

RAILWAY POLICY IS EXPLAINED

Premier McBride Deals Extensively with New Legislation—Preparing for Trade via Panama Canal

C. N. P. WILL BUILD TO NORTH END OF ISLAND

B. C. to Have 4,000 Miles of Road in Operation in 1915—Partition of Songhees Reserve

The explanation and elaboration of the enlarged railway policy of the government by Premier McBride, occupied the close attention of parliament and of crowded galleries during the entire afternoon sitting of the legislature yesterday, the Premier speaking with great effectiveness upon the five several bills which were introduced in the House on Tuesday, and which are now on the orders for second readings, the debate upon each standing adjourned at the instance respectively of Mr. Brewster and of Mr. Williams. The first Minister was in excellent form and spoke extemporaneously with an enthusiasm and confidence in British Columbia's future which at times evoked pronounced enthusiasm. Taking up first the bill providing for construction of the Vancouver to Fort George railway, which is to bring the coast into touch with the Peace river country, the prime minister said:

Warranted by Development

Mr. Speaker: In rising to move the second reading of Bill No. 23, I would like to have the permission of the House to devote myself for a little time this afternoon to enlargement of the very brief explanation which I submitted yesterday in introducing the bills which are now before the House. Before doing so, however, I think it is perhaps best to state that the railway policy of the government as at present agreed upon is one which we have decided upon in the first place because of the very great development that is to be noted in almost every section of the province, and in particular because of the very obvious necessity for the provision of additional transportation facilities to assist and strengthen that development, and in the third place because of the near approaching completion of the Panama Canal, the construction of which we are all convinced will do very much to promote the satisfactory development and prosperity of this section of America. It is now, but two years since I last submitted to this parliament certain measures making for the construction of needed railways in this province. At that time we were all of the opinion that because of the prominent position which is obtaining in the eyes of the world, the time was not far distant when we should have to ask parliament to authorize further measures of a similar nature.

Added Prosperity

I am glad indeed that I am now in a position today to present a number of measures which I feel confident will make for new development and added prosperity in British Columbia in its every part. I can add but little to what I have so often said to parliament and to the country on this subject. That the growth of British Columbia during recent years has been little short of phenomenal goes without saying. At the same time it may fairly and truthfully be said that this marvelous advance when analyzed is found to be based upon a sound, solid and substantial foundation. There is in this province nothing that may be regarded as in the nature of a boom. There is nothing in British Columbia's present growth that is of a speculative character. The growth and progress that are now being noted make indisputably for permanency and a great future, and this cannot be questioned. In this connection we feel that we are entitled to and we do take some credit for the work of the government in having in some degree been instrumental in the promotion of this development. And that we have not made this plea in vain has been established when we have submitted the question to the great jury of the country and we have come back to this House with added strength.

Vancouver-Port George

With respect to the bill which it is my pleasant duty now to submit for its second reading, it is in effect an agreement entered into between His Majesty the King as represented in and by the Province of British Columbia, and Messrs. Foley, White & Stewart, a prominent firm of contractors, with an unchallengeable standing as legitimate railway builders, a standing that cannot be called into question. These gentlemen have been entrusted by the government of the Dominion with a major portion of the construction of the Grand Trunk Pacific line, and they have also carried to a successful conclusion contracts for the completion of large mile-long lines for both the Canadian Pacific and the Canadian Northern systems. We are therefore not dealing with any strange combination but on the other hand with gentlemen of proven ability.

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HIS MANY FORGERIES

Vancouver Man Gets Sentence of Five Years on Each of Twenty Counts, to Run Concurrently

VANCOUVER, B. C., Feb. 21.—On each of 20 different counts of forgery J. Yatawki was sentenced to a five years' term in the penitentiary, to run concurrently, by Magistrate Shaw, in the police court yesterday morning. The full number of charges against the accused was 17, but after 20 indictments had been read to the accused, his worship decided that these were sufficient to bring home to the prisoner some idea of the magnitude of his offense.

Mr. A. J. Kappale, who appeared for the accused, pleaded for leniency on the ground that Yatawki was mentally deranged. Magistrate Shaw did not agree with this plea.

Song Box Orators at San Diego

SAN DIEGO, Cal., Feb. 21.—There is no let-up on the part of the police department in its campaign against the defiers of the street speaking ordinance of San Diego. Three thousand persons gathered in the congested district again this evening to witness the nightly demonstration. Six arrests were made. Chief Wilson announced tonight that a rock pile is to be established at once, and that instead of charging the defiers of the law with violating the street speaking ordinance most of them will be charged with vagrancy. A force of 100 members of the I. W. W. and other organizations is camped between here and Ocean Beach tonight. They say they are waiting an opportunity to get into the city and join in defying the street speaking law.

FINE SPEECH ABOUT ROADS

Hon. Thomas Taylor Makes Good Impression at Opening of Road Superintendent's Convention Here Yesterday

The first convention of road superintendents ever held in the province of British Columbia was opened yesterday morning in the auditorium of the Victoria Club under the most auspicious circumstances. The attendance was large and representative of every section of the province, the papers read were of the most instructive character and the entire proceedings at the session held yesterday calculated to vastly improve conditions under which the expert roadmakers work in this section of the Dominion of Canada.

The chairman of the convention is Mr. W. W. Foster, deputy minister of public works, and he proved a most admirable presiding officer, being able on numerous occasions to direct the trend of discussion along the most practical lines. The feature of the opening session was an address by Hon. Thomas Taylor, minister of public works. He explained at some length the desire of the government to bring about the very best results in its system of road construction throughout the vast area comprised in the territory within the boundaries of the province. He aroused the greatest enthusiasm when he announced that it was the intention of his department to ask the legislature at the approaching session to appropriate the sum of five million dollars for road and trail construction.

Interested visitors at the morning session were members of the Pacific Highway association and the Victoria Automobile club.

The proceedings were opened by the chairman in a brief speech in which he outlined the scope and aims of the convention. He then called upon Hon. Thos. Taylor.

Mr. Taylor began by saying that he was heartily glad to be present at the first gathering of the road superintendents of British Columbia, and to have with them civil engineers and members of the legislature. A word of thanks was due the publicity associations and the automobile association of the city, the latter being represented by Mr. A. E. Todd, who is a member of the one of the officers of the Canadian Highway association. The president of the Automobile club, Mr. D. R. Kerr, was to join them later. The association had done much to draw public attention to the necessity of better roads in the province, and he believed that its influence would soon be extended beyond the limits of the province.

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GREAT BRITAIN AND GERMANY

Foreign Office at Berlin Takes Occasion to Repudiate Authority for Optimistic Newspaper Article

OFFICIAL BASIS ASSUMED BY PUBLIC

Statement from Minister Says Assertions are Calculated to Awaken False Hopes or False Fears

BERLIN, Feb. 21.—Hopes for the establishment of more amicable relations between Germany and Great Britain, based on the recent visit to Berlin of Viscount Haldane, the British secretary for war, have not been permitted to reach too great a height. The Lokal Anzeiger this afternoon publishes a highly optimistic article concerning the new accord, and as the Lokal Anzeiger is frequently the mouthpiece of the government, it was generally assumed that the article had some authoritative foundation.

The German foreign office, however, issued a statement this evening that the article in question had no official basis, and added:

"The assertions were based solely on conjecture and are therefore only calculated to awaken false hopes or false fears."

