majority of which were placed at the disposal of Mr. Briggs by some prominent officials of the Canadian Pacific Railway company. The large audience listened to the remarks of the speaker with the keenest interest from start to finish.

Mr. Briggs said: Mr. President, Ladies and Gentlemen:—When in a weak moment I fell to the persuasion of our treasurer and promised to give a lecture on my holiday in Canada, little did I dream of the task I had set myself, and although I have presided over large assemblies of men and women at meetings of all kinds for thirty years, yet this is my maiden lecture, so you must forgive me if I have not arranged it in absolute sequence. The fact is, I found the task so great that I hardly knew how and where to commence. The difficulty was made all the greater, after traveling 14,000 miles, to recall all the incidents of the first 7,000 miles, which were in Canada; and the more I went into it the more deeply did I get involved, because I felt at every moment it was my duty to place before you, as vividly as I could, the great inheritance we have in Canada. I decided, therefore, to divide it into two parts—firstly, to give a short review, and then take you picturesquely through the whole journey. I hope you will bear with me just for about ten minutes, while I place before you my impressions of Canada, as it is and what it may become, so I ask you all to think imperially, to feel imperially, and afterwards to talk imperially all your lives until we bring about that great imperial federation, and link all our Colonies to the Motherland in one eternal bond of unity, so that disintegration can never come, but we may remain not only the greatest but the strongest empire the world has ever seen, with countless millions to protect and love our flag.

I propose to place my trip under various headings—firstly, from London to Liverpool; secondly, from Liverpool to Quebec; thirdly, from Quebec to Montreal, Ottawa and Toronto; fourthly, from Toronto to Winnipeg; and fifthly, from Winnipeg to Victoria.

## The Departure From London

Leaving London at 12 o'clock on Friday, June 28th, we arrived in Liverpool at 4 o'clock without a stop. At 4.15 we were on board the "Empress of Ireland." By 5.30 all baggage and passengers had embarked. The last person to arrive was King Edward. I need not assure you I do not mean the King himself, but a large number of our usually red-painted postal vans with letters for Australia, China, Japan and Canada. After they were boarded we sailed down the river. The next day (Saturday) we left the Old Country, viewing the Giant's Causeway and the northwest part of Ireland. From thence to Quebec there was not a single wave, and it was absolutely like sitting still the whole of the way. In fact, sometimes at luncheon and dinner we had to look through the portholes to see if the ship had not stopped, there being no vibration or movement of any kind; but this unique trip was marred by a dense fog occurring at 2 o'clock on Monday. While I was talking to the captain, he remarked: "I must go on the bridge, a fog is coming up," and he never left the bridge again until 12 o'clock on Friday, when we arrived in Quebec, although during the whole of that time she made from 452 to 457 miles daily. At Sydney we ought to have landed the Canadian mails at 12.30 on Wednesday night, but the fog being so heavy we could not make the tender; consequently, they were landed at Rimouski at 10.30 on Thursday night, when the Custom House officers came on board. On Friday morning I arose at five o'clock, when a rare sight presented itself. The whole length on each side of the under promenade deck was piled with passengers' luggage, all in alphabetical order. I found mine immediately, and before six o'clock had got it passed through the customs. We passed the Gulf of St. Lawrence during the night, and from Rimouski to Quebec it was still the River St. Lawrence—a mighty river, but nothing particular in it to strike one's attention. The banks on each side are low, with few habitations except small wooden houses, erected principally for those engaged in the lumber trade.

We then viewed the falls of Montmorency, and approached Quebec, where we anchored at 12 o'clock, not being allowed to land until 1.30, as all passengers for China, Japan or Australia were landed first with the mails, and also fifty-four marines for the Far West. I may mention here that the Canadian Government is endeavoring to establish what they call "an all-red line," that is, that the British mails can be carried from London to Australia, China and Japan all over British territory (applause). That, you will see, will be a mighty thing when achieved, and most beneficial in time of war. We stayed in Quebec three days. The old part, or French part, near the docks, which is all in the Lower Town, and where all the large wholesale houses are, is badly and ill-kept. The upper part, where the houses of parliament, the town hall, the great Frontenac hotel, the fortresses, the principal shops and fine wide streets and private houses are situated, is well kept.

From Quebec to Montreal we took the steamer up the St. Lawrence, which, as a river, has little to present for itself, except as a mighty waterway. It was on a Monday night, and there appeared to be a great many weekend people going backwards and forwards. I was interested, especially in a large party of happy young men who sang a number of glees in fine style up till 10.30 p.m.—and made no collection (laughter). At the conclusion of their vocal efforts, they all sang "God Save the King," and then quietly dispersed. The banks are still low, dotted with houses at intervals, until we approach nearer to Montreal, where it is much more beautiful, there being many islands and interesting villages on its broad surface. Montreal approached by the water bears its finest aspect. You see Mount Royal, Dominion park, the great elevators, ship-building, and all the colossal warehouses that are on the port side. In the old parts the streets are narrow and badly paved, while the newer part is nearly all built in squares, with fine wide streets, the whole city presenting a progressive and wealthy aspect. We visited every point of interest, and especially the Bank of Montreal, which has its head-quarters here. It is one of the finest banks I have ever been in with regard to its internal arrangements, but I rather wondered that a bank in a young country should have sunk so much money in enormous marble pillars, which, although giving it a dignified, rich and beautiful aspect, must represent dead money.

From Montreal we went by train to Ottawa, which is a more classical city, being the seat of government, and it stands in a picturesque and beautiful position. From Ottawa to Toronto, we went by train. Toronto, like Montreal, is the buzz of Canada, the houses being very fine, and the men are all energetic and full of business. I visited all the large stores and all the warehouses, and was impressed by the general progress of the city.

## Some Impressions

From Toronto we went to Winnipeg—a journey of thirty-six hours (555 miles) by the Lakes Huron and Superior. Winnipeg, let me say, is one of the marvels of the West. It can only count about twenty-five years of age, and yet has 100,000 inhabitants, and the intentions of the people seem unbounded, for it is laid out with fine streets, and allotments are to be sold for a distance of nearly ten miles around. With regard to Lake Superior; the traveling people we met, especially the ladies, were very fond of reminding my wife that England could be dropped into Lake Superior, and as we were nearly two-and-a-half days on that boat, she was told the same tale so often that at last she replied to one person who was not quite polite in the telling, "Well, I will grant that you have quantity, but we certainly have quality" (applause and laughter). I may here mention that in Quebec, Ottawa, Montreal, Toronto and Winnipeg, and indeed in all Canadian cities and towns, there is the most perfect system of electric tramways. There is scarcely any need for cabs, as you can see most of the city from the tramways, and your baggage is always carried by express companies. From Winnipeg to Banff is a journey of thirty-six hours, and during one-half of that time the railway runs through nothing but wheat fields, which is called "Manitoba," or "The Great Northwest." Then the next half of the time is through prairie-land, where you see nothing but cattle and horse ranches. The journey from Winnipeg to Calgary is of a most uninteresting character, except for a few villages that you pass through; but it is a great food country, and a great horse and cattle breeding country. For the whole of that distance you scarcely ever see a tree, and certainly never a hill; and the railway has not a single cutting or a tunnel from Winnipeg to Calgary, unless there were some during the night journey which I did not see. Calgary is the most important town between Winnipeg and the Rockies, it having now about 15,000 inhabitants, although but a few years old, and it is from there, at the foot of the Rockies, that the interesting part of the country commences, as far as mountains, lakes and rivers are to be seen. From Calgary there is a branch line, 250 miles to Edmonton, the capital, direct north of Alberta.

I should like here to touch upon two or three important questions. The luggage question is a thing of great importance to travelers; and having traveled all Europe, I know quite well the systems in vogue there, and

our miserable scrambles in the Old Country on the arrival at stations; but in Canada it is simply perfect. At the hotels on the Canadian Pacific line, and on all others, you simply telephone from your bedroom, and a man comes, and you say, "Check this luggage on to so-and-so." As in my case, with my wife, we never had less than five or six pieces—four too many. The man gives you a number, and you do not see them any more until you find them in your room at the next place you want to stop. I advise, if ever you go—one box each, and one to carry. As regards the hotels and the drink question in Canada, although you know I am neither a prude nor a teetotaler, yet I must compliment the people on their system. You all know that when you arrive at a hotel in Europe and you sit down to luncheon or dinner, before you have time to order what you wish to eat, a man presents a huge card of wines and spirits, and says, "What will you take to drink, sir?" (laughter). Now, in Canada, you enter a dining room, sit down, and the first thing the waiter does is to pour you out a glass of ice water (of course it was the summer time), then he asks you what you will take to eat, and you are never asked at all what you will take to drink—but he gives you as many glasses of ice water as you like to take (renewed laughter). After I had lived on this wholesome drink for some days, I suddenly thought I should like to have a glass of wine, and asked if they had not a wine card (applause). The man replied somewhat cautiously, "I think I could find one," and after a deal of delay he produced a small card which had upon it three kinds of champagne, two kinds of claret, two kinds of hock, and three whiskies; twelve kinds of mineral waters, ginger ales, and all kinds of cordials, non-intoxicant. I think that is a great advance on the European systems, while another curious law is that at 7 o'clock on Saturday evening until 6 o'clock on Monday morning all bars in every hotel, and all drinking saloons, which we in our country call "public houses," are closed. In speaking to one of the principal citizens in Toronto on this question, he replied, "Well, you see, a working man cannot waste all his wages up to 7 o'clock, and he may even take a bottle home; but then, you see, he is at home, and most likely at home with most of his wages, which he might otherwise have dissipated among boon companions before 12 o'clock at night" (applause). So strictly is that law carried out that I have one or two very amusing incidents to relate. A gentleman called upon me at 8 o'clock one Saturday evening at my hotel, and, British-like, I of course asked him to have some refreshment and a cigar. I was told that I could not have any, as the bar was closed, and that they were not allowed to sell it, except in our bedrooms, so I invited him into our bedroom and there we had the desired little refreshment (renewed laughter). Perhaps that is carrying it a little too far, as when a traveler is in a hotel it is generally considered to be his place of residence for the time; still, I must say I admire the precaution which they take. Of course, you can get what you like during luncheon or dinner time.

## The Resources of the Country

Now, ladies and gentlemen, I should like to give you a few figures; I know they are often considered dry, and sometimes perhaps, uninteresting, but I promise you on this occasion I will not weary you in that respect, and I think you will find the few statistics I am about to quote will appeal to your imaginations.

The total grain crops for the season of 1906 were over 415,000,000 bushels, of which 125,000,000 bushels were wheat, and over 202,000,000 bushels oats.

The following figures give a few of the principal exports from Canada (Home Produce), during the fiscal year ended June, 1906: Wheat, 40,399,402 bushels, £7,013,000; flour, 562,465 barrels, £1,371,000; fruit, £1,004,000; horses, 2,794, £110,000; cattle (horned), 176,030, £2,429,000; sheep, 244,262, £245,000; the mine (produce of), £7,389,000; the forest (produce of), £8,089,000; cheese, 215,834,543 lbs., £5,091,000; total, £32,741,000.

The total trade of Canada for the twelve months ending August, 1907, was £133,404,000, an increase of £15,417,000 over the preceding year (cheers). During the same period the trade with Great Britain increased by £1,875,000.

The total immigration into Canada from April 1st to the end of September last, through ocean ports, was 158,598, compared with 109,777 during the same period of 1906. By ocean ports is meant, of course, those people coming by ship; but it is calculated that nearly as many go over from America by train, and it is most difficult, therefore, to calculate their number. The question of emigration is a point I want to specially emphasize, because of the hundreds of thousands who are pouring into Canada, only 10 per cent are British, the remainder coming from almost every land, and know no flag—but simply dollars.

## An Appeal to Patriotism

But our government must be up and doing, because as the older generations die off there will arise—there is already arising, a race that does not care to know the Motherland—young men from 15 to 25 years of age, who either forget, or never knew, what their brave old British forefathers owed to Britain; but, on the other hand, think that they have made, and are

indeed Canada: In my opinion, the sooner Imperial Federation is accomplished the better for Canada, and the better for the Empire. (Cheers.) Too little do the British race, and much more the Colonial race, remember the great men of the British Isles; the statesmen who founded, and the generals and men who fought and died for the colonies, but I must say that Canadians proper are true and loyal to a man. (Renewed cheers.) There is here, in this great Dominion, all that man wants, self-contained and to spare for the Motherland, in exchange for our gold and goods, without depending on foreigners. Our government, I repeat, must be made to understand what its duty is. Ministers should be sent out to see and hear, and feel and grasp the great situation. No man can stay at home and fully understand it. (Loud applause.) From what I saw in all the busy cities I visited, it is of no use for wasters to go out there, because they will go to the wall quicker than in the Old Country. All there is eager, strenuous life; every man is for himself, and those depending on him. They do not want clerks and shop hands so much, and certainly they do not want paupers. (Applause.) They want farmers with capital; they want good artisans; and they want men with money to start no matter what kind of business or trade. I venture to say that with proper, steady intelligence, any man will succeed and grow with the country; but the gold is not for the lazy and indolent, any more there than anywhere else. (Applause.) Sovereigns are not to be swept up in the street any more there than anywhere else in the world.