Possible significance attaches to the fact that the statement from the foreign office gives not the least suggestion for any ground for comfort on the chance that the Lokal Anzeiger's conjectures might be well founded.

Immigration Congress
TACOMA, Feb. 21.—The problem of making American citizens out of the influx of immigrants expected to follow the opening of the Panama Canal was touched upon in more than a dozen addresses at the first day's session of the Pacific Northwest Immigration Congress here today. Delegates from Washington, Oregon, Idaho, and British Columbia were in attendance with several speakers from California, to the total of 28, representing 41 cities. Six mayors were among the delegates. Governor Hay of Washington will attend tomorrow.

JUDGMENT GIVEN FOR COMPANY

Judicial Committee of Privy Council Decides Against Winnipeg on Appeal in Street Railway Case

LONDON, Feb. 21.—The judicial committee of the privy council today gave judgment in favor of the Winnipeg Electric Railway company in the appeal in which the city of Winnipeg was the other party. The cross appeal was refused and the city ordered to bear the costs in this court and in the court below.

The judgment which was read by Lord Shaw, of Dunfermline, dealt in detail with steps leading up to present litigation and is a very lengthy document. The main points are as follows: The city by continuing to work in co-operation with the company after its amalgamation and by not having objected to the various amalgamations of which it was well aware, had tacitly consented to the same. Their lordships could not consent to the contention of the city that in granting powers to the company to lay mains and street wires, such power was not intended for erecting poles on which the wires were to be carried. Their lordships could find nothing to prohibit the company bringing in power from outside. On the contrary they held that the clause of the bylaw which compelled the company to erect the plant and power houses within the city limits was fully satisfied by the company's power houses within the city for receiving, reducing and generating power.

The city further contended that, assuming there was no restriction on the importation of power from outside, the power had to be distributed, and the bylaw gave no authority for the erection of poles. Their lordships held that in issuing permits for the erection of such poles the city lost its contention. How could the city challenge its own act and where would this lead to, but to the dislocation of the city's traffic and perhaps the plunging of the city into darkness. What was it that the city really wanted at the bottom of all this litigation? The city had contended the company had no right to import power.

(Continued on Page Three)

SAYS HIS HAT IS IN THE RING

CLEVELAND, O., Feb. 21.—"My hat is in the ring." That is what Theodore Roosevelt said here tonight when an admiring Cleveland crowd sought to learn whether he was a candidate for the Republican nomination for the presidency.

During the brief stay of Colonel Roosevelt in Cleveland, W. F. Ehrick, well known locally in politics, greeted the former president, whom he knew well. "I want a direct answer, Colonel," said Mr. Ehrick. "All your friends want to know and want to know now, whether you are to be a candidate."

"My hat is in the ring," replied Colonel Roosevelt. "You will have my answer Monday."

Chief Refuses

SAN FRANCISCO, Feb. 21.—The refusal of Abraham Ruef, former political boss, now serving a sentence of fourteen years in San Quentin penitentiary to testify against him in the indictments now pending against him in the superior court are quashed, halted today's session of the trial of former Mayor Eugene Schmitz, accused of bribery. After four witnesses had testified, District Attorney Charles M. Fickert told Judge Wm. H. Lawler that it would be useless to proceed until Ruef consented to take the stand. The case went over until Monday.

FIRE DESTROYS MANY BUILDINGS

Thousand People Left Homeless in Houston, Texas—Property Loss is Estimated at Seven Million Dollars

HOUSTON, Tex., Feb. 21.—In the wake of the most destructive fire in the history of Houston, smoldering wreckage tonight covers an area of one and a half miles in length, and varying in width from two hundred yards to half a mile in the northeastern section of the city.

More than a dozen of the city's most important industrial enterprises are in ruins. Two hundred or more buildings and store buildings are in ashes, and approximately one thousand persons are homeless.

An accurate statement of the monetary loss is not yet possible, but the most conservative is that it will reach \$7,000,000, while the insurance carried will not exceed forty per cent. Except for a few who suffered minor burns and bruises, no casualties attended the fire.

Breaking forth in an unanticipated rooming house, known locally as "The Mad House," shortly after 1 o'clock this morning, and at a time when a fierce gale was blowing from the northwest, the fire made rapid headway. The flames swept toward the southeast, generally making clean and desolate the route, but occasionally sparing a structure, sometimes a mere shanty, and again a place of pretensions. Four hours later the area of destruction had been defined, but the work of the fire fighters was not then ended, nor is it yet ended, for all over the blackened district are piles of debris still burning.

Buffalo bayou, which runs across the street east and west, checked the fire, and except for an occasional dip across the stream, the line of destruction ended there.

In the early morning, the gale continued and at times hurled clouds of burning shingles great distances.

Two of the plants thus threatened were those of the Texas Oil company and the Houston Packing company. The latter was damaged to a considerable extent.

Several times the roof of the oil plant was ignited by flying brands, and these incipient blazes were quickly extinguished.

The industrial plants destroyed included three cotton compresses, together with 55,000 bales of cotton, a syrup factory, a pencil factory, two rice mills, a cotton pickery and three lumber yards.

The compresses and cotton alone were valued in excess of \$2,000,000. St. Patrick's Catholic church and academy were also destroyed.

Quick action was taken for the relief of those rendered homeless and nightfall found the victims with their immediate needs cared for. Outside aid will not be needed in caring for the homeless.

Pulp and Paper Importations

NEW YORK, Feb. 21.—Counsel representing importers of wood pulp and paper from Norway, Sweden, Austria, Germany, Russia, Belgium and England, held preliminary hearing here today before the board of general appraisers in the matter of importation of the matter of deciding whether the nations mentioned are entitled to bring in pulp and paper free of duty under the "favored nation" clause of the tariff bill. The board will render a decision on the basis, and the matter finally will be settled in the courts.

EARTH SLIDES THREATEN CANAL

Letter Reaching New Orleans from Colon Describes Recent Occurrences of Somewhat Alarming Nature

TWO SLIDES TOTAL MILLION YARDS

Panama Paper Also Prints Report that Bottom of Canal Has Bulged Because of Pressure on Sides

NEW ORLEANS, La., Feb. 21.—Earth slides totalling nearly a million cubic yards have interfered with operations in the Culebra cut section of the Panama canal, according to mail dispatches received here today from Colon.

Cracks in the earth indicate another slide, which may assume more alarming proportions.

The letter says the first slide on the east bank was of about 250,000 cubic yards, tearing away a big section of the 4 1/2 foot road, and closing a portion of the draining ditch. This slide, it continues, will necessitate the relocation and grading of all railroad tracks in the vicinity of Ffionay cut. The earth is cracked in the vicinity of this slide, and canal workers are alarmed over the probability of another great earth "slip."

The second slide, on the west bank, was on the site of the great slide of two years ago. Canal workers say it has "become extensive again," approximately 17,750,000 cubic yards having already gone in, and the end is not believed to be in sight.

"Added alarm was caused here several days ago," concludes the letter, which was a week in transmission, "when a leading Panama newspaper printed a report that the bottom of the canal had bulged because of a pressure of the slides of earth." Official denials have been entered, but they have allayed apprehension only in part. If the bottom of the cut really bulges, it is admitted that the consequences would be grave."

PROSPERITY OF ORANGE ORDER

Reports of Grand Officers Show Satisfactory Progress in British Columbia During Past Year

REVELSTOKE, B.C., Feb. 21.—Today's reports from both directions brought many delegates and citizens to the Grand Orange lodge convention now being held in this city, and Orange badges and ribbons are to be seen on all sides.