## I wish now to say a word about

### The Canadian Pacific Railway,

its system of travel and its fine hotels. That great company has done a great deal for the civilization and opening up of Canada, and all that the Government has given them in the way of lands it richly deserves. (Applause.) Their hotels are equipped in a perfect manner; their officials and everyone connected with the railway are courteous and obliging. The food (remember, I am speaking of summer) sometimes is not all that one would desire, more especially in isolated places, where the people have to resort too much to cold air storage; but that is unavoidable, for even in Toronto at the finest hotel (not belonging to the Canadian Pacific railway) the food consisted almost entirely of cold storage. In Winnipeg, at the hotel belonging to the Canadian Pacific railway, cold storage was rarely resorted to, and, I think, there it was the finest cuisine I have yet seen in Canada. Mr. President, ladies and gentlemen, I do not wish to weary you, but I have in this review tried to impress you with the great Dominion of Canada, and if I have achieved that, I shall have added one more laurel to the great Imperialism which must eventually come. (Cheers.) You may ask me now as a last word what struck me most. Well, it is a simple thing, but really vital. Some of you know that I have been in the habit of going to Europe and crossing the English Channel at least six times a year for nearly forty years, and when across that channel my language changes from English to French, just like a duck takes to water, so that when I crossed the ocean naturally the same thing came to me, and for several days I could scarcely realize that I still had to speak English. Therefore, what struck me most was that in 14,000 miles there was but one language—that of the British nation. (Applause.) Even the black attendants in the train, the Chinese and Japanese waiters in all the hotels in the Rockies and elsewhere, spoke English. Now, about their telephones, telegraphs, trams and electric power; in all the towns the overhead system is in vogue; the wires are all on huge trees, very tall and very thick, about the same size, and all very ugly, because of their immense number, and the cables for carrying special power are as thick as an ordinary man's wrist. In Toronto I spoke to the town clerk and engineer, with whom I had a most enjoyable hour, and said: "In a hundred years the people of that day will blame you for not putting them underground in a proper tunnel, where men can go in to repair them and lay new ones." The reply was, "The first cost?" "Yes," I said, "that was no doubt the reply in London 100 years ago, but it costs us now, yearly, what would have paid the first cost. With us it is now too late, as there is no room underneath; with you it is different. Do it at once and earn the blessing of future generations, not only for utility, but for economy and the beauty of your cities." (Applause.)

Alaska has become a very interesting place, and a burning question has just been settled, but settled in a manner which still leaves it smoldering. You may know that Russia a few years ago sold her portion of Alaska to America for £1,440,000. A few years later the Canadians began to find gold and rich minerals at Klondyke and Dawson City. So then America began to say that portion was in her purchase, so it was referred to arbitration, and you may remember at Paris last year America bluffed us out of thousands of square miles. It made me very angry at the time as I considered it unjust, and I am more angry now than before and simply disgusted at our Government. (Applause.) All Canada blames us and says America bluffed us out of it, and I am sure they did. Prominent men in New York actually said so and laugh-

ed at us, going so far as to say, "Oh, we shall ask for a few more provinces soon on some pretext and you are sure to give them." So much for Alaska. Well, the line was drawn and what is now left to Canada is called Yukon and is 196,976 square miles; that portion they call Alaska and is 590,884 square miles, and Canada lost 12,500 square miles.

The State of Oregon was also bluffed from Canada in 1848 and is 96,000 square miles. Washington also, in 1853, with 67,000 square miles. The formation of public opinion in the Dominion upon this question was a gradual one, built upon an underlying but deep impression that Great Britain had been historically prone to sacrifice Canadian interests—ignorantly, or intentionally, as the case might be—upon the altar of so-called friendly relations with the United States. (Applause.)

A map of Canada, showing the lost territories, was then placed upon the screen and its essentials described. Mr. Briggs pointed out that the total area of Canada was 3,500,000 square miles, or nearly as large as Europe. Quebec to Montreal was 175 miles, Montreal to Ottawa 122, Ottawa to Toronto 320, Montreal to Vancouver 2,900, Halifax to Vancouver 3,700, St. John to Vancouver 3,800, and the distance from Owen Sound, Lakes Huron and Superior to Fort William 555 miles. A large number of illustrations of life on board one of the magnificent vessels forming the fleet of the Canadian Pacific Railway company were then exhibited. Pictures of street scenes, public and other buildings, and views of Canadian scenery followed in quick succession, and proved intensely interesting.

## Descriptive Address—"Canada for Ever"

Halifax, with a population of 50,000, and the capital of Nova Scotia, was, Mr. Briggs remarked, from its long association with the Army and Navy of the Mother Country, the most thoroughly English city on the Continent. He then continued his descriptive address in the following words:—

At Quebec, we stayed at the Chateau Frontenac, belonging to the Canadian Pacific Railway. This old city occupies the base and summit of a lofty crag, projecting into the St. Lawrence.

Jacques Cartier, a Frenchman, was the first European who sailed into the river, and spent the winter of 1535 at the base of the cliff; and French fur companies soon after established here headquarters for trading. As the settlement grew, the fortifications were enlarged, and Quebec became the stronghold of Canada; remaining so until captured by the English, under Wolfe, in 1759. No other city in Canada is so grandly situated, or offers views from its higher points so diversified and lovely.

Dufferin Terrace is a huge wooden platform, or promenade, 1.4 mile long and 50 to 70 feet wide, erected on the edge of the cliffs. It was first erected by the Earl of Durham, and was re-built and enlarged during the governorship of the Earl of Dufferin, and opened to the public in 1879, by the Marquis of Lorne and Princess Louise. On the west is the governor's garden, with the Wolfe and Montcalm monument. There are many beautiful excursions from Quebec, such as Point Levis, Isle of Orleans, Falls of Montmorency, and St. Anne de Beupre, where there is a shrine for cures of all the ills that flesh is heir to, and in the splendid church the pillars are all covered from top to bottom with crutches, waists bands, leg props and every conceivable surgical article ever made, left there by those who were cured—or, rather, who never ailed anything.

Sous le Cap street is a most curious and interesting old street, and I should think practically remains in the same condition as when originally constructed, it being in the lower part of the town, where all the streets are very irregular and badly kept; it contains many quaint old houses. The Champlain monument is in the upper part of the town, Champlain being the first organizer of the country.

Montreal.—Windsor street station, Canadian Pacific Railway—population, 425,000. It is the chief city and commercial capital of Canada, is situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga. It was visited by Jacques Cartier, in 1535. A trading post was established here by the French, 250 years ago; and this was the last place yielded by the French to the English in 1760.

It is a magnificent city, with fine wide streets in the new part, handsome shops and churches, a magnificent park called Mount Royal Park, and fine university buildings and grounds; but in the lower parts of the town, where all the large warehouses are, the streets are irregular, and badly paved.

Montreal is 400 miles from New York, and 2,750 miles from Liverpool—300 miles nearer Liverpool than New York—though not even the capital of its own province—Quebec—Montreal exerts great political influence, and it is the seat of the chief banks, trading corporations and universities. The French mainly occupy the east quarter of the city, the dividing line being St. Lawrence main street.

## Capital Cities—Old and New

Ottawa, the Federal capital of the Dominion of Canada, is picturesquely situated at the junction of the Rideau river with the Ottawa. It has an immense timber trade, with huge saw-mills at every turning, and the city, like Quebec, is divided into upper and lower towns, standing on high ground, overlooking a fine valley, and contains many fine residences and large hotels, stately government buildings

overshadowing all. Parliament, and were National Public Librarians. It is made of wood; most beautiful being of the same decorative in shape, and very fine marble staircase Rideau Hall, the residence of the Governor-General, is two miles from the present town where the present lives. We had the house and also Rideau. I allowed Washington to self-worth of the present raised, and are handsome and best. Like Washington come the scientific presence of the during the sitting of cultivated and fast strange, but in all of the governments sit aspect to other town try it is very marked Glasgow for instance tish government, or even London, from then from the Bank different. Then return are now assembled if you could put your City of London, you the civilized world, a nessed lately during plause.) I should say received and despatching one question, "W land do?" than ever it town or city in all the old city of London called the Queen City and of British stock, and has made great progress in a few years, there being all at right angles. of Lake Ontario and importance.

The grain elevator huge dimensions, the Canada and America, either to railway companies. They are farmers, for here they and sell it at the market company to whom they they are paid cash doing being the owners of tious times to different could not quite find ed elevators—I asked, they are not lifts; the ground floor by the fact is then drawn up by pipes and stored on an times there are as many more; so you see there it were carried up by moving at least four but by suction all the

In Winnipeg the wide, and the population is flat, being only 750 the country all round capital of the province known as Fort Garry 1871 was only 100 people the confluence of the boine river, and for most of the Hudson Bay co most interesting conversation and when I told him Englishman, he said, Brixton road, and can brushes" (loud applause) said he bought a piece shop, which he then took in the country; but it of the city, being only town hall, while his house is quite half-a-mile streets extend for miles here remark that Winnipeg accommodate a million will become the greatest in the very centre, John, and I, 500 to Victoria the Alexandra hotel hedian Pacific railway. best hotels in Canada, peg will become the g for all the railways in become the great eng Canadian Pacific railw 170 miles of train-yard here we visited the gr eight storeys high, a wheat going in at the ing through 100 people into 1st, 2nd, and 3rd, at the bottom into bag way trucks. We only work, the whole being ery, with the exception bags. The total capacity longing to this company and the daily turn-out rels of flour.

Before leaving the its associations, let me gentlemen, a story that time when scarcely any way thither. The sto farmer arrived at Win ment offered him as m plough round in a day ing taken two or three walked over the best p was practically cleared ploughing at 6 o'clock a very wide sweep with o'clock in the evening told him that the day

overshadowing all. We visited the House of Parliament, and were much impressed by the National Public Library, which is very magnificent. It is made entirely out of Canadian wood; most beautifully carved, no two pieces being of the same design. The library is circular in shape, and contains in the centre a very fine marble statue of Queen Victoria. Rideau Hall, the residence of the Governor-General, is two miles distant, and it is in this town where the premier—Sir Wilfred Laurier—lives. We had the pleasure of seeing his house and also Rideau Hall. Ottawa has followed Washington in attempting to make itself worthy of the position to which it has been raised, and already ranks as one of the handsomest and best kept cities of the Dominion. Like Washington, too, Ottawa has become the scientific centre of the country, while the presence of the Governor-General makes it, during the sitting of Parliament, a centre of cultivated and fashionable society. It is, strange, but in all countries the cities in which the governments sit, bear a totally different aspect to other towns. Even in our own country it is very marked. Take Edinburgh and Glasgow for instance, the old seat of the Scottish government, or Dublin and Belfast, and even London, from Highgate to Westminster, then from the Bank eastward, and all is totally different. Then return to the centre where we are now assembled in the Grand Old City. There is nothing comparable in the world, and if you could put your ear to the keyhole of the City of London, you might hear the throb of the civilized world, as might have been witnessed lately during the American crisis (ap- plause.) I should say that more cables were received and despatched during that time, asking one question, "What will the Bank of England do?" than ever in history. I have seen no town or city in all my travels so well kept as the old city of London (cheers.) Toronto, called the Queen City, and mainly Protestant and of British stock, is the capital of Ontario, and has made great progress during the last few years, there being splendid wide streets, all at right-angles. It lies on the north shore of Lake Ontario and is of great commercial importance.

The grain elevators at Fort William are of huge dimensions, they are situated all over Canada and America, and generally belong either to railway companies, banks, or rich companies. They are a great benefit to the farmers, for here they can bring their wheat and sell it at the market price of the day to the company to whom the elevator belongs, and they are paid cash down. The companies then being the owners of the wheat, sell it at various times to different parts of the world. I could not quite find out why they were termed elevators—I asked, "Why not lifts?" But they are not lifts; the grain is brought to the ground floor by the farmers in wagons, and it is then drawn up by suction through large pipes and stored on any floor required. Sometimes there are as many as fifteen floors or more; so you see there is no waste of labor. If it were carried up by lifts it would require moving at least four times by manual labor, but by suction all that is obviated.

In Winnipeg the main street is 100 feet wide, and the population 100,000. The town is flat, being only 750 feet above the sea, and the country all round is very level. It is the capital of the province of Manitoba, formerly known as Fort Garry, and the population in 1871 was only 100 people. It is situated at the confluence of the Red river and the Assiniboine river, and for many years the chief post of the Hudson Bay company. Here I held a most interesting conversation with the mayor, and when I told him that he spoke like an Englishman, he said, "Yes, I was born in Brixton road, and came here in 1868 to sell brushes" (loud applause). After a time he said he bought a piece of ground, and built a shop, which he then thought was too far out in the country, but it is now in the very heart of the city, being only a few doors from the town hall, while his huge wholesale warehouse is quite half-a-mile further out. The streets extend for miles all round, and I may here remark that Winnipeg seems laid out to accommodate a million people. No doubt it will become the greatest city in Canada, being in the very centre, 1,500 miles from St. John, and 1,500 to Victoria. Here is situated the Alexandra hotel belonging to the Canadian Pacific railway, one of the finest and best hotels in Canada and America. Winnipeg will become the great radiating junction for all the railways in Canada; in fact it will become the great engineering works of the Canadian Pacific railway, who have already 170 miles of train-yards and sidings. It was here we visited the great Ogilvy flour mills, eight storeys high, and where we saw the wheat going in at the bottom, and after passing through 100 processes (which divided it into 1st, 2nd, and 3rd choice) flour came out at the bottom into bags and dropped into railway trucks. We only saw about six men at work, the whole being controlled by machinery, with the exception of the work of tying the bags. The total capacity of the elevator belonging to this company is 2,300,000 bushels and the daily turn-out at the mill is 3,000 barrels of flour.

Before leaving the subject of Winnipeg and its associations, let me tell you, ladies and gentlemen, a story that was told to me of the time when scarcely any emigrants found their way thither. The story goes that a Scotch farmer arrived at Winnipeg, and the Government offered him as much land as he could plough round in a day. The canny Scot, having taken two or three days' to think it over, walked over the best part of the land which was practically cleared, and then started ploughing at 6 o'clock in the morning, making a very wide sweep with his plough. At 6 o'clock in the evening the Government officials told him that the day was up, and asked him

what he meant by making so wide a circle without finishing it? The wily Scot replied: "Oh, there's twenty-four hours in a day, ye ken, and I shall be quite round by tomorrow morning." (Laughter.) That man afterwards became one of the richest and most progressive farmers in the Dominion.

#### The Wonders of the Dominion

Calgary is a town of a few years of age, and has a population of 15,000; it is 3,428 feet above the level of the sea, so you will understand the train had mounted considerably in the 850 miles we had come from Winnipeg, for there was never a tunnel, and scarcely a cutting, unless we passed them at night, the ride being through prairie lands and wheat-fields. You will observe the Bow River and the Rocky Mountains in the distance, and in leaving here we commence the ascent of the Rockies, and begin to see the wonders of creation. The Canadian Rockies are the culminating scenic portion of the mighty Rocky Mountains, called the "Backbone of America." Four great ranges are crossed by the Canadian Pacific Railway—the Rockies proper, the Selkirks, the Gold Range and the Coast Mountains, the latter standing like a great bulwark along the shores of the Pacific. The entrance to the Rockies is by the "Gap," and it seems that the train has reached an impasse and that there is no way by which it can surmount the lordly line of heights drawn up across its path. Suddenly, however, it takes a sharp turn and finds itself between two walls of vertical rock, and a passage is forced to the world of mountains beyond. It has found, and followed, the course of the Bow River, and keeping to the valley which that stream has worn for itself in the course of ages, the track turns northward and runs between the Fairholme Range on the right and the Kananaskis Mountains on the left. Close by the Kananaskis Falls of the Bow are taking a mighty plunge, the roar of which is distinctly heard from the track. At this point are the "Three Sisters," a trinity of noble peaks. At the base of the Cascade Mountains, Banff, a few miles away from the railway track are the anthracite mines of Bankhead, operated by the Canadian Pacific Railway Company, which supply the country from Winnipeg to Vancouver. The Banff Hotel is owned by the Canadian Pacific Railway, is situated on a rocky elevation on the south bank of the Bow River, near the mouth of the Spray, 4,521 feet above sea level. This splendid hotel commands a view, perhaps unrivalled in Canada; the refinement of its appointments, and the completeness of detail marking the whole establishment. It ranks among the finest summer hotels to be found anywhere, and here we rested a week, driving to many interesting places.

Canadian National Park Banff, is a national reservation of 5,732 square miles. It is the largest in the world, and is under the control of a park superintendent. Public improvements of all kinds are being constantly carried on, to the great advantage of both residents and visitors.

In a large area of 2,000 acres is a magnificent herd of 56 buffalo and calves. Buffalo are now nearly extinct (there used to be millions) owing to their being killed for the sake of their hides, and the Canadian Government have

therefore considered it necessary to preserve them.

To the east of Laggan run two mountain valleys, both of which are noted for their exquisite scenery. Paradise Valley, the nearest to Lake Louise, lies between Mount Shoel and Mount Temple, while the Valley of the Ten Peaks, as its name implies, is lined by ten great peaks, and holds at its head Moraine Lake. From this valley can be seen Mount Temple, Mount Lefroy, Mount Aberdeen, Mount Hungabee (which means in Indian, chieftain), Mount Victoria, all of them being from ten to twelve thousand feet high. Moraine Lake, near Laggan, is two miles long, and half a mile wide, in which there is excellent trout fishing. The Government have recently constructed a splendid carriage road from Lake Louise to Moraine Lake. Mirror Lake, Laggan, is another of these beautiful gems, which has no visible outlet, its waters escaping through an underground channel to Lake Louise 1,000 feet below. The waters of this lake rise or fall, as the inflowing stream pours its flood into the lake more or less rapidly than they are carried off.

Lake Louise Chalet is charmingly situated on the very verge of the water in the midst of the evergreen wood. The Canadian Pacific Railway built a lovely chalet, which has since been enlarged to a great hotel. Telephonic communication exists between it and the station, and telegrams may be sent to any part of the world. Here we stayed one day and night in absolute peace and quietude, the beautiful little lake being completely shut in by huge mountains, and there being no habitation except the hotel. Swiss guides in the Rocky Mountains are brought to the resorts in the Canadian Rockies by the Canadian Pacific Railway Company.

The Great Divide is six miles from Laggan, and here the summit of the Rockies is reached and the Great Divide is passed, 5,266 feet above sea level. It is marked by a rustic arch spanning a stream, under which the waters divide by one of those curious freaks with which nature occasionally diverts herself. For the two little brooks have curiously different fates, though they have a common origin, both rising from the same spring and glacier. The waters that dive to the east eventually mingle with the ice-cold tides of Hudson Bay, while the rivulet that turns to the west, finally adds its mite to the volume of the Pacific.

#### Romance of History

Mount Stephen, the most elevated station on the Canadian Pacific Railway line, takes its name from the first president of the company, Lord Mount Stephen; while the next westward slope, Hector, recalls Sir James Hector, and from here the railway descends rapidly to the Kicking Horse Valley. The scenery in Kicking Horse Canyon is sublime and almost terrible. The line clings to the mountain side at the left, and the valley off the right rapidly deepens until the river is seen as a gleaming thread, five or six hundred feet below. Kicking Horse Canyon also preserves Hector's memory, for the "kicking horse" was one that inflicted upon him serious injuries during the Palliser expedition. The story is a curious one, as it shows on what chances the success of an exploration may depend. The expedition was encamped on the banks of the Wapta, where a

pack horse broke three of the leader's ribs by a kick. He lay unconscious for hours, till his Indians thought him dead, and prepared to bury him, but as they bore him along he regained his senses. When he recovered he went to inspect his grave that had been dug some little way from the camp. Then, fired by curiosity, he determined to search the valley in which it had been intended to leave him for ever. He explored it further, and found it a practical way of crossing the mountains. Thus was the Kicking Horse River brought to light, and received the name of the vicious animal, which all unintentionally had led to so important a discovery. Takakkaw Falls, near Field (John Valley), are eight times as high as Niagara (1,200 feet), but, of course, the volume of water is nothing in comparison. Field is the station for these falls.

Illecillewaet Glacier, like nearly every other observed glacier in the world, is receding. It is reckoned that the sun drives it back on an average 35 feet a year, and recovers this much from the bonds of ice. However, after the ice has gone, the Moraine remains, and it will be many centuries before the great rocks, carried down by the glacier, are reduced to dust; and the land thus reclaimed supports renewed vegetation. Nestled in a niche of the narrow valley, a few yards from the railway station, and surrounded by the beautiful evergreen trees that everywhere thrive in this region, is the charming hotel, Glacier House, which has become so popular that the Canadian Pacific Railway have found it necessary to enlarge the original structure, erect new buildings, and increase the capacity of the annex, so that now over 100 guests can be accommodated.

I noticed that a Surgeon-General in the Army wrote recently in the visitors' book: "My wife and I have traveled for nearly forty years all over the world, and are both agreed that the scenery at Glacier House is the finest we have seen in Europe, Asia, Africa, and America." After that I did not write anything.

Mount Sir Donald is 10,000 feet high, and rears its mighty head more than a mile and a half above the railway. This monolith was named after Sir Donald A. Smith (now Lord Strathcona and Mount Royal), who was one of the chief promoters of the Canadian Pacific Railway. I have not mentioned Lord Strathcona before, but he gave me four letters of introduction—one in Quebec, Montreal, Toronto and Winnipeg, where I met many important men, all eager for greater combination.

The Great Glacier is about a mile and a half's walk from the hotel, and is said to be greater than all of those of Switzerland combined. It is the centre of a group of glaciers, embracing more than 200 square miles; and the portion seen from the hotel is 10 square miles.

Yale is the head of navigation, and was formerly an outfitting point for miners and ranchmen, only 231 feet above the level of the sea. So you see how rapidly we have descended.

At Spuzzum the road crosses the river over a suspension bridge, 110 feet above low water. Yet it is said that in 1881 the river rose to such a height, that it was only by the greatest exertion that the bridge was saved from destruction by driftwood. A short way below this

river the railway crosses it by a cantilever bridge, 530 feet long, the centre span being 315 feet wide.

#### Scenic Grandeur

Fraser Canyon is one of a great number of canyons. These canyons are narrow ravines by which the immense rivers find their way to the sea, and where the river, perhaps a few miles before, was a mile wide. It is here compressed into a deep ravine, through which it pours at immense speed. The largest of these is the Albert Canyon, 2,200 feet above the sea, where the train stopped. Most of the passengers got out to view the grand scenery from a platform specially prepared, and looked down upon the river, which is 300 feet below the railway, compressed into a boiling cauldron, scarcely 20 feet wide. Between the mountains on each side there is simply the river and the railway, and the total width of the pass is not more than 40 feet.

The population of Vancouver is 50,000, the city being the Pacific terminus of the railway. Until May, 1866, its site was covered with a dense forest; from May to July its growth was most rapid, but in July a fire spreading from the surrounding forest, swept away every house, but one, in the place, and with that one exception, every building now seen has been erected since that time. Vancouver will become to Canada, what San Francisco is to America; it will become the great seaport to China, Japan, and Australia. The Canadian Pacific Railway have a splendid line of steamboats to these places, which take the safest, shortest, and most pleasant route to the Orient. The salmon fishing near Vancouver is most interesting. I do not mean so much the fish as the salmon-canning industry at the mouth of the Fraser River, where I saw the salmon in huge heaps, placed just as you would see heaps of turnips or mangolds in a field. Men were lifting them with a kind of pitchfork on to slabs, behind which were hundreds of men and women (principally Japanese or Chinese) who manipulated them from the natural state, until they were cooked and sealed up in tins ready for the market in a few minutes. I will not detail to you the whole of the process, as it might deter you from buying that delicious article.

Stanley Park, Vancouver, is a splendid pleasure resort; it is an immense natural park, where the trees are very wonderful, especially the cedars, which are of immense height and circumference. We drove all through the park in a coach and four, on which we were photographed, and I was afterwards photographed in the cedar tree. We left Vancouver by the steamer for Victoria, which is about 80 miles distant, and a beautiful steam through hundreds of islands.

Victoria has a population of 30,000 inhabitants, and is the capital of British Columbia, charmingly situated on the southern extremity of Vancouver Island, the climate being like that of the south of England, while the town is peculiarly English in all its characteristics. The Government buildings are magnificent, and there are many fine public and private structures. The streets are beautifully laid out, being very fine and wide, with a perfect system of electric tramways. Two miles from Victoria is the Esquimalt Harbor, which was formerly the British naval station, and the great rendezvous of the Northern Pacific fleet, but it has now been closed as a Government harbor, the Government thinking they can use the fleet better at some other point. Victoria has a park of 300 acres, no less beautiful than Stanley Park, Vancouver. I may here mention that in all the cities of Canada they have preserved parks and recreation grounds for the people.

Mr. President, Ladies and Gentlemen: From Victoria we crossed into America to a place called Seattle, five hours by steamer. This is only half of our journey, which comprised about 7,000 miles; but as I am only tonight speaking of Canada, I will no longer detain you by detailing the 7,000 miles returning through America, or else I fear I should weary you too much. So I will say good-night to the New World, with its strenuous and progressive life in the cities, its great prairies and vast wheat-fields, its glorious mountains, valleys and rivers, and to all the kind-hearted and generous people we met, many of whom we can claim as old, and some as new, friends; and in the hope we may be spared to go amongst them once more. (Cheers.)

#### A Cordial Vote of Thanks

Mr. Briggs, who had been speaking for nearly two hours, resumed his seat amid continued cheering.

Mr. E. V. Huxtable, in moving a vote of thanks to the lecturer, said he was certain those present were all agreed that the lecture had been a most interesting and admirable one. Mr. George Briggs was an old and valued friend of the Club, of which he was a past president and a constant supporter. (Applause.) By his energy and liberality he had maintained the best traditions of the Club, and tonight they thanked him from the bottom of their hearts for a most interesting and pleasing lecture on the great Dominion of Canada. (Applause.) It was through the kindness and energy of Mr. Briggs that the members of the United Wards Club were assembled in one of the most beautiful and historic halls in the City of London, all the attendant expenses being paid out of his own pocket. (Applause.)