The Grand Orange lodge of British Columbia opened at 10 a.m. in the lodge room, with Grand Master Geo. J. Grimason in the chair. Reports of Grand Lodge officers were received.

The report of the grand secretary showed the organization of three primary lodges and one co-lodge during the year, also one secret chapter.

The net increase in membership showed the phenomenal growth for the year of 444. The prospects for 1912 are very bright, with an anticipated great increase in membership. Twelve new lodges are to be organized during the year in this province.

Before adjourning standing committees were struck off and will report to the committee tomorrow, Thursday.

At 3 o'clock today Mayor Sutherland delivered an address of welcome at Selkirk Hall, before the delegates and several hundred visitors, wishing them a pleasant visit to Revelstoke, on behalf of the citizens. The Grand Master made a suitable acknowledgment.

Tonight the entire convention and most of the visiting Orangemen and citizens were present at a meeting held in the opera house when addresses were delivered by the Grand Master and other prominent Orangemen, including the Rev. W. C. Corry of Kamloops and J. W. Whitley of Vancouver.

The convention will resume its labors tomorrow morning at 10 o'clock and sit all day and evening until business is concluded, which will be at a late hour tomorrow, Thursday night.

The visitors are being lavishly entertained by members of Revelstoke lodge, and ample provision has been made for their comfort. Special matinees are being arranged at the theatres, and the opera house has also been engaged for the three days of the convention.

PAPER MILL PROJECT

Nelson Council and Board of Trade Consider Propriety of Spokane Capitalist

NELSON, B.C., Feb. 21.—The council and the board of trade today met to consider the representations of a Spokane capitalist, who proposes to establish a pulp and paper mill in Nelson.

The project is backed by Spokane and eastern capitalists and the promoter is president of a large paper company in Wisconsin. It is proposed to erect a factory costing \$800,000 and capable of turning out 35 tons of paper daily, with a prospect of a much larger output.

At first 4,000 electric horsepower would be purchased from the city and an additional 1,000 steam horsepower would be required.

As soon as possible one of the water powers near Nelson would be developed to provide all the power required. Subsidy factories for the manufacture of envelopes, paper bags and other similar articles will be established. A free site and cheap power is asked.

Money Found Stolen

NORTH ADAMS, Mass., Feb. 21.—The intense heat, which has been from the burning freight cars in the Hoonos tunnel tonight still prevent inspection of the scene of last night's train collision. A special train carrying railroad officials and newspapermen which went in to the tunnel late today, was forced to turn back without approaching the wreck, and it is probable that no train can be run through before the end of the week. So intense was the heat that track rails were warped for 200 feet outside the portal, inside they were bent and twisted.

STOLEN MONEY FOUND BY BOYS

While Playing in Park at New Westminster Three Lads Find Part of Bank Robber's Booty

NEW WESTMINSTER, B. C., Feb. 21.—Another find in connection with the bank of Montreal robbery in this city last fall has been made by three small boys in Tipperary park, and brought to the attention of the Royal city police.

On Sunday it was learned that a canvas sack containing \$5,000, composed of \$450 in gold and the rest in five-dollar Bank of Montreal bills, had been unearthed by the lads while at play. The three boys, the youngest being seven years of age, were playing with a ball in Tipperary park early this morning. The ball rolled into the underbrush at one side of the park, near Fourth street, and while they were searching for it, the sack was discovered partly concealed by earth and stones.

The finders opened the sack and disclosed \$5,000 of Canadian money inside.

Snow in Colorado

DENVER, Colo., Feb. 21.—With snow from one inch to several feet covering practically the entire state, the movement of trains, especially in lines that traverse the mountain districts, has been severely hampered. Hardly a train reached Denver from the west today that was not from one to five hours late. Snow began falling yesterday afternoon over practically the entire state and continued to fall until this morning. Reports from some sections of the state say that the storm had not abated today. A driving wind accompanied the snowstorm though in most sections a comparatively mild temperature prevailed.

Wife Against City

VANCOUVER, Feb. 21.—Two actions are pending against the city in connection with the recent "free speech" disturbances. J. W. DeFarris is acting as counsel for a lady who claims she was injured by a policeman's horse, which was backed into the crowd on Georgia street on the first Sunday the I.W.W. held its meetings. Mr. DeFarris has also been retained in an action being brought by the Trades and Labor Council on behalf of Fred Lumby, who alleges he was unlawfully struck by the officer.

PILOTAGE QUESTION

Argument Before U. S. Supreme Court on Case of British Coast Company's Steamships

WASHINGTON, Feb. 21.—Much of the pilotage business of such ports as San Francisco, New Orleans, New York and Boston is said to be affected by an argument before the supreme court today as to whether coastwise steam vessels under register are open to regulation by the state pilotage law. William Denman of San Francisco also appeared on behalf of the pilots, and Graham Sumner of New York for the Pacific Coast S. S. Co., principally concerned in the case.

The cases before the court are to determine if certain steamships sailing between San Francisco and American ports on Puget sound, stopping en route at Victoria, B. C., are liable to pay the pilotage fees levied by California statutes at San Francisco.

Alberta Wheat Crop
CALGARY, Alta., Feb. 21.—L. P. Strong, general manager of the Alberta Pacific Elevator company, stated last night that grain conditions in Alberta were not comparable with those in Saskatchewan. There would be no grain applied here owing to lack of transportation. He declared the crop might not arrive as rapidly as could be wished, but the crop would be moved if good time.

Master Mechanic Design

WINNIPEG, Man., Feb. 21.—Andrew Shields, general master mechanic of the C.N.R., has resigned. He will leave the service next month to engage in private business. Mr. Shields went to the C.N.R. eleven years ago from the C.P.R. where he was locomotive foreman in Winnipeg. Prior to that time he held a similar position with the C.P.R. at Toronto.

SNOW STORMS RAGE IN EAST

Ontario Visited by Worst Blizzard of Present Winter—Trains Late and Street Car Traffic Blocked

RAILWAYS IN U. S. ALSO SUFFERING

Passenger Trains Stalled on Roads in Illinois—Extensive Damage Caused by Gales in Texas

TORONTO, Feb. 21.—The worst snowstorm of the year has all Ontario in its grip tonight. All trains are from four to ten hours late, the street cars are practically tied up and telegraph and telephone wires are down in all directions.

Trains Stalled

ST. LOUIS, Mo., Feb. 21.—Sixteen inches of snow, driven by a 40-mile wind, with a minimum temperature of 24 degrees, were features of a storm which swept Eastern Missouri, Southern Illinois and Western Kentucky today.

The wind drifted the snow to a depth of several feet, hampering traffic on all transportation lines. Street car and railway traffic in Taylorville, Illinois, are at a standstill. Baltimore and Ohio passenger train No. 125 which left there at 9:30 p. m. has been stalled since 1 p. m. 5 miles west of the city. The passengers have no food, but are making themselves as comfortable as possible and are keeping warm, as the train carries plenty of coal. Passenger train 11, Chicago and Illinois Midland, has been snowbound all day at Kildee, six miles west of Taylorville.

A relief train sent out from Taylorville failed to reach the passenger train and it is still snowbound.

Some Relief in Kansas

KANSAS CITY, Mo., Feb. 21.—A blizzard and a temperature of 10 degrees above zero, which swept from the Missouri today, brought relief from the blizzard of Tuesday that piled the railroad tracks deep with snow. Reports told of three trains being snowed in in southeastern Kansas and one in northern Oklahoma, but work trains had been sent to the scene to clear the tracks.