Mr. Harry Bird, C.C. in seconding the vote of thanks, said he felt bound to congratulate Mr. Briggs upon his success as a lecturer. He expressed a hope that he would follow it up with another at no distant date. (Applause.)

The vote of thanks was then carried with enthusiasm.

Mr. Briggs, in briefly acknowledging the compliment, expressed his warm thanks to the officials of the Canadian Pacific Company, for the loan of so many beautiful lantern slides.

The proceedings were soon afterwards brought to a close.

## The Church Women and Amusements

THE following is the text of a paper read by Mrs. Dickson at a meeting at Christ Church Cathedral schoolroom on Tuesday afternoon last:

As amusements form no mean part in human society perhaps a few moments will not be wasted in considering what attitude we as church women should bear toward the various forms of entertainment prevalent in this age.

In the world at large this question at once brings forward two distinct classes of people, with many intervening classes of varying shades of opinion. The one class would greatly restrict amusements drawing hard and fast lines between the harmless and the harmful recreations—these lines being drawn by their own self-constituted judges. The second class is the opposite extreme. It would leave all pleasures to the fancy of each individual, with no restrictions whatever. Between these two extremes may be found people of all shades of opinion.

Did not Christ by His presence at the marriage feast in Cana forever sanction pleasure and show us that we are not expected to withdraw ourselves from the world's festivities?

The great Anglican church, believing it to be the spirit of the Master, has left this important question along with many others, such as the drinking of liquor, to the consciences of her children with this one, all-comprehensive injunction, "Be temperate in all things, in your amusements as in your eating and drinking."

Is not the Church's injunction, "Be temperate in all things" more important, more restricting than some people would have us think? On the contrary, does not this broad command of the Church place greater responsibilities upon her children than specific commands, such as "You must not dance, play cards, or drink wine."

In the good old book, "Tom Brown's Schooldays," you remember the father's parting words to Tom when he was about to leave home for school. The anxious parent, thinking of all the varied temptations to which his son is sure to be subjected gives no specific commands, only this one injunction, "Never do or say anything that you would be ashamed to have your mother or sister see or hear." Did this not place far greater responsibility

upon Tom than a long list of "Do's" and "Don'ts." And so, does not the Church's command, "Be temperate in all things, place greater responsibility upon us than "Do not dance, play cards or drink wine?"

To whom shall we look for the keeping up of a high standard in all forms of pleasure if not to the women of the Church? If we sanction the playing of games for a stake, yes, or even raffling at the church bazaar; can we very much blame the young man who, after leaving home, fails to see any distinction between this and gambling on the race-track or placing his stake on the roulette table, at Monte Carlo?

By the playing of games for a stake are we not cultivating false ideas of true amusement and creating an unwholesome excitement? Are we playing for recreation or for the stake? Were not the old Greeks nearer the true idea when they played for the laurel wreath only? Who can say that their games lacked enthusiasm and zest?

But far deeper than all this is the cultivation of a purpose in life, and the proper perspective of duties and pleasures. How much church women can do along these lines! For example, some right-minded women in a certain town in the States did not think the young people's dances were sensibly managed; accordingly these women began giving a series of well-conducted dances—the chief feature of which was that the dancing stopped at 12 o'clock sharp. In the same town a fortnightly whist club was started where playing began promptly at 8 o'clock and stopped at 11. Both these efforts were a decided success, and to this day the young people are reaping the benefit from them.

How much better thus to manage entertainments than to let pleasure over-ride everything as in one eastern city, where a lady remarked that it had become almost impossible to appoint a meeting for any philanthropic work without clashing with some lady's afternoon card-party.

But more important than all else and underlying everything is the cultivation of a distinct purpose in life. Let an individual once become thoroughly imbued with the accomplishment of some worthy object, and there is little danger that his amusements will not be right and be made subservient to the one great purpose of his life.

to say, "Oh, we shall finish soon on some to give them." So the line was drawn Canada is called Yumiles; that portion 90,884 square miles, are miles.

as also bluffed from 96,000 square miles, with 67,000 square public opinion in the tion was a gradual lying but deep im- Canadian interests—y, as the case might called friendly relates. (Applause.) owing the lost terri- on the screen and Mr. Briggs pointed Canada was 3,500,000 as large as Europe, 175 miles, Montreal Toronto 320, Mon- Halifax to Vancouver 3,800, and ound, Lakes Huron liam 555 miles. A ns of life on board essels forming the ic Railway company Pictures of street buildings, and views red in quick succes- interesting.

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Caldwell's Case.

London, Feb. 17.—The report that Robert Caldwell, the American who gained considerable notoriety during the recent hearing in London of the Druce case, has been committed to an asylum in the United States came as a surprise here. It is understood that a representative of the British Home Office will make an independent investigation of the alleged commitment in New York. If this agent is satisfied of the genuineness of Caldwell's insanity the extradition proceedings against him on a charge of perjury will be stopped, otherwise steps will be taken to have the ruling of the court set aside.

**ISLAND'S VOICE IN COMPLAINT**

Little Province's Grievances Again Ventilated in House of Commons

**IMMIGRATION IS DISCUSSED**

Mr. Pringle Proposes Series of Amendments to Banking Act

Ottawa, Feb. 17.—Private members' day in the house was taken up with the grievance of Prince Edward Island in the matter of railway facilities, the need of extending the rail delivery to the municipalities adjacent to Montreal, the utilizing of the services of the technical knowledge on public works, and the old story of immigration.

Mr. Wilson, of Lennox, and Addison gave a long disquisition on the need of better inspection and selection of immigrants, moving an amendment to that effect, and argued that the United States did those things much better than we did.

A characteristic complaint from Prince Edward Island was voiced by Alexander Martin, of Queen's, who moved for all papers in possession of the government respecting the construction of branch railway lines in that province. The railway reports, which showed that large sums of money were paid in the island in railway construction, were not correct. What was needed by the people of that province was that the original comprehensive scheme before confederation of equipping the island with branch railways should be carried out, and this could be done without a very large expense. The industry of the government was confined to the time of a general election, when there was much activity in regard to surveys; then when the light was lost or won, there was nothing done further. Confederation had done nothing for Prince Edward Island in comparison with what had been done for the other provinces. This was due to the neglect of the government in the matter of railway development.

Mr. Graham argued that from 1879 to 1894 there had been expended for construction of railways in the island \$340,650. From 1896 to 1907 the present government had spent \$3,550,000. He could assure the members from that province that a full investigation of the need of railway lines would be made, and if possible would be met. The talk on Mr. Cockshott's resolution going away with assisted immigration, which was first moved on July 15th, was resumed by Mr. Wilson. He pointed out that the policy of the government in bringing Douko, Douko and such classes. He had a strong suspicion that the North Atlantic Trading company was still the power behind. Mr. Wilson wanted a much stricter method of inspection. He moved an amendment providing a more careful selection of immigrants from which immigrants should be sought, and a more rigid inspection and the abolition of the bonus system. This was seconded by Mr. Elain, Dr. Cash moved the adjournment of the debate, and the house adjourned at 11:30 p. m.

R. A. Pringle, M. P. for Cornwall, will propose to the house a motion calling for amendments to the bank act:

1. To provide for government inspection of banks.

2. To provide more stringent regulations as to circulation.

3. To make provisions as to percentage of capital and reserve that may be loaned to any borrower.

4. To make provisions as to percentage that a bank may loan to its connected directors.

5. To limit the amount of interest or discount that banks may contract for.

6. To revise the powers of the bankers' association.

Mr. Pringle will also ask for the appointment of a royal commission to investigate the whole banking situation in Canada.

**For Dominion Fair.**

Ottawa, Feb. 17.—A deputation representing the city council and the central Canada Exhibition association, accompanied by the city members, who waited on the government today to ask for a grant for a Dominion fair here in 1909, was informed that it is the turn of another province, but that its claims be urged. Ottawa might stand in good chance of securing it.

**BRITISH PREMIER MAY LEAVE OFFICE**

Sir Henry Does Not Recover Health—Not Likely to Become Peer

London, Feb. 17.—Rumors were numerous tonight in the lobbies of the House of Commons of the imminent translation of Sir Henry Campbell-Bannerman to the peerage from the premiership.

Inquiries in the best informed quarters, however, indicate that the premier's position has not changed since the latter part of January, when it was said that he would give his attention to only the more important matters of state. Sir Henry is still far from regaining his robust health, and before long, unless he becomes stronger, some definite course must be taken. It is understood, however, that no decision is likely to be taken before Easter, when, if he still finds the duties of the premiership too great a tax, he will resign his position in favor of Herbert H. Asquith, and retain his seat in the Commons, rather than accept a peerage, thus following Gladstone's example.

**Toronto Unemployed.**

Toronto, Feb. 17.—Three hundred unemployed marched to the city hall this morning and asked for work. They claimed that the labor bureau established by the city has not worked out properly, and that while regular men are given steady employment, men who are registered at the labor bureau are ignored. There were 2,500 men registered at the bureau waiting work. No promise of work was given.

**MINERS CAUGHT BY A TORRENT**

Twenty-Eight Men Imprisoned in Part of Pennsylvania Colliery

**STRONG HOPE OF RESCUE**

Gangway Where Men Are Confined Filled for Distance of 350 Feet

Pottsville, Pa., Feb. 17.—Twenty-eight miners were imprisoned in the Midvale colliery, near Mount Carmel, today by the breaching of a dam of water which had formed in a drift, gangway where the men were at work. All day long a party of rescuers endeavored to reach the entombed men, and about 4 p. m. they were given encouragement by the sound of digging from the inside. Later a shot was also heard, indicating that the men were at work to effect their own rescue, and also giving assurance that the air is good.

Among the men entombed are a number of experienced miners, and it is believed that they will be possible to effect a rescue of all the men, unless some should have met death by being smothered in the rush of mud when the dam broke through the gangway. Several of them are Americans. They are P. Robert, miner, Mount Carmel; George Smith, driver, Mount Carmel; Wm. Farley, loader, Connorsville; Joe McDovern, sorter, Midvale; Albert Ford, loader, Mount Carmel; Charles Becker, miner, Midvale; Bernard Shannon, miner, Midvale. The other entombed men are foreigners.

The men had been employed in number 4 drift of the eastside gangway, heading to the surface. The heavy rains and the last few days had caused a large amount of water to accumulate in number 2 drift and the pressure became so heavy that it finally broke through a great sea of mud flowed into the gangway where the men were at work. It filled for a distance of 350 feet, and it will be necessary to dig through the barrier of mud to get at the workmen from this direction.

Three different rescuing parties have been put to work in an endeavor to release the entombed men. One force is digging away the great bank of mud which filled the headway, another gang is engaged in driving a headway from an adjoining headway, while a third party has been put to work for the entombed men were to have driven the heading to the surface from the gangway in which they are now imprisoned.

It is believed that the last-named gang will be the first to reach the entombed men. Great crowds of people have gathered around the place, and have announced their intention of remaining all night. They include the families of the entombed men.

**CINCINNATI'S TURN TO FEEL THE FLOODS**

High Water Stage Expected Today—Rivers Recede at Pittsburg

Cincinnati, Feb. 17.—The flood stage of the Ohio river at this point, 50 feet, will probably be reached tomorrow. Prospects of a higher stage depend on weather conditions at up-river points, but at least 55 feet is the expected stage. This would seriously cripple all train service to the Grand Central. Already along the Ohio river, thousands of acres are inundated, many people having been driven to high ground, and much damage has been done. Acute suffering, however, will not ensue until the 50-foot stage is reached. Riverside, parts of Seamanville, Turkey bottoms and sections of the river towns will be inundated.

Pittsburg, Pa., Feb. 17.—The rivers in Pittsburg and its suburbs have receded to the limits of their banks, and the flood is over.

Friends fear that David Reed, a steamboat fireman and Edward Hesse, a driver, were drowned in two Pennsylvania avenue houses during the flood. Nearly a score of other men had narrow escapes. Steel and iron mills and other industrial plants have begun the cleaning up process, and some of them will be able to operate tomorrow.

Many families are in distress on account of the heavy rains, and charitable institutions have demands far in excess of their resources.

The body of one man was found floating in the river today, and two others are missing. Over 20,000 men are temporarily thrown out of work. Thousands are living in the second floors of their houses, and the patrolmen in districts are distributing the necessities of life. In one of the homes a woman gave birth today to a young son, and it has been named Robinson. It is believed that the physicians had to use a skiff and ladder. Conservative estimates place the damage done to \$2,000,000.

Ya., Feb. 17.—The crest of the Ohio river flood was reached at 9 o'clock with 427-10 feet. It is expected to recede this afternoon. All trolley lines and railroads except the Pennsylvania and two lines of the Baltimore and Ohio are out of commission. All the flooded streets are frozen over. Hundreds of destitute families are cared for by the board of trade and the city authorities.

**RUSSIA EXCITED OVER WAR IDEA**

Matter of Readiness for Contest With Turkey Comes Up in Duma

**MOVEMENT ON FRONTIER**

Ambassadors of Several Countries Look on Affair as a Bluff Game

St. Petersburg, Feb. 17.—The alarmist reports of the possibility of hostilities between Russia and Turkey, which have permeated all strata of Russian society have now assumed the proportions of a veritable war scare, and the possibility of a crisis is devoting its biggest headlines. The situation is taken seriously, not only in military circles, but also by conservative politicians.

M. Guchokoff, the leader of the majority in the Duma, tonight announced his intention of raising at the next meeting of the national defense committee the question of the nation's readiness for war, which he believes is of most vital importance in view of the possibility of hostilities between parts of Europe. He also proposes to interpellate the minister of communications on the ability of the railroads, trans-Caspian, transport troops quickly to the south and southwestern frontiers.

M. Kovinski, the vice-commissioner, stated that the situation is grave, and takes issue sharply with a number of generals who appeared before the commission and stated that in their opinion the possibility of hostilities this year was excluded. The general staff continues to give the situation the most serious consideration.

Reports arriving from Siberia, however, state that for several months there has been an unbroken movement of Siberian troops to the southwest in the direction of trans-Caspian districts. Turkish reports from which points they could be most easily concentrated on the Turkish frontier. This advice to the Associated Press Sunday night when they steadily making for any eventualities.

A competent diplomatic opinion, however, takes a more optimistic view. The ambassador of France in St. Petersburg, when interviewed today, considered the possibility of hostilities being almost out of the question. They gave it as their opinion that the construction of the life-saving tug Cape Flattery in a long-rolling swell, and reached Neah bay where sympathizing residents who gave them food and shelter.

The revenue cutter Perry, which had been commissioned to remain at Neah bay to give assistance to shipping men when required, pending the construction of the life-saving tug station was at Seattle coaling when the news of the arrival of the survivors was received and proceeded yesterday to take the shipwrecked men on board and convey them to Seattle.

**SUNDAY CAMPAIGN WAS TOO STRENUOUS**

Winnipeg Police Commissioners Decide to Moderate the Pace

Winnipeg, Feb. 17.—The announcement that the police commission had decided to display more reason in the prosecution of Lord's Day act violations created much satisfaction throughout the city, especially among business men.

The police commissioner expressed relief. He made no rounds yesterday, and probably do nothing more in that direction until the more important cases now on the lists are disposed of. Some will be made tomorrow.

The commissioners' decision was in reference to a widespread feeling of dissatisfaction throughout the city over the methods of the police, who were acting under the police commission's instructions not to discriminate. The feeling became so acute that the Lord's Day Alliance thought it necessary to disavow responsibility for the crusade. Rev. W. M. Rochester issued a lengthy statement to that effect.

**Lawyers Look to Pockets**

Toronto, Feb. 17.—It is not likely that the proposed government resolution looking to a measure of law reform will be introduced in the legislature at once. The attorney-general has received a number of communications from the association of the province in opposition to the bill appears to be that it will cut down law costs.

**LIFEBOAT FROM THE EMILY REED**

Mate and Two Seamen With Cook's Body Reach Neah Bay on Sunday Night

**ROWED OVER 200 MILES**

Shipwrecked Men Suffer Terribly Without Food or Water and Cook Succumbs

Port Crescent reports that a lifeboat from the wrecked ship Emily Reed, which drove ashore near the mouth of the Nehalem river, Oregon, last Friday, reached Neah bay Sunday night with first mate M. Scube and two seamen, Arthur Janukie and Ewald Abelstedt, with the body of the cook, who died Sunday morning from privation, in the bottom of the boat. The three survivors are emaciated and suffering terribly from the privation they have endured. They had no water or provisions.

This message received by the Colonist yesterday morning told of the terrible experience of more survivors of the Emily Reed, which left Newcastle, N.S.W. November 3, with a cargo of coal for Portland and was wrecked when nearing the Columbia river last Friday. Six survivors, including Capt. Kersel and wife, Second Mate Thompson, and three seamen, Sullivan, Franchez and Bertell, reached the Oregon coast in one of the ship's boats soon after the disaster, and reported the remaining eleven of the crew had been lost. Four of these, however, had escaped in another boat in which they made their way with awful hardship, for nearly 200 miles and more, to Neah bay, having been unable to land previously owing to the heavy sea and high surf.

Since the Emily Reed struck, and soon afterward broke up, spilling her cargo along the shores for two miles or more, on Friday last the four men had rowed until fatigued, with not a bit of food or any water to slake their thirst. For two days they starved, fighting their way with energetic born of the desire for life, until Sunday night when they rounded Cape Flattery in a long-rolling swell, and reached Neah bay where sympathizing residents who gave them food and shelter.

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**GET OUT OF CHINA**

Celestial Empire Said to Be Preparing to Issue Mandate to Europeans

San Francisco, Feb. 17.—At a meeting in the Young Men's Christian association headquarters the Rev. N. G. Poon Chew, editor of the Chinese World, told his audience that China was raising an army of 1,000,000 men to drive the European nations from the empire.

"But she will never be a menace to America," said the editor, "because among other things we have learned recently is that the United States is the only nation on earth with a conscience."

The journalist talked on "China's possibility and the church's responsibility," and he interspersed his address with epigrams and figures of true Chinese terseness.

"China," he continued, "is just awakening from her slumbers and she is getting ready to go to war. When she does, she will send Germany, France, Russia, England and other robbing and robbing nations home in a hurry. If Russia ever tries again to grab any Chinese territory we will fill her full of glory holes, just as Japan did. China was destined to be the greatest nation on earth."

**Massey-Harris Official Dead.**

Brantford, Ont., Feb. 17.—Geo. A. Whitaker, assistant manager for Ontario of the Massey-Harris Co., died this morning. He leaves three young sons.

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M. Guchokoff, the leader of the majority in the Duma, tonight announced his intention of raising at the next meeting of the national defense committee the question of the nation's readiness for war, which he believes is of most vital importance in view of the possibility of hostilities between parts of Europe. He also proposes to interpellate the minister of communications on the ability of the railroads, trans-Caspian, transport troops quickly to the south and southwestern frontiers.

M. Kovinski, the vice-commissioner, stated that the situation is grave, and takes issue sharply with a number of generals who appeared before the commission and stated that in their opinion the possibility of hostilities this year was excluded. The general staff continues to give the situation the most serious consideration.

Reports arriving from Siberia, however, state that for several months there has been an unbroken movement of Siberian troops to the southwest in the direction of trans-Caspian districts. Turkish reports from which points they could be most easily concentrated on the Turkish frontier. This advice to the Associated Press Sunday night when they steadily making for any eventualities.

A competent diplomatic opinion, however, takes a more optimistic view. The ambassador of France in St. Petersburg, when interviewed today, considered the possibility of hostilities being almost out of the question. They gave it as their opinion that the construction of the life-saving tug Cape Flattery in a long-rolling swell, and reached Neah bay where sympathizing residents who gave them food and shelter.

The revenue cutter Perry, which had been commissioned to remain at Neah bay to give assistance to shipping men when required, pending the construction of the life-saving tug station was at Seattle coaling when the news of the arrival of the survivors was received and proceeded yesterday to take the shipwrecked men on board and convey them to Seattle.

**SUNDAY CAMPAIGN WAS TOO STRENUOUS**

Winnipeg Police Commissioners Decide to Moderate the Pace

Winnipeg, Feb. 17.—The announcement that the police commission had decided to display more reason in the prosecution of Lord's Day act violations created much satisfaction throughout the city, especially among business men.

The police commissioner expressed relief. He made no rounds yesterday, and probably do nothing more in that direction until the more important cases now on the lists are disposed of. Some will be made tomorrow.

The commissioners' decision was in reference to a widespread feeling of dissatisfaction throughout the city over the methods of the police, who were acting under the police commission's instructions not to discriminate. The feeling became so acute that the Lord's Day Alliance thought it necessary to disavow responsibility for the crusade. Rev. W. M. Rochester issued a lengthy statement to that effect.

**Lawyers Look to Pockets**

Toronto, Feb. 17.—It is not likely that the proposed government resolution looking to a measure of law reform will be introduced in the legislature at once. The attorney-general has received a number of communications from the association of the province in opposition to the bill appears to be that it will cut down law costs.

**RUSSIA EXCITED OVER WAR IDEA**

Matter of Readiness for Contest With Turkey Comes Up in Duma

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**GET OUT OF CHINA**

Celestial Empire Said to Be Preparing to Issue Mandate to Europeans

San Francisco, Feb. 17.—At a meeting in the Young Men's Christian association headquarters the Rev. N. G. Poon Chew, editor of the Chinese World, told his audience that China was raising an army of 1,000,000 men to drive the European nations from the empire.

"But she will never be a menace to America," said the editor, "because among other things we have learned recently is that the United States is the only nation on earth with a conscience."

The journalist talked on "China's possibility and the church's responsibility," and he interspersed his address with epigrams and figures of true Chinese terseness.

"China," he continued, "is just awakening from her slumbers and she is getting ready to go to war. When she does, she will send Germany, France, Russia, England and other robbing and robbing nations home in a hurry. If Russia ever tries again to grab any Chinese territory we will fill her full of glory holes, just as Japan did. China was destined to be the greatest nation on earth."

**Massey-Harris Official Dead.**

Brantford, Ont., Feb. 17.—Geo. A. Whitaker, assistant manager for Ontario of the Massey-Harris Co., died this morning. He leaves three young sons.

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**ALLEN & COMPANY, 1201 Government St**

Stettler, Alta., Feb. 17.—C. Gilmore, of Alia, Alta., was stabbed by F. H. Sloan in the Dominion hotel here yesterday. The stabbing was the result of an altercation. Gilmore's wound is in the abdomen, and may prove fatal.

Winnipeg, Feb. 17.—Temperance people appear to be well satisfied with the proposed legislation of the Roblin government. If the new law is enacted local option votes will be taken in many municipalities during the coming season.

**REDUCE TAX NEXT**

Personal Property Probably Be By the Government

**NO INVESTIGATION**

Government Votes Rejection of Mr. H. thwait

(From Tuesday)

An important announcement made at the sitting of yesterday by Hon. the Minister of Finance. This fact that the government considering a reduction of property tax and that they will probably bring reducing it materially in answer to a questioner, stated that the considered the advantages of a portion of the municipalities but had preferable to remit it to the government.

The session was made up by Mr. Hawththwait looking to a course into the situation. The Minister of Finance, in his preamble alleged that for the protection and miners were set at naught. He stated that at Co. many hundred Americans knew nothing of English through their ignorance to the lives of the white. His remarks brought Mr. McBride to his feet with the mines department, a under it. He referred to one of coal mines and high hydroelectric terms, that there was no necessity for no specific ever been received by the. The Minister of Finance, in his preamble alleged that for the protection and miners were set at naught. He stated that at Co. many hundred Americans knew nothing of English through their ignorance to the lives of the white. His remarks brought Mr. McBride to his feet with the mines department, a under it. He referred to one of coal mines and high hydroelectric terms, that there was no necessity for no specific ever been received by the.

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**REDUCE TAXES**

**NEXT SESSION**

Personal Property Tax Will Probably Be Diminished By the Government

**NO INVESTIGATION NEEDED**

Government Votes Down Resolution of Mr. Hawthornthwaite

(From Tuesday's Daily)

An important announcement was made at the sitting of the legislature yesterday by Hon. R. G. Tatlow, minister of finance. He stated to the effect that the government was considering a reduction of the personal property tax and at next session they will probably bring in a measure to such effect. In answer to a question upon the order, stated that the government had considered the advisability of handing over the protection and relief of the municipalities but had later deemed it preferable to remit it direct to the individual.

The session was marked by the debate upon Mr. Hawthornthwaite's resolution looking to a commission to enquire into the situation in the coal mines. Mr. Hawthornthwaite in his preamble alleged that most of the laws for the protection and relief of the miners were set at naught. He specifically stated that at Comox there were many hundreds Asiatics employed who know nothing of English and who through their ignorance were a menace to the lives of the white miners.

His remarks brought Hon. Richard McBride to his feet with a defence of the mines department, and the officials under it. He referred to the fact that under the act in highly eulogistic terms, and maintained that there was no necessity for an enquiry nor no specific complaints had ever been received by the department. The miners had their board of examiners in the different collieries. The conditions at Comox were so satisfied with themselves of the right to appoint an examiner. They had been satisfied to have this to the government. The premier's remarks were received with applause. Mr. Macdonald expressed an opinion as to the justice of Mr. Hawthornthwaite's contentions, nor had he anything to say against the mines department. He thought that the best interests of the province would be served by having an enquiry, however.

The resolution was voted down on a straight party vote, and support of government against the opposition.

The third reading of the bill to incorporate the Hudson Bay Pacific railway company was passed.

A number of bills were committed and will be reported tomorrow. The House in committee again considered the University bill. But rose and reported progress. J. A. Macdonald moved to strike out the section dealing with the granting of theological degrees by theological colleges in affiliation with the university but this was voted down.

The speaker took the chair at 2 o'clock.