Railroads in general throughout the storm district, have straightened out their time schedules, and in most cases trains are running practically on time. The rise in the mercury aided in clearing the tracks of the four inches of snow.

In southwest Missouri, where the snowfall in some cases was ten inches or more, traffic was demoralized, but a semblance of order has been restored. In western Kansas and western Colorado the feet of snow fell. The local weather bureau predicted a drop in temperature tonight for the affected states, but promised clear and warmer weather tomorrow.

Severe in Texas

DALLAS, Texas, Feb. 21.—Heavy winter storms, accompanied in some sections of Texas by heavy snowfall, has done thousands of dollars worth of damage by wrecking buildings and demolishing railroad, telegraph and telephone service.

San Antonio and Austin, where the damage appears greatest, report a wind, averaging 70 to 100 miles an hour, which damaged many residences, blowing down chimneys and uprooting trees.

Fenwick Is Killed

NEW ORLEANS, La., Feb. 21.—Attempts to communicate with Fenwick, where it is known a storm raged last night, were unsuccessful today. All wires are down. At points along the Florida coast near Pensacola, a 50-mile-an-hour wind was registered. It was accompanied by a heavy rain.

C. F. B. Brakeman Killed

REGINA, Sask., Feb. 21.—J. Atkinson, C. F. B. Brakeman, was fatally injured while engaged in switching operations. Deceased was caught between two cars he had gone to uncouple and was so badly injured that he died within a few minutes of being taken to the hospital.

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RAILWAY POLICY IS EXPLAINED

Continued from Page 1.

to carry out such works as they may undertake and such as is involved in the building of the Vancouver, Howe Sound & Port George line...

4,000 Miles of Railroad.

In the first place I should like to direct the attention of the House to the very striking evidence of the part played by late railways in the development of the province...

There have been several large organizations interesting themselves in the project involved in linking up Vancouver and Port George by a line of railway...

Independent Company

Now, Mr. Speaker, I should like in the first place to make one observation in connection with this proposal, and that is that this Pacific Great Eastern Railway Company, which this bill will bring into existence...

More than that, while in this bill we are providing for connection between Vancouver and Port George via Howe Sound and up the Fraser valley, it will be seen that adequate connections will be made for the coast cities and New Westminster...

Timber Wealth

With respect to the country to be opened up and served by this road, it will not be necessary for me here to indulge in any general description. I need scarcely tell this house of the wonderful timber wealth of the Howe Sound district...

able gentlemen here must know something of what great possibilities are to be found there.

Lillooet District

There is no doubt whatever of the wonderful productiveness of the soil of the Lillooet section, and as to the fruits that are grown there, it is the opinion of the best experts that the most experienced judges that it is of the finest quality and the most excellent flavor...

Transportation for Minerals

Then as to the mineral country, Lillooet has for many years enjoyed a reputation of some considerable importance. Some years ago you all recollect that there was a tremendous excitement in Lillooet because of the discovery of some gold mines...

Wheat of Gold

The history of mining in British Columbia unquestionably will bear out the statement that there has been a remarkable harvest of gold from the streams of the Lillooet country through the years...

Opening Up Cariboo

Then as we come up the Fraser, we approach the Cariboo district. This is a district with which many of the honorable gentlemen here have the privilege of a considerable acquaintance...

can hesitate in the conclusion to which he will come as to what lies before that country when there is more development, because from the appearance of the farms that have been there for forty or fifty years and from the abundance of the crops which have been raised, we can see that expert-entition has been carried to such an extent as to disclose the splendid favor to the people of British Columbia that we have a magnificent heritage...

Marvellous Country

On my trip to Port George some months ago I had the opportunity of visiting one of the townships, and by the way, there are several there, and likely to remain; but I, as I say, with some of my friends had an opportunity to visit one of them, where we secured an excellent view of the upper Fraser and the long reach of the Nechaco river...

White Labor Only

The road is to be built by white labor alone, and there is to be a fair wage clause in the contract. And on this point may I be allowed to refer a moment to questions that have been asked us with respect to labor on the Canadian Northern Pacific, both as to its mainland and Vancouver Island lines...

In Peace River Country

Now, as we pass away from Port George, which for the present is the terminal of this road, we come presently to the Peace River country, in which we look for some remarkable developments before long. Stories are brought from those exploring parties of the wonderful land and its riches...

Government's Intention

The government has not gone so far in its present proposals as to provide for the extension of the railway system from Port George into the Peace River country, but we would have you to take the bill that we submit today as an earnest of the intention of the government to press on with the work of providing transportation for the northern part of the country...

First Mortgage on Line

I am not this afternoon making any attempt at all to go into the details of this contract. You are familiar with the house is familiar with these various proposals. They are word for word what has already been explained to you in connection with the Canadian Northern Pacific contract...

concern in the good old city of Halifax as in the city of Edmonton. The associations, which are growing up and which appear to be bringing nearer and nearer this western province to the far east of Canada are indeed striking evidence of the fact that we are quickly coming out of the obscurity that seems to have hidden us during all these years...

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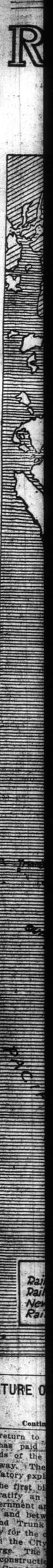
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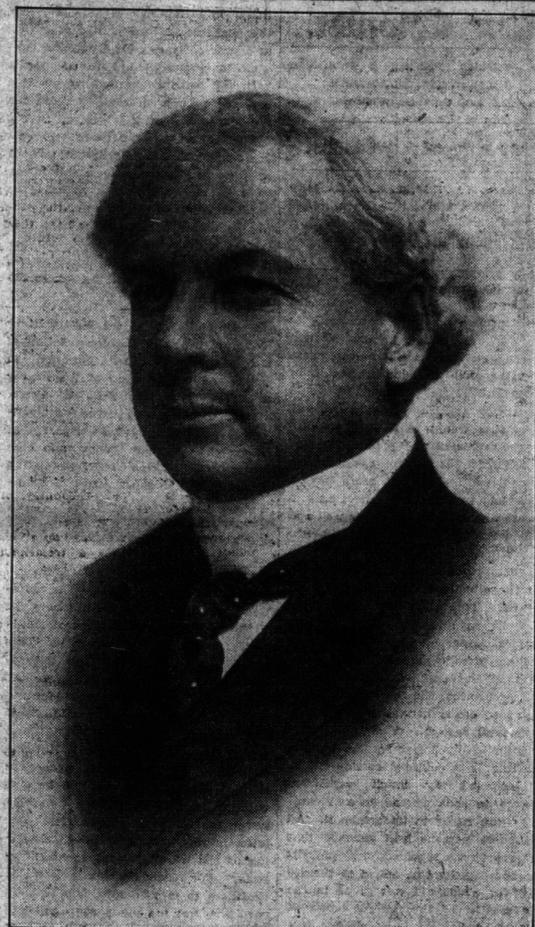
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HON. RICHARD MCBRIDE
British Columbia's Premier who is responsible for Rail-
road Policy introduced in legislature yesterday.

NATURE OF NEW RAILWAY BILLS

Continued from Page 1.

to return to the province the \$387,000 it has paid out in guaranteeing the bonds of the Shuswap and Okanagan railway. The Premier made a brief prefatory explanation on each bill.