Prayers by the Rev. George Kinney

**Oriental in Mines.**

Mr. Hawthornthwaite: I beg to move an act to amend the Coal Mines Regulation act, providing that no person should be employed underground in any coal mine for a longer period than eight hours from "bank to bank" surface entrance to a coal mine, and that there is no act, now in force, enacted in 1902-4 An act to further amend the Coal Mines Regulation act, providing that no person shall be a person employed underground in any coal mine to cut, shear, break, or loosen coal from the solid, whether by hand or machinery, and after the coming into force of this act, no person shall be employed in any such capacity, and further, III. "No certificate of competency shall be granted to any coal miner who does not satisfy the majority of the board of examiners that he is sufficiently conversant with the English language, and with the provisions of the act relating to coal mining and rules and regulations made thereunder, to render his employment safe, and also that he has been employed in a coal mine for at least twelve months previous to the date of his application for such certificate, and of such sufficient knowledge of methods of coal mining to render him competent to perform the duties appertaining to his employment."

Whereas it is well known that there are other laws for the protection of underground workers in coal mines on Vancouver Island, and that the mines operated by the Union Colliery company; and

Whereas it is also well known that a horde of illiterate Orientals are employed underground in the mines at Cumberland;

Therefore, he resolved that the government take prompt measures to enquire into the foregoing matters and enforce the laws in question.

**Statements Misleading.**

He remarked that the statements which had been given out by the department of mines with respect to the number of Orientals employed in the mines, and especially underground, had been misleading and incorrect. He did not intend to mislead the members with deliberately misleading statements in this respect. On the contrary, he was quite satisfied that the minister had been misled, and that the result in either case would be the same. Many accidents had occurred, and undoubtedly these were due to the ignorant use of these men who were employed on face work, and were public in this province was not aware of the facts. The first minister of mines in the Cumberland mines was found to be the same whites which were found in the white miners. But he had been misled by the King's report, and his wages varied from \$1.50 a day. The hon. the first minister of the company, who scores were employed in defiance of the law. He stated that this company employed 1,750 white men working underground, and that upwards of 500 of the latter were working under

ground in open defiance of the law, as far as the examinations are concerned. These men were not qualified, and as a rule were an undesirable class for employment underground. It was this company to favor the employment of no other class underground, holding that the Orientals were more desirable white labor, for this was more than the ordinary wages than the ordinary wages of the other corporations in the province. This was only employed white men; for this was used this class of labor. There were other corporations which carried on operations on an extensive scale, but did not employ Oriental labor at all. And as this was eminently unfair and unjust, some steps must be taken to find a remedy. The miners themselves were practically helpless in the matter. It was true that these men were supposed to be a member of the mining board; but none of these men took the position and did not take any part in it. They lost their job in 24 hours. And if all the members of trades unions in union officials would unquestionably lose their positions.

**Opposed to Unions.**

Having quoted at some length from the evidence given by Hon. James Macdonald before the commission, in which he declared his objection to all forms of union labor, Mr. Hawthornthwaite said it was impossible in such a short time for the men working in these mines to be organized and to obtain absolutely to depend upon the protection of the government and the protection of their lives. For he insisted, that these men were not allowed to have their own unions, and had not been receiving the protection which they should possess. Some weeks ago, through an explosion which had occurred in one of the mines, a number of men were killed and one or two of them, whom he had known, had been maimed and maimed for life. He was convinced that these accidents were due to the fact that the public was not properly informed on the subject.

It was said that injured men could obtain compensation, but the fact was that they simply dare not take advantage of the law, even for the slightest injury. They would not be again employed. And even when men were killed, their widows dared not seek damages, lest their children be practically driven out of the district. Such a condition of affairs was not a condition of affairs, and should not be permitted to exist in this province. He strongly urged the minister of mines to order a thorough investigation of these matters, and ascertain whether his statements were, or were not, correct. He was satisfied that his statements were correct, and that it was the duty of the government of the hour to make an investigation and let the public know the truth.

**Premier's Reply**

Hon. Mr. McBride: Mr. Speaker, I wish to take up your three of the statements of my hon. friend. He told, sir, that I have been deceived and deceived by officials of my department. My hon. friend, in that case must refer to the inspectors of my department. These gentlemen are three in number, but not one of them was appointed by this government, and all of them are officials of the department and members of the civil service for some years. He pointed to two of them, "complaints were made to the minister, but the official investigation, which followed, showed that these complaints were absolutely groundless." (Hear, hear.) He was speaking to my hon. friend, as the minister in charge of the department of mines. I have nothing to say in respect to these gentlemen except that they are the best possible confidence in these officials.

It is an easy thing, sir, to make a charge against civil service officials, but we rarely find in such instances that there is any foundation for the charges. (Hear, hear.) This proved to be the fact in the cases of Messrs. McGregor and Dick when an investigation was made and if any direct complaints, framed along the lines of the charges, which are now preferred by my hon. friend, are submitted to my department, they shall be only too happy and too pleased to order a strict inquiry to be made, and to see that every possible facility shall be given for the investigation, and a complete investigation. (Cheers.)

**Official Figures**

Mr. Speaker, when I was addressing the house the other day on this subject, I gave in my opinion at any rate a justification for every statement which I had made, and I know how tells the house that on his investigation 350 white men and 1,750 Orientals are employed at the Union Colliery. My hon. friend does not give the source of his information, but would take it that this comes from some one in that locality. My information on some resolution, he must be more direct, and is of a personal character, and the figures which I will give to the house will show that 1,750 Orientals were being employed in these mines there are but 405. (Hear, hear.) The complete figures are as follows:

Employed by the Wellington Colliery at Comox under ground: Colliery drivers, 52; runners, 13; miners, 34; and laborers, on roads, etc., 35; and by white miners as help-ers, 120; making a total of 360. These are the figures for the Japanese. Miners, 37; runners, 8; mule-drivers, 6; laborers on roads, etc., 12; and employed by white miners and contractors as helpers and paid entirely by them, 82, making a total of Japanese of 145; or a grand total of 405 Asiatics employed and paid by miners and contractors, and 201 are employed and paid by the company. (Hear, hear.)

**Mr. Hawthornthwaite Disputes**

Mr. Hawthornthwaite: Is this the number employed by the company altogether?

Hon. Mr. McBride: Yes, underground. Mr. Hawthornthwaite: I am informed that 150 of these men were employed by the company, and I would like to ask about the 500 Japanese under contract to this company.

Hon. Mr. McBride: Well, I am not sure of the facts. The company, Mr. Speaker, has no position clear in respect to this whole matter. I am not here in any capacity as the spokesman for the Union Colliery company. I am merely here to advise the house to ask about the facts so far as the department has knowledge of them. (Hear, hear.)

**Through Examining Board**

The strength of my hon. friend's case is that he has in his hand the statement that the house of white miners are endangered by the employment of Asiatics who are ignorant and who know nothing of the working of the mines. He submitted figures showing how many of these

people are engaged in the mines, and now comes the question how do these men come to be employed in the mines as miners? And I answer only through the agency of the examining board, on which the miners themselves have representation, under the coal mines regulation act.

In the winter of 1901-2, I am informed by the deputy minister of mines, a deputation of miners, headed by Ralph Victoria, which I pressed their entire satisfaction with the government adopted. And since then no complaints have been made to the department that it was not working satisfactorily under the provisions adopted in the act and in amending acts for the guidance of the board.

Formerly the board consisted of five members, of whom two were elected by the company, two were elected by the miners and one was appointed by the government, who also acted as secretary, and they were each paid \$5 per day for their services. And if the board has consisted of three members, of whom one is appointed by the company, one is elected by the miners, and one is appointed by the government and acts as secretary, and the clause has throughout worked so satisfactorily that there have absolutely been no complaints; while everybody has felt that the law was being complied with in a substantial way. (Cheers.)

**Have Never Elected Man**

In Cumberland the miners have never availed themselves of the right and privilege of electing a member of the board, and under rule 10, with which was completed. The minister and mines was also obliged to appoint members or alternates at the National colliery of the Western Fuel Company.

The department is not aware that any person is employed as a coal miner in connection with any colliery who is not being in possession of a certificate of competency, and if any person is so employed, it is the fault of the department that it has not been properly enforced. (Hear, hear.)

The inspectors have very explicit instructions, sir, from the department to spare no effort in seeing that the law and regulations are enforced to the very letter. (Hear, hear.) And what is more, sir, they have particular instructions to take their inquiries from all sources, and to make themselves quite as closely acquainted with the views of the miners as with those of the companies themselves, acting in every respect as independent and efficient officers of the crown, giving no preference and receiving none, and at all times to do everything connected with their duty in an absolutely fair and impartial manner. (Cheers.) These are the instructions which they have from the department, and so long as they do their duty along these lines, their work will receive the fullest endorsement of the government. (Hear, hear.)

**Two More Inspectors**

I have spoken, sir, of the three inspectors who are officials of the department in years gone by, and they are still in the service of the country. Let me now add that it is the intention of the department having in view the development of other coal mines in the province of British Columbia, to increase the number of inspectors and to have this change take place at the end of the fiscal year, so that by the opening of the fiscal year next we shall have two additional inspectors. (Hear, hear.) The coal mine in Nicola is being opened up, and promises very considerable development, while other mines are being opened up on Vancouver Island, and in the way near to order additional mines will be brought into operation in Southeast Kootenay. (Hear, hear.)

**Conditions in Cumberland**

Now, just a word or two in regard to the conditions in Cumberland. My friend in his address this afternoon rather directed his observations against the corporation involved than against the administration of the department of mines (hear, hear), and simply because there is nothing, and not really at his disposition that would enable him to ask this house to pass judgment on some resolution, he musted against this corporation upon the department of mines. (Hear, hear.) The statement that I am not here to speak for the corporation. (Hear, hear.) But in view of the rather bold observations for which my hon. friend has become responsible in his attacks that he made some days ago in this house when he was dealing with this subject, I took it upon myself to make a few remarks. Now, sir, it is quite true that this company employs foreign labor, but on the strength of the statement of the secretary of the corporation, I again repeat that the wages which are paid to Orientals at Cumberland are precisely on the same scale as those which are paid to the white miners. My hon. friend quotes from the report of Mr. King, but this has only regard to those who later on were to be employed by the company, and does not concern those who are already in the employ of the company. I followed the minister's reading of the evidence very closely, and it is quite evident from what I have in my hands, that my statement of the other day was quite correct. (Hear, hear.) And the statement is made here that this statement applies only to those who were brought to the mines, and not to the men who were already employed there.

**Mr. Hawthornthwaite: Does the hon. gentleman mean to say that the Hindus and Orientals are paid from \$3 to \$5 a day?**

Hon. Mr. McBride: I am distinctly advised by the secretary of the company that the scale of wages which govern the employment of the Oriental miners is precisely the same as that which governs the employment of the white miners. (Hear, hear.) Possibly the Oriental miner may be lifted the same amount of coal as is lifted by the white miners, but both classes of men are paid the same rate, and I give to the house the source of my information, the secretary of the company, and it must be taken that it is worth. (Hear, hear.) But speaking with regard to the conditions which my hon. friend has described to the house this afternoon, I cannot believe, Mr.

Speaker, that today there are in operation of the Union Colliery, a fact that would justify this house in concluding that at the present time, and as an individual, and that the miners, as a body, are working under the policy of fear and tyranny. (Hear, hear.)

**Question of Tyranny**

My hon. friend says that no miners who are working in the Union Colliery dare make a complaint, and they dare not stand up for the rights which are generally acknowledged to be the privilege of every man who lives in the province of British Columbia in perfect freedom in expressing and in exercising their own views and opinions.

Mr. Hawthornthwaite—I only referred to members of trades unions. Hon. Mr. McBride—I am unable to speak at that point, but I must say that it does strike me as a very ordinary thing that while the miners in all the other sections of this province are free to belong to the trades union organizations, these miners are not able to do exactly the same thing. (Hear, hear.) And this, sir, leads me to another observation. I well remember the privilege of every man who is a member of a trades union in this province. Mr. Hawthornthwaite—I challenge the hon. member to produce the report of any such statement.

Hon. Mr. McBride—If the hon. gentleman says I am in error I will retract my statement at once; but I recall the hon. gentleman, who said that he was not in earnest at the time, condemning in this legislature the in-justice of the British Columbia of these trades unions and a despicable man as the worst thing for the workingmen in this province. (Hear, hear.) I am not finding fault with the hon. gentleman, but I am not able to discover that he actually did say as much on the question, nor do I propose to follow the subject further, except to say that if my memory serves me right the hon. gentleman's views in the old days—were rather directed against than in favor of trades unions. (Hear, hear.)

Now, sir, if there is any condition among the people in that section of the country to which my hon. friend refers, that borders on slavery, and he formally states such a condition now prevalent in that section, it is competent for him—as well as it is for other persons—to set in motion the laws of the country and obtain a remedy. (Hear, hear.) I am not here to promise my hon. friend any assistance in seeing to a conclusion an investigation of that kind. (Cheers.) These are the instructions which they have from the department, and so long as they do their duty along these lines, their work will receive the fullest endorsement of the government. (Hear, hear.)

**Free Text Books**

Mr. Oliver: I move, that in the opinion of this house it is advisable to provide text books for use in the public schools of British Columbia at the cost of the province.