The first bill introduced was an act to ratify an agreement between the government and Foley, Welch & Stewart, and between that firm and the Grand Trunk Pacific Railway Company for the construction of a railway from the City of Vancouver to Fort George. The first agreement provides for construction, and the second that the Grand Trunk Pacific shall have

the first option of purchase, and shall also have running rights over the line. Vancouver to Fort George.

The Premier in introducing the bill said it provided for the construction of what was commonly known as the Vancouver and Fort George railway. It would be of standard gauge, and would run from Vancouver to connect with the Grand Trunk Pacific at Fort George. It would receive from the provincial government a subvention equal to that already given to the Canadian Northern Pacific in the guarantee of its bonds for \$35,000. Provision was also made for adequate traffic connection with the cities of New Westminster and Victoria.

The second bill, to incorporate the Pacific Great Eastern Railway company,

was the Premier explained, simply a complement of the first. The company would be authorized under that name to carry out the Vancouver-Fort George undertakings.

G. W. F. Programme

The third bill, the Premier stated, provided for the extension of the lines of the Canadian Northern Pacific Railway, same as in the other bill. It provided that the company must build 150 miles from the 100-mile post of its Barkley Sound extension, proceeding in a north and easterly direction, which would bring the system as far as Comox. The company was to build still another line from Kamloops to Vernon, under the same subvention as was given to the G. T. F. contractors, with a branch line

to Lumby. This would be a distance of 140 miles, which added to the 150 miles they were to build upon Vancouver Island would make 290 more miles that this company had to build within the province in the next three years.

Speaking of the fourth bill, which is to ratify an agreement between the government and the Kettle Valley Railway company, the Premier said that it provided for a subsidy of \$10,000 a mile to that company in order to bring their system over the coast range to the Pacific Coast, thus providing the shortest connection between the Kootenay and Boundary countries and the cities of the coast. Under the Dominion act which governed the operation of the road there was ample protection for other lines to use the trackage of this

corporation. The bill provides also for a subsidy of \$200,000 towards the construction of a combined railway and traffic bridge over the Fraser river near Hope.

E. & N. Extension

The fifth bill was the agreement for the extension of the Esquimalt & Nanaimo railway northward. The Premier said that it provided for the extension of the E. & N. railway to Comox. There was a provision that enabled them to lease all the lines to the C. P. R. and the C. P. R. had agreed in return to pay taxation on the lands of the E. & N. which would add approximately \$18,000 a year to the treasury of the province. The company agreed to construct the line to a point at or near the village

of Courtenay and have it in operation by December 31, 1913.

The sixth bill, the Premier explained, provided for the repurchase by the government of the remaining British Columbia Southern and Columbia & Western lands at 40 cents an acre. The bill at the same time provided for the reconstruction of the Kaslo & Slocan Railway, which was to be taken over by the C. P. R. and standardized. The agreement also provided for the return of \$387,000 which had been paid by the province on account of the S. & O. guaranteed. There was also a provision for a remission of the taxes that had accumulated on the subsidy lands since the negotiations had commenced.

The bills were all given first reading.

The Premier will deal with them more fully when they come up for second reading today.

To Prevent Chinese Smuggling

SAN DIEGO, Feb. 26.—With the arrival here today of the U. S. revenue cutter Bear, Captain Billings, the customs officials here who have been fighting for months to put an end to the operations of Chinese smuggling believe they will succeed. It is estimated that 200 Chinese contrabands have been taken from Ensenada in launches bound for the United States within the past six weeks. Nearly every one got through to safety. The Bear will maintain a patrol along the Lower California coast, constantly coming to this port only to take on fuel and supplies.

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability. 1211-1215 Broad Street, Victoria, B. C.

The Semi-Weekly Colonist

One Year ... \$1.00 To the United States ... \$2.00 Payable in advance. Sent postpaid to Canada and the United Kingdom.

RAILWAY MEASURES

The promise made by Mr. McBride previous to the last general election for the legislature that if he was again entrusted with the administration of the affairs of the province, he would inaugurate and carry out a railway policy that would be in keeping with the requirements and potentialities of British Columbia, has for a second time been shown to be much more than a mere election cry. At the first session of the present house, he introduced and carried through two projects of prime importance, one of them being the Canadian Northern Pacific enterprise, and the other the Kettle River Valley railway.

The aid to the Canadian Northern Pacific to secure the construction of an additional mileage of 150 miles on Vancouver Island is to be understood only as a second instalment of the government policy in respect to Island development by means of the Canadian Northern interests. One hundred and fifty miles in addition to the 100 miles now under construction from Victoria towards Barkley Sound will carry the line very nearly to Seymour Narrows. A statement has appeared in a Vancouver paper to the effect that it had been found impossible to extend this railway towards the north end of the island from its present route. This is wholly wrong. A perfectly feasible route has been explored between Alberni Canal and the outlet of Comox Lake from which point the rails of the Canadian Collieries already extend to the sea at Union Bay. The next stage in this company's plans will be the completion of its line to Hardy Bay. We are confident that within four years the line will be extended to that point.

It is interesting to know that the E. & N. railway is to be leased to the Canadian Pacific. The great transcontinental road operates a very considerable part of its eastern mileage under lease. Many lines, which are never referred to as anything else than the Canadian Pacific, have other names and hereafter the E. & N. will cease to be spoken of as such. The old name is no longer applicable to a railway which neither begins at Esquimalt nor ends at Nanaimo, but which now extends from Victoria to Alberni, and will soon cover the entire length of the island. In view of the activities of the two transcontinental roads it is quite safe to say that within six years there will be fully 1,000 miles of railway in operation on Vancouver Island.

The railway policy of the government as presented during the present session does not provide for an all-rail connection with the mainland by way of Seymour Narrows, but it is not to be supposed from this that this great work has been postponed. Indeed it is not too much to say that the Island construction provided for points directly to the early consummation of this great undertaking. The Canadian Pacific and the Canadian Northern are brought within easy reach of the Narrows, and there can no longer be an objection made that there are no lines on the island to take advantage of the all-rail connection when it is provided. This connection can never be allowed to become the exclusive property of one railway company. It must be available to all lines that see fit to use it. Its construction is a work of national importance, and we have not the slightest hesitation in saying that at a very early day the Dominion government will be asked to co-operate with the province in making possible this great work. For many years the Colonist has kept this project to the front, and as its consistent advocate against all manner of discouragement and disappointment, it feels able to say with all sincerity that it regards the consummation of the hopes of the people in this respect so near at hand that it may reasonably be taken into account as a factor in local development, the effect of which will be felt in the near future.

The completion of the Kettle River Valley railway, by the construction of a line from Coldwater Junction to Hope, and the bridging of the Fraser to afford connection with the Canadian Pacific, is a project the full meaning of which may not be apparent at first sight. Fifteen years ago the people of this city were contending earnestly for the construction of a railway from the Coast to Kootenay. Those who recall the events of those days will not need to be reminded of how we were all swinging, pendulum-like, between hope and fear as we labored to promote this enterprise. The agitation finally reached a stage where the Victoria, Vancouver & Eastern Railway Company was incorporated. This charter was acquired by Great Northern interests, which secured later the Victoria & Sidney railway to form a part of its plan for an east to west line across British Columbia and across Canada. Mr. James J. Hill was once asked by the Colonist what were to be the termini of the line he was building in southern British Columbia under the V. V. & E. charter. His letter in reply was very brief, consisting of the words "Winnipeg and Victoria." For reasons which it would be profitless to inquire into, Mr. Hill did not carry out his plans as rapidly as he seemed at one time likely to, but on the contrary began the construction of a road to divert the traffic of Southern British Columbia over the Great Northern. He continued to press the V. V. & E. westward and last year laid the rails into the new town of Coalmont on the Tulameen river, and his engineers said that he intended to cross the Hope summit into Fraser Valley. But Mr. McBride had no intention that the business of a large part of southern British Columbia should be controlled by an American road, and he arranged with the Kettle River Valley to supply the missing link across the Hops Mountains. This link will be available for use by the V. V. & E. and thus we will have two roads instead of one from the Coast to Kootenay, with all the benefits and advantages that can be derived therefrom by the people of the interior and the people of the coast cities, not excluding Victoria, which will have connection by railway ferry with both of them. There are no fifty miles of railway in Canada the construction of which will be more revolutionary in a transportation sense than these fifty miles on the Kettle River Valley railway between Coldwater Junction and Hope.

Those who know the enterprise of the heads of the Canadian Northern did not imagine for a moment that they would be content to leave a rich region south of the main line of the Canadian Pacific in this province uninhabited. The present business and future prospects of the Okanagan country are too great not to attract the attention of the masters of transportation. Sir William Mackenzie examined the district for himself last year and became convinced that its marvelous progress warranted the construction of a line of railway into it as a feeder of the Canadian northern system. More than this, he became impressed with the needs of the district for power development and he purchased the vast Coteau water power lying to the east of Vernon, where a great plant is to be installed to supply power to the whole Okanagan country. Mr. McBride in his determination to promote the development of all parts of the province and to secure for this great fruit-growing area the benefit of new railways and competitive rates, wisely resolved to ask the legislature to assist the Canadian Northern Pacific in its new venture. It is a work that will ensure the speedy development of one of the most promising parts of British Columbia, and one that is already in the front rank in respect to matters that make up a progressive and prosperous community.

The construction of the railway from Howe Sound to Fort George may be regarded as the inception of a fourth transcontinental railway differing from its predecessors in having its beginning on the Pacific Coast. The head office of the new company is Victoria, and this city and Vancouver will be the basis of its operations. The Bill introduced yesterday only provides for a line from Vancouver to Fort George by way of Howe Sound with connection with New Westminster and Victoria; but it may be taken as a matter of course that the line will be extended to the Peace

River and later into the Prairie Country. This new enterprise, associated with which are men of great financial strength, will give Victoria, New Westminster and Vancouver direct connection with the East by way of the Grand Trunk Pacific, but the project is of too great importance of itself to become simply a branch of an existing system. The contract with the government requires the completion of this line by July, 1915, so that it will be ready to play its part in the development of business that will follow the completion of the Panama Canal. As this is a new enterprise it is of interest to mention that the charter has been obtained by and the contract has been entered into with Messrs. Foley Walsh & Stewart, the premier railway contractors of North America, and with them is associated Mr. D'Arcy Tate, solicitor for the Grand Trunk Pacific Railway Company.

The agreement with the Canadian Pacific for the taking over of the Kealo & Slocan railway from the Great Northern, its standardization and its operation as a part of the C. P. R. system will mean a very great deal to the people resident in the localities served by it. Mr. McBride and his colleagues are to be very heartily congratulated upon the policy of further railway construction that they have been able to present to the House, and the whole country is to be congratulated upon having a ministry so fully alive to its requirements and so appreciative of its possibilities. It requires foresight to discover, ability to plan, and courage to carry out such a programme as Mr. McBride has laid before the Legislature. The whole Dominion is fortunate in having at the head of affairs in British Columbia, a gentleman, who is alive to the needs of the day, especially in view of the great changes that will follow upon the completion of the Panama Canal. Coming at a time when there has arisen a demand in the eastern provinces for a period of renewed activity in railway construction, the policy announced by Mr. McBride yesterday will be an inspiration to the whole of Canada.

A NEW PROJECTILE

A new bullet is to be issued to be used in the Ross rifle. It is "needle-pointed," and its velocity will be 2,700 feet per second. Its trajectory will be so low that it will not rise above the height of a man in 300 yards. The fixed sight of the rifle will, therefore, be raised from 500 to 590 yards. Owing to its great speed the wind has comparatively little effect upon the course of the bullet; hence a great improvement in shooting is expected. The penetrating power of the new bullet is thus stated: At five hundred yards it will penetrate: Hard steel plates 1-1 1/2 inches thick. Brick and cement 9 inches thick. Loose sand 35 inches thick. Hardwood with grain, 33 inches. Softwood 33 inches. Clay 50 inches. Peat or turf 80 inches thick.

The Ontario government is going to spend \$5,000,000 on the colonization and development of what is known as New Ontario. It will be money well spent.

Applicants for positions on the staff of Hansard at Ottawa are required to write essays on such subjects as "The Follies of Fashion," "The Great Snowstorm," "Bicycling," "The Boy Scouts" and "The First Money I Ever Earned." Are we to assume from this that, in the opinion of the Civil Service Commission, these are the subjects about which our M. P.'s will dilate hereafter?

Toronto and Hamilton are at odds as to where a "magnificent memorial" of Canadian victories in the war of 1812 should be erected. Why erect one anywhere? A memorial, however "magnificent," would be a local thing that would not tend in the least to build up Canadian sentiment. If Toronto wants one, let the Torontonians build it; if Hamiltonians want one, let them pay for it.

The story that comes from Persia to the effect that Mr. Shuster's accounts disclose serious irregularities is rather unfortunate, even if it proves to be without foundation. The cardinal principle of British political agents in semi-civilized lands has been to adhere closely to honorable practices. It will be unfortunate if the reputation of the white man in this respect is to suffer through the conduct of the brilliant young American, who has played so conspicuous a part in the recent history of Persia.

There appears to be an unwillingness in certain continental quarters to see Great Britain and Germany come to an understanding. We can understand this. The Continental system rests largely upon the necessity of maintaining great armed forces always in readiness for conflict. Remove this necessity and the changes that would follow would be very far-reaching. They would be revolutionary. So many people would find their occupation gone if universal peace were to be ushered in that they would prefer war to such a consummation. But these reactionaries no longer control the destinies of nations.



Come Out Of It Into A Home Of Your Own

THERE'S A WAY, OLD MAN, TO DO IT—AND THAT WAY is through the aid of this store. If you're envying that man his home, cut it out—turn the table on him. We will furnish one for you that will make him envy you. We are ready to do it now. Are you?

Advertisement for furniture featuring four items: 1. Solid Elm Rocker—Comfortable, roomy, with solid seat, heavy splined back and arms. Strong and cheap at \$2.00. 2. Chiffonier—Solid quarter cut oak, dull golden finish. Top measures 20 x 30. 16in. round British bevel mirror. Contains 4 large and 2 small drawers. Similar to illustration...\$30.00. 3. Dresser—Solid quarter cut oak, dull golden finish. Top 22 x 40. British bevel mirror 25in. round. Similar to illustration...\$35.00. 4. Mahogany Rocker—Cane seat, handsome panel back, thoroughly well made and strong. Very good value at the price. See this one on our fourth floor today. Same as illustration. Only \$4.00.

Are You Prepared For The Spring House Cleaning?

Spring house-cleaning means more work, and the washing will be about the hardest item you have got to tackle. Are you prepared for this extra labor? You are certainly not, if you haven't an Acme Washing Machine. The Acme will save two-thirds of the labor and do the work better in one-third the time. This machine runs so easily that a child can operate it. It will wash the very finest fabrics without tearing or breaking the threads, and the heaviest blankets and quilts with perfect ease. Read the guarantee the makers give—it means just what it says. Your money back if it does not do all they claim for it. Don't buy a washer until you have examined the Acme. We are sole Victoria Agents, and sell the machine same as illustrated at \$10.00.



Advertisement for Acme Washing Machine with the heading 'GUARANTEED To Do More Work and Better Work, With Less Work On Your Part, and With Less Wear and Tear On The Clothes Than Any Other Washer On The Market'. Includes an illustration of the machine and a woman.

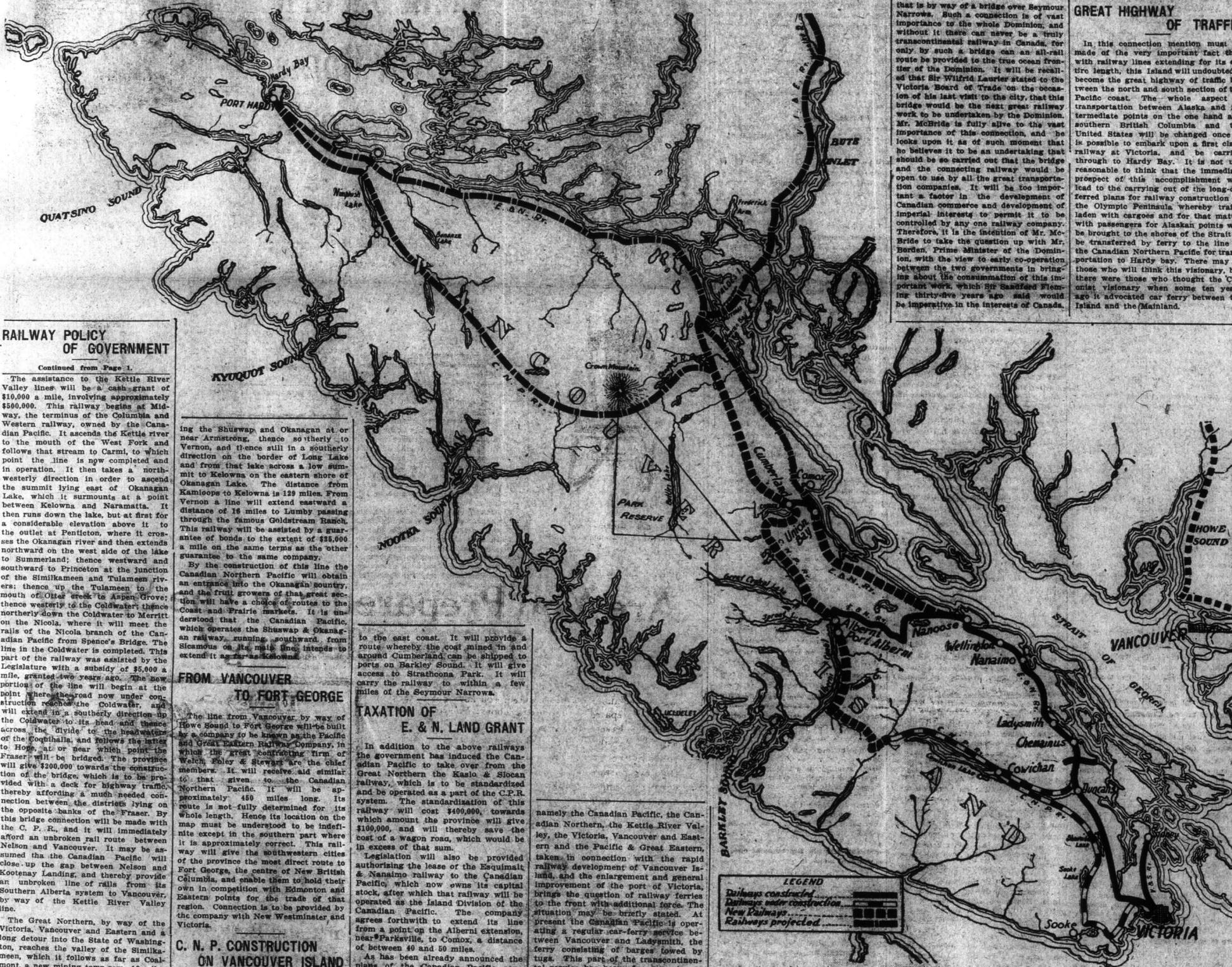
Advertisement for various furniture items: 1. Arm Chair—Golden finish, spindle back, heavy base. Comfortable shape. Same as illustration. Price \$2.50. 2. Parlor Table—Fancy shaped top and undershelf mounted on heavy turned legs. Size of top 22 x 22. Good value at \$2.25. Similar to illustration. 3. Quarter Cut Oak Golden Rocker—Handsome solid back and solid seat. Back and arms ornamented with heavy spindles. Price \$10.00. 4. Parlor Table—Golden finish, heavy made, with roomy undershelf. 20in. top. Mission design. Similar to illustration...\$3.00.

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RAILWAY... The assistance Valley lines \$10,000 a mile \$500,000. The way, the top Western rail dian Pacific, to the mou follows that point the westerly dir the summit southward to the Summit of the Strait; thence mouth of Ok thence wester northerly dow on the Nicol rails of the adian Pacific line in the G part of the m Legislature w mile, granted portion of t point where instruction reg will extend to the Coldwater across the of the Cofbir to Hope, at Fraser will give \$200 tion of the b vided with a thereby affor nction betw the opposit this bridge on the C. P. R., afford an un Nelson and V sumed the th close-up the Kootenay Lan an unbroken Southern Albe by way of t line. The Great Victoria, Vanc long detour in ton, reaches t mean, which m ment, a new m above Princec under its Don Northern will rails of the to cross the will come dow a junction w operation sou the provision of rail miles of rail junction and r railway lines r to the coast a hopes of the p for a railway f ay, only there of one. Inspection of revolutionary southern part, or two exam to those who this line of th the distance fr is about the s than from a zous, which is from Summ ple from Sum reach the coast Similkameen e to the coast of the Nicola Val of two routes most of them e be much sho the whole sou the Cause from the Can boundary will to travel along quadrilateral, sides as at pr LINE FROM The Canadian line will leave comes down t Kamloops and south of East, line of the pre

Opening Vancouver Island By Means of Railways



RAILWAY POLICY OF GOVERNMENT

Continued from Page 1.