Hon. Dr. Young—The department has been for some time past engaged in the consideration of this subject, with the view of utilizing for this purpose the government's present printing plant; with the result that in the present condition of this plant, that plan had proved to be impracticable. We have also considered the plan of either supplying the books free, or at a small cost. If the latter plan were adopted in present conditions it must mean working in conjunction with publishing houses in the east, with a view to the adoption of a universal text book, in order that the government here might ask for tenders for the books. (Hear, hear.)

**Mr. Williams' Views.**

Parker Williams (Newcastle) stated that if there were only time enough it would be found that there were 1,700 Asiatics working at Comox, and that the government of Nanaimo had also said that there were 236. Today he said they numbered 405. He asked the hon. member to obtain these figures? Where did you get them?

Mr. Richard McBride: I was very careful to state at the time that the figures were for 1906, and that later figures were not then available, and I would say that these were merely the men employed by the company, and not by the contractors.

**Mr. Williams, in continuing, stated that he would make the assertion, and the printer would appoint the commission, would prove before the Mongolian did not receive the same rate of wages in the Comox mines as the white miners. The premier would appoint the inspectors. He asked why the affair of Mr. Dick had not been properly investigated. Mr. Tompkins, the man who was charged, had never been examined, and Mr. Dick had been charged with receiving \$300 a year from the Crown's Nest Pass Coal company.**

**What had been done?** Mr. Lindsay, the general manager of the company, had been asked if it were true. He had said that it was true. He had given the same answer. Neither the member Fernie (Mr. Ross) nor Mr. S. S. Thompson had been examined, though they had been sworn in. With regard to the employment of the Chinese in mines, he said that the practice was spreading. In the mine in which he worked, three Chinese were recently being engaged, and while it increased the number of himself and the other whites, he could not be lectured because if one colliery was to be allowed the right, so should another.

**He again referred to the questions which he had put in 1902. He had asked at that time if these Chinese could speak English. The reply was that the department did not know. They do not know to this day.**

The fact that the department had no confidence in the report which it had had no more confidence in the department than they had in the inspectors.

**Couldn't See Why.**

John McInnis (Grand Forks) could not see why the government opposed the proposal to investigate the matter, even if the statements of the member for Nanaimo were correct. If the skirts would be groundless, then their complaint proved nothing. The hon. member had no more confidence in the department than they had in the inspectors.

**Wants Select Committee.**

John Oliver (Delta) thought that his proposal of the select committee of the house was the best way in which this investigation ought to be held. It ought to be held at once.

Mr. Hawthornthwaite disagreed with the member for Delta. He had taken for the qualification of the member to obtain certificates to work underground because they could not speak English. It was impossible to take to this restriction. He had quite recognized the fact that the degrees of B. D. and of D. D. were often bestowed for honorary reasons, but other religious bodies approved of the restriction, and his object was to raise the standard of collegiate degrees. (Hear, hear.)

ante that no Chinese received \$2 a day.

He challenged the premier to show where he had said anything derogatory to trades unions, and he compared his own with the stand of the premier upon various bills for the betterment of the miners.

**Resolution Dejected.**

Upon division the resolution was negatived upon the following division: Yeas—Messrs. King, Naden, Hall, Eagleson, Jones, Yoxton, Oliver, Macdonald, Henderson, Jardine, Williams, Nays—Messrs. Tatlow, McBride, Bowser, Cotton, Ellison, Ross, McPhillips, Thomson, Hunter, Fulton, Young, Taylor, Behnen, Manson, McGuire, McGuire, McKay, Parson, Davey—23. Pairs—Messrs. Shatford, Schofield, Munro.

**Personal Property Tax**

Mr. Oliver: I beg to move, "That whereas the revenue available to municipalities generally is inadequate for the requirements of the municipalities, and that such candidates for the office of mayor and alderman are not able to do exactly the same thing. (Hear, hear.) And this, sir, leads me to another observation. I well remember the privilege of every man who lives in the province of British Columbia in perfect freedom in expressing and in exercising their own views and opinions.

**Will Reduce It Next Session**

Hon. Mr. Tatlow: I may, however, form the hon. gentleman that it is the intention of the government at the next session of the house to reduce to a certain extent some of the taxes and in particular the personal property tax.

The question of giving a portion of this tax to the municipalities has been under consideration, but it was decided that it would be better to deal with it themselves.

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**To Amend Hospital Act**

Hon. Dr. Young in moving the second reading of the bill to amend the Hospital act, explained that it applied the per capita grant to maternity cases which of all cases were the most expensive, requiring as they did the entire services of a nurse and a separate room, besides other considerable expenditure.

**Railway Assessment Act**

Hon. Mr. Tatlow, in moving the second reading of the bill to amend the Railway Assessment act, explained that its object was to remove discrepancy which appeared in the act of last session, and to make 4 of the bill removing this discrepancy, and make the following provisions:

Section 6 of chapter 42 of the statutes of 1907, being the Railway Assessment act, 1907, is hereby amended by inserting after the word "proportion" in the fourth line thereof, the words "the rate of taxation to be one per cent of the assessed value."

**University Bill**

The house, in committee, resumed consideration of the University bill, which was amended by giving the university authority to power to lease real property for a period not to exceed 21 years.

Mr. Henderson objected to sub-section 10, providing for the selection of 25 members of the first convocation by the Lieutenant-governor.

**Theological Degrees**

On section 91, in respect to the affiliation of theological colleges, Mr. Macdonald urged that it be struck out as the British Columbia college would no doubt eventually affiliate with the university, unless prevented from doing so by some such provision. Sufficient safeguards already surrounded in his opinion the granting of theological degrees.

**Invitation to Luncheon**

Hon. Mr. Eberts announced to the house that he was in receipt of an invitation from the officers and members of the Canadian Club, requesting the pleasure of their presence at the Empress hotel at luncheon on Thursday, February 27, at 1 p. m., in commemoration of the battle and victory of Paardeberg. (Applause.)

**G. T. P. Negotiations**

Mr. Oliver: I would like to learn how the negotiations between the government and the G. T. P. are getting on.

Hon. Mr. McBride: I am very pleased to inform my hon. friend that these negotiations are progressing very favorably. (Laughter.)

way of, than of advancing, higher education.

Hon. Dr. Young replied that this provision conformed to the practice which had now become customary in the older provinces, although it might not actually be found in their charters. Only a few weeks ago, the Anglican synod had adopted a motion in favor of affiliation on these conditions, and the Presbyterians were going to do the very same thing. And why should a special case be made of the Columbian college, which stood in exactly the same position? He moved in amendment that all the words after "confer" in the third line, be struck out, and that the following be substituted: "The degree of Bachelor of Divinity, provided that such candidate for such degree, must be a graduate of some faculty of the university of British Columbia, or of some other university recognized for that purpose by the University of British Columbia." And added that this would include Columbian college.

Mr. Henderson enquired why ministers in support of municipalities were more than lawyers, who sought the degree of LL.D.?

Hon. Dr. Young—I am quite satisfied that I am in this matter taking, not a backward step, but a forward step. This policy is followed in the east, and amongst other institutions at Queen's.

Mr. Macdonald—But Queen's is a theological college.

**Cemetery Sites.**

Hon. Dr. Young in moving the second reading of the bill regarding the approval of cemetery sites, explained that it had been introduced at the instance of several municipalities. One of its principal objects was to prevent the pollution of water supplies.

Section 2 makes the following provision:

After the passing of this act no new cemetery or graveyard shall be opened for the burial of the bodies or remains of persons until the provincial board of health shall have approved of the site of the cemetery or graveyard as a fit and proper place for the dead of the bodies or remains of persons.

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**Present Petition**

Mr. Hayward (Cowichan), presented a petition from Joseph Norman, opposing private bill to amend the Vic-

toria City Waterworks Act amendment bill (No. 11e).

**Shops Regulation Act.**

Mr. McPhillips asked the attorney-general the following question: Are the provisions of the Shops Regulation Act, 1900, being enforced? Particularly in regard to the following matters:

Are young persons (any boy or girl under the age of sixteen years) employed in or about a shop, store or warehouse for a longer period than sixty hours a week, including meal times, in any one week?

Are persons employed during any other day for more than thirteen hours, including meal times?

Are persons employed during any day for more than eleven hours, including meal times?

Are suitable seats provided for the use of persons employed, and are all female employees permitted to work in any one week?

Are notices of the hours of employment, as provided by the act, exhibited in conspicuous places in the shop, store or warehouse?

Are the provisions of section 28 of the act complied with and enforced, and are all sanitary provisions made?

Are all bakeries constructed and kept in a sanitary manner?

Are employees in bakershops required to work in bakershops employed more than twelve hours on any one day or more than sixty hours in any one week?

Are the provisions of section 8 of the Shops Regulation Act, 1901, and Amendment Act, 1901, providing for this case, enforced?

Are any employes in bakershops under the age of eighteen years employed between the hours of nine of the clock and five of the clock in the morning?

Are any persons under the age of sixteen years employed in any bakershops or in any bakershops in a cellar or underground, and contrary to section 11 of the said Amendment Act?

Are the provisions of the act kept posted up in all bakershops?

Has the superintendent of police, under the duty it is to enforce the provisions of the act, a representative of the enforcement of the provisions of the act?

If not, will a report be asked from him?

**Mr. Oliver's Question.**

Mr. Oliver asked the chief commissioner of lands and works the following question:

Is it the intention of the government to place a sum on the estimates for the erection of a new school building at Queen's?

Hon. Mr. Fulton replied that no requisition had yet been received in this connection from the education department.

**Mr. Oliver's Question.**

Mr. Oliver asked the chief commissioner of lands and works the following questions:

1. What quantities of coal were purchased by the government during the year 1907 at the following points: Nanaimo, Victoria, Vancouver?

2. What price was paid per ton (grate or long ton) in each case? 3. Who supplied the supply of coal?

Hon. Mr. Fulton replied as follows:

1. Nanaimo, 214 tons, Victoria, 530 1/2 tons, Vancouver, 8 tons, 1,200 lbs. New Westminster, 2,143 tons, 1,200 lbs. New Westminster, \$4.50, \$5 and \$5.50 per ton short ton, \$6.00, \$6.50, \$7 and \$8 per ton short ton, \$6.50, \$7.50 and \$8.50 per long ton, \$6.50, \$7.45, \$7.50 and \$8.25 per ton, Dykes, \$5 per ton, long. 3. Nanaimo, Victoria, and Scoville and A. Gilfillan, Victoria, Esplanade, Marpole & Evans, Coleman & Evans and Crowder & Peens, J. Taylor, W. Taylor, Mayers & Preston, Gilfillan Bros. and W. Creighton, 4. Tenders were obtained in the cases of the Victoria Boys Industrial school, New Westminster hospital, for the insane and for the dykes. In the other cases there has been always the custom to purchase coal from the best bidder, and the practice has been continued until the present.

**RUSH CONSTRUCTION**

Eastern British Columbia Railway Company Settled With British Columbia

The Eastern British Columbia Railway company, as soon as they secure their charter, will rush construction.

The giving the terms of the settlement made between the Eastern B. C. Railway company and the Southeast Kootenay Railway company, a mistake was made.

The Southeast Kootenay company which at first entirely opposed the granting of the charter, and in any part of the territory, subsequently made a proposition to withdraw their opposition to the granting of a charter for the fourteen miles of the Corbin people dropped their application for the balance.

**KESTREL IS BUSY**

Watchfulness of Cruiser Prevents U. S. Halibut Vessels From Getting Fish

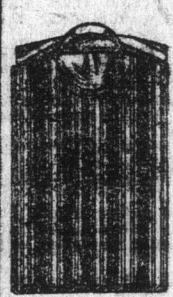
The regulations governing the rights of Canadian fishermen to Canadian waters for their operations and restricting American fishermen from using them for that purpose are being enforced more thoroughly this year than ever before, says the Seattle Times. In Hecate straits, a former favorite fishing haunt of the American craft, there has been an abrupt decrease in the catch by men from this side, owing to the patrol boat Kestrel, which has been located in the straits for some time past. In speaking of the result an officer on the Francis Cutting, from this port, said yesterday:

"During January last year, American boats caught 1,000,000 pounds of halibut off the banks in Hecate straits. This far this year less than 250,000 pounds have been caught there. Butler, Lov, on Stephens island, and where they have been in the habit of cleaning the fish, has not been visited by an American boat since August. The Kestrel keeps patrolling the coast, questioning and preventing them from using and forcing them onto Alaskan banks for their catch."

**Gets the Contract.**

H. O. Moss, contractor of this city, has been given the contract for the erection of the bungalow to be built by Neavill A. D. Armstrong at Shawnigan Lake. Messrs. Sedger and Pownall are the architects.

# There is Satisfaction in Buying at This Store



## Special Line of Men's Stripe Shirts Tomorrow at 50c

This special lot includes a splendid range in Men's Stripe Shirts. These are all new, fresh, crisp merchandise, just the thing for Summer use. They are made of striped print and cambric and have cuffs detached and attached. Special Friday ..... **50c**

## Aminster Rugs for Friday's Selling Each \$2.00

24 SAXONY AXMINSTER RUGS, size 27 in. x 54 in., in all designs and coloring. Have deep, rich wool pile and a beautiful Rug. Special price for Friday at ..... **\$2.00**

## Send for Our New Spring and Summer Catalogue

Our new Spring and Summer catalogue is now ready, and will be gladly mailed to out of town residents, who send in their name and address. It is profusely illustrated, showing the most up to date styles in millinery, women's and men's ready to wear apparel, and also contains a splendid list of staple articles, small ware, furniture, hardware, kitchen utensils, stoves, ranges, groceries, etc., and will be found a most interesting and wonderful help to all out of town residents.