The assistance to the Kettle River Valley lines will be a cash grant of \$10,000 a mile, involving approximately \$500,000. This railway begins at Midway, the terminus of the Columbia and Western railway, owned by the Canadian Pacific. It ascends the Kettle river to the mouth of the West Fork and follows that stream to Carmi, to which point the line is now completed and in operation. It then takes a north-westerly direction in order to ascend the summit lying east of Okanagan Lake, which it surmounts at a point between Kelowna and Naramatta. It then runs down the lake, but at first for a considerable elevation above it to the outlet of the lake, where it crosses the Okanagan river and then extends northward on the west side of the lake to Summerland; thence westward and southward to Princeton at the junction of the Similkameen and Tulameen rivers; thence up the Tulameen to the mouth of Oyster creek to Aspen Grove; thence westerly to the Coldwater; thence northward to the Nicola, where it meets the rails of the Nicola branch of the Canadian Pacific from Spence's Bridge. The line in the Coldwater is completed. This part of the railway was assisted by the Legislature with a subsidy of \$5,000 a mile, granted two years ago. The new portion of the line will begin at the point where the road now under construction reaches the Coldwater, and will extend in a southerly direction to the Coldwater to its head and thence across the divide to the headwaters of the Comohalla, and follows the latter to Hope, at or near which point the Fraser will be bridged. The province will give \$200,000 towards the construction of the bridge, which is to be provided with a deck for highway traffic, thereby affording a much needed connection between the districts lying on the opposite banks of the Fraser. By this bridge connection will be made with the C. P. R., and it will immediately afford an unbroken rail route between Nelson and Vancouver. It may be assumed that the Canadian Pacific will close up the gap between Nelson and Kootenay Landing, and thereby provide an unbroken line of rails from its Southern Alberta system to Vancouver, by way of the Kettle River Valley line.

The Great Northern, by way of the Victoria, Vancouver and Eastern and a long detour into the State of Washington, reaches the city of the Similkameen, which it follows as far as Coalmont, a new mining town some 12 miles above Princeton. By virtue of its power under its Dominion Charter, the Great Northern will have a right to use the rails of the Kettle River Valley road to cross the Hope mountains, and it will come down toward the coast over the rails of the Canadian Northern to a junction with its own line now in operation south of the Fraser. Thus the provision of this approximate 50 miles of railway between Coldwater Junction and Hope will bring two new railway lines from the southern interior to the coast and fulfil the long deferred hopes of the people of the coast cities for a railway from the coast to Kootenay, only there will be two roads instead of one.

Inspection of the map will show how revolutionary this will be to the whole southern part of British Columbia. One or two examples will serve as a guide to those who may care to follow up this line of thought. In a direct line the distance from Summerland to Hope is about the same as from Summerland to Kamloops, and considerably shorter than from Cumberland to Sicamous, which is the route by which people from Summerland must journey to reach the coast. The coal mines on the Similkameen can send their products to the coast cities. The residents of the Nicola Valley will have the choice of two routes to the coast, and for the most of them that via the new line will be much shorter. The people of the whole southern part of the province from the Cascade range to the eastern boundary will, to reach the coast, have to travel along only one side of a great quadrilateral, instead of along three sides as at present.

LINE FROM KAMLOO'S TO KELOWNA

The Canadian Northern Pacific's new line will leave its main line where it comes down the North Thompson at Kamloops and will run a little to the south of East, following the general line of the present highway road, cross-

ing the Shuswap and Okanagan at or near Armstrong, thence southerly to Vernon, and thence still in a southerly direction on the border of Long Lake and from that lake across a low summit to Kelowna on the eastern shore of Okanagan Lake. The distance from Kamloops to Kelowna is 129 miles. From Vernon a line will extend eastward a distance of 18 miles to Lumby passing through the famous Goldstream Raids. This railway will be assisted by a guarantee of bonds to the extent of \$25,000 a mile on the same terms as the other guarantee to the same company.

By the construction of this line the Canadian Northern Pacific will obtain an entrance into the Okanagan country, and the fruit growers of that great section will have a choice of routes to the Coast and Prairie markets. It is understood that the Canadian Pacific, which operates the Shuswap & Okanagan railway, running southward from Sicamous on its main line, intends to extend it as far as Kelowna.

FROM VANCOUVER TO FORT GEORGE

The line from Vancouver by way of Howe Sound to Fort George will be built by a company to be known as the Pacific and Great Eastern Railway Company, in which the great contracting firm of Welch, Foley & Stewart are the chief members. It will receive aid similar to that given to the Canadian Northern Pacific. It will be approximately 450 miles long, its route is not fully determined for its whole length. Hence its location on the map must be understood to be tentative except in the southern part where it is approximately correct. This railway will give the southwestern cities of the province the most direct route to Fort George, the centre of New British Columbia, and enable them to hold their own in competition with Edmonton and Eastern points for the trade of that region. Connection is to be provided by the company with New Westminster and Victoria.

C. N. P. CONSTRUCTION ON VANCOUVER ISLAND

The plans of the Canadian Northern Pacific on Vancouver Island embrace construction from Victoria to Hardy Bay and perhaps also to Quatsino. The route to be followed will be shown fairly accurately on the Map of Vancouver Island. From Victoria to Franklin Creek on Alberni Canal the route has been decided on. As will be seen by the map, it will extend from Victoria to Sooke; thence northward by way of Sooke River and Sooke Lake to Shawinsan Lake, which it will follow along its western shore, thence it will strike across country to the outlet of the Comohalla, and will follow the north side of the lake to its head. Five miles beyond the head of the lake is the 100-mile post, to which point the assistance granted to the company two years ago extended. To this point the line is under construction. From this point the route extends southerly down the Minitat valley to within four miles of the lake of that name; thence it turns north again and reaches the valley of Coleman Creek, which it follows to a point near its mouth, and thence runs up the Canal as far as Franklin Creek. Beyond this point the line has not yet been definitely located, but it will extend up the Alberni valley to a point near Great Central Lake; thence across the divide separating that body of water from Comox Lake; thence probably along the southern shore of Comox Lake and thence through Cumberland by the most feasible inland route to a point north of Campbell River, which is as far as the aid granted this year will extend.

From this point the company will extend its line to Hardy Bay, approximately, by the route indicated on the map. It is known that a good route extends around Crown Mountain, and down the Klia-anoh to Nimpkish Lake. Engineers are now in the field examining the country.

That part of the C. N. P.'s island system to which assistance is granted this year will provide for a railway that will cross the island from the east to the west coast and back again

to the east coast. It will provide a route whereby the coal mined in and around Cumberland can be shipped to ports on Barkley Sound. It will give access to Strathcona Park. It will carry the railway to within a few miles of the Seymour Narrows.

TAXATION OF E. & N. LAND GRANT

In addition to the above railways the government has induced the Canadian Pacific to take over from the Great Northern the Kaslo & Slocan railway, which is to be standardized and be operated as a part of the C.P.R. system. The standardization of this railway will cost \$400,000, towards which amount the province will give \$100,000, and will thereby save the cost of a wagon road, which would be in excess of the sum.

Legislation will also be provided authorizing the lease of the Esquimalt & Nanaimo railway to the Canadian Pacific, which now owns its capital stock, after which that railway will be operated as the Island Division of the Canadian Pacific. The company agrees forthwith to extend its line from a point on the Alberni extension, near Parksville, to Comox, a distance of between 40 and 50 miles.

As has been already announced the plans of the Canadian Pacific contemplate the extension of its line to Hardy Bay. Presumably the line shown upon the map will be followed.

The above railways are those for which aid is being asked from the legislature at this session.

Other matters are dealt with by the measure introduced by the Premier. The E. & N. Railway Company consents to the taxation of its land grant. This was made free of taxation by the legislation of 1884, which granted it to the Dominion for railway purposes. The Premier has been able to persuade the company to make a concession in this regard, and the land will hereafter be subject to taxation at the rate of 1 1/2 cents per acre, which will yield a revenue of approximately \$18,000. The Canadian Pacific agrees to pay to the province the sum of \$387,000, being the earnings of the Shuswap & Okanagan