## How About Your House Cleaning? Let us Give an Estimate

The time to be thinking about doing your house cleaning is now at hand, and there is no better way of having it done than with

### The Vacuum House Cleaner

It is the most up-to-date system as yet known, no dirt or distasteful work necessary when having it done by this system. We are at present doing a number of houses, and we suggest that you put your order in as early as possible, owing to the season advancing. For particulars of this system ring up 1685, Carpet Department. You will find it most reasonable and satisfactory.

And the more you get acquainted with the store the more you will realize this fact. No matter what price you pay you will find that in conformity with good quality it is lower than can be met with elsewhere. No matter whether you have much or little to spend it's soundest economy to spend it here. We are firm believers in the theory that we benefit ourselves most when we serve you best and it is our aim to see that our customers leave the store perfectly satisfied in every respect. We can assure you that no complaint is too small for us to attend to.

## A FEW WEEK-END BARGAINS WHICH WILL REACH EVERY EXPECTATION

### Special in Black Sateen Underskirts

Tomorrow we are placing on sale a splendid range of Ladies' Sateen Underskirts. These are all this season's goods and are exceptionally fine quality and splendid values.

#### Ladies' Underskirts Priced at \$1.25

This lot includes Ladies' Black Sateen Underskirts, made with 10-inch flounce, flounce is accordin pleated, skirt made of extra good quality sateen. Priced for tomorrow's selling at ..... **\$1.25**

#### Ladies' Underskirts Priced at \$1.50

LADIES' BLACK SATEEN UNDERSKIRTS, made with deep flounce, 14 inches wide and finished with four small ruffles, is a splendid wearing article and priced for tomorrow at ..... **\$1.50**

#### Ladies' Underskirts Priced at \$1.75

LADIES' BLACK SATEEN UNDERSKIRT, made of extra heavy quality sateen, with 14-inch shirred flounce and finished with two accordin pleated frills, priced for tomorrow at ..... **\$1.75**

### Special Bargains in Corset Covers

FOR **25c** Friday. Reg. Values 75c to \$1.25 FOR **25c**

This lot comprises a number of sizes in 32 and 34-inch, and for a person who is able to make use of them is a bargain extraordinary. They are slightly soiled through being shown and handled, but a few minutes in the wash will soon remedy this little obstacle. The regular values were 75c to \$1.25. Special for tomorrow at ..... **25c**

## White Net Bed Setts. Reg. \$6.50 Friday \$3.75

deep ruffle on spread and bolster cover, with medallion to WHITE NET BED SETTS, lace edge and insertion, centre. Regular \$6.50. Friday special ..... **\$3.75**

## Friday's Offering in Men's Underwear at \$1.00 Each

Tomorrow we are offering a splendid bargain in Men's Natural Wool Shirts and Drawers. Sizes of shirts are 34, 36 and 38. Drawers are 32, 34 and 36, and are exceptionally good values. They are not the kind that will cause you to complain, but instead make you wish you had bought more. The special price for tomorrow is, each ..... **\$1.00**



## The Spirit of New Merchandise

There's a hypnotic influence about new merchandise whenever it appears, no matter how forehanded may be the showing. Every change in style and fabric seems imbued with a magical suggestion, and an insinuating charm that few women can resist. Our Spring showing of Waists are by far the most attractive we have ever had on show, and which demonstrates the store's supremacy in matters of style and fashion.

## The Best Is None Too Good When Purchasing a Range

and for that reason alone, we urge you to inspect the stock of Stoves, Ranges, etc., which are on display in our stove department (annex). The Stoves and Ranges which we keep are the Best that money can produce, the materials used in their construction is the Highest quality, while the workmanship cannot be excelled.

### Albion Stoves and Ranges

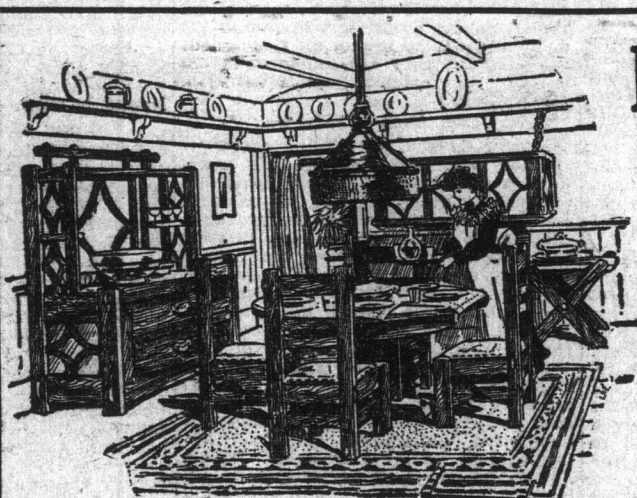
have stood the test for the past 30 years, and are reputed for their excellent baking qualities, as well as being ornamental, and are manufactured in the City of Victoria. Thus by buying one you get it direct from the factory. Another feature is that duplicate parts can always be obtained in quick order.



## Spring Newness in Our Men's Clothing Department

Our showing of moderately-priced Men's Clothing for Spring wear is most comprehensive, and are all up to the minute-mark. Long experience in handling Men's Ready-to-wear Apparel puts us in a position to supply the wants of the most fastidious dresser, and by coming here you are assured of extra satisfaction. We have created a most exacting standard for our department of apparel for men. To desire a real good, tasty suit of clothes is not a sign of weakness, rather it is an indication of personal pride and character. A well-groomed man evokes favorable comment always, and human nature is just vain enough to like it. Our Spring Suits inspire confidence because they are correct. They are cut correctly, tailored perfectly and fit accurately, and it will require but a few moments for us to settle the Spring Suit question. See the ones ranging in prices from—

**\$8.75 to \$12.50**



## Furniture Bargains for Friday

Our February Furniture Sale, which is merrily going along, still offers a multitude of excellent money-saving opportunities, and we are listing in today's ad. some very special values in Mission Dining-room Furniture. This class of Furniture is rapidly growing in popularity, and deservedly so. It is simple in outline, restful, artistic and thoroughly practical, while the finish harmonizes with any color scheme you may desire. The workmanship put into these pieces from the "arts and crafts" is the best, while the prices quoted here are decidedly low.

### Early English Sideboard, Reg. \$100 for \$80

EARLY ENGLISH SIDEBOARD, with full size base surmounted with two leaded glass cabinets affixed to back, British bevel plate mirror at back. Regular value \$100.00, for ..... **\$80.00**

### Early English Buffet, Regular \$60 for \$48

EARLY ENGLISH BUFFET, with three-quarter cabinet base and long leaded glass cabinet above top. British beveled plate mirror. Regular value \$60.00, for ..... **\$48.00**

### Early English China Cabinet, Reg. \$30 for \$24

EARLY ENGLISH CHINA CABINET, with square ends and leaded glass top, panels in door and sides, 4-grooved shelves. Regular value was \$30.00, for ..... **\$24.00**

### Mission Dining Room Suites

These Suites consist of one buffet, one dining table, one china closet and one serving table, made of best selected ash and very nicely finished in early English style, and are exceptionally stirring values, which will no doubt move quickly. The prices for tomorrow are as follows:

Regular \$60.00. Tomorrow **\$45**  
for .....  
Regular \$69.00. Tomorrow **\$49**  
for .....  
Regular \$82.00. Tomorrow **\$64**  
for .....

## Large and Varied Stock of Boys' Clothing

The section devoted to Boys' Clothing is a well filled place. Goods from the most reliable makers are to be found here in choice array and mothers will do well to come in and inspect the many splendid lines before purchasing elsewhere. Made of the most favored materials and at prices you'll be glad to pay. Boys' Norfolk Suits in tweeds and worsteds from ..... **\$2.75**

## Some Great Underpricings in Office Furniture

Roll Top Desk. Regular Value \$45. Special Tomorrow **\$36**

ROLL TOP DESK, made of birch, mahogany finish, has deep base and fitting cabinets, has two pedestals, contains 4 drawers each. Regular value of this fine desk was \$45.00. Special tomorrow at ..... **\$36.00**

Flat Top Desk. Regular Value \$17. Special Tomorrow **\$13.50**

This is a splendid Desk for the money we are offering it at. It is made of solid oak, well finished, and should leave the store in quick order. The regular value was \$17, but for tomorrow it is marked at ..... **\$13.50**

Flat Top Desk. Regular \$14 for **\$11.50**

Flat Top Office Desk, made of selected elm, well finished and which we venture to say cannot be duplicated elsewhere for the same price. The regular price of this piece of furniture was \$14.00. Specially priced for tomorrow at ..... **\$11.50**

## Splendid Range of Spring Head Dress

awaits you here. We have just received and have on show a splendid range of Stetson's famous Soft and Stiff Hats. Both will be worn this Spring and both are here in perfection. Stetson Hats are too widely known for their splendid wearing qualities and up to the minute styles to bear much comment. But in our showing will be found hats to suit all faces and priced so as to meet all purses, ..... **\$4.00**

## Runners and Squares at 90c

Tomorrow we are placing on sale a splendid assortment of Runners and Squares. These are made of Muslin and Applique. Size of Runners are 18 x 72 and Squares are 36 x 36. Specially priced for tomorrow at ..... **90c**

## Men's Socks—3 Pairs for 50c

A splendid line of Men's Heavy Woolen Socks go on sale tomorrow at a very enticing figure. These are in grey and brown and it is safe to say that they will clear quickly at this enticing price. Special for tomorrow, 3 pairs for ..... **50c**

## The Tell-Tale Milk Jugs at 25c

This is just the kind of jug which you need, is marked in measurements of half pint, 1 pint, 1-2 pints and one quart. Short measure is next to impossible when using one of these jugs, and which is specially priced at ..... **25c**

## Men's Trousers \$2.00 to \$1.00

A specially strong line of Men's Pants go on sale tomorrow at special prices. These are all mostly in tweeds and will no doubt interest every man who wishes a good pair of pants at a small price. Special for tomorrow, \$2.00 and ..... **\$1.00**

See the Furniture Display in the Broad Street Windows

# DAVID SPENCER, LTD

See the Furniture Display in the Broad Street Windows

VOL. L, NO. 125

## JAPAN'S COURSE IN MANCHURIA

Reports Sent from That President Will Prot

## FOREIGN OFFICE

Matter of Railway May Come Up Parliame

Paris, Feb. 21.—Approximate stories in the E concerning the open churia. Stephen Lanzanne Paris paper, who arrived in York, telegraphs his learned on the highest as a consequence of official that he has reached concerning the violation of the open door understand churia, President Rogo to despatch a note of powers, accompanied that they join with the in reminding Japan of ments.

M. Lanzanne adds that sent as soon as the arrives at San Francisco that Japan does not chude.

Doubted in Lo London, Feb. 21.—Content has been aroused commercial circles by the over here by the American of certain London the United States is also the powers with a testing against the polle Japan in Manchuria, it ed that Japan's course own merchants advantage in the the of the ing is known here official this proposed protest, an Office doubts the reliability Some complaints received from Englishmen Manchuria, and in some it has been shown that merce in that territory. But on the whole, the fact that Japan served the policy of the With regard to the contract held by a the extension of Hsin-M men railroad, the Fo has advised the contract case is one in which cannot interfere; that consideration of Japan When the contract was John Jordan, the British China, was instructed to Chinese government in as soon as he learned the agreed with Japan not any road which would the South Manchurian held that this projected compete, the matter v. The contractors' interest influential, and the que raised in the house of Chronicle's Com

London, Feb. 21.—The icle in a long article and testing against Japan's h in shutting the door of veting the Hsin-Min railroad which was being by a British firm (this time that a British firm such a contract in Chn the view of the British that Japan must decide such matters, makes Je arbiter of any steps Ch for the development of industry in Manchuria, a far-reaching effect in the Chinese government with British contractors. "One wonders," says whether, if the contract cured by a Japanese firm objections to improved. Tions would have been fe The Chronicle asks the be ventilated by parliame

## ROME'S ANCIENT

Excavations at Its Site D Interesting Relics Old City

Rome, Feb. 23.—W. D. author, was present today vitation of Signor Baul the excavation work at the opening up of a ne the ruins, which brought relics of the greatest int the foundations of the justice, built there cent Christ. Mr. Howells rec that he visited the Foru when it was nothing m cattle field. It was from stance that the Forum t of Campo Vaccino.

## Rescued Sailors F

New York, Feb. 22.—C eight sailors of the Amer Edward J. Borwind, were today on the steamer C Liverpool. They were p mid-ocean by the B Mercedes de Larringa, a Liverpool. The Edward was bound from New Or adolph, when her crew abandon her.

## Toledo, Ohio, Feb. 22.

fatigue and after facing of times on the tachee Maumee bay, the rescue men arrived in the city the lighthouse bearing Capt. Delos Hayden, v Wednesday of last week traveled fourteen miles and narrowly escaped the numerous open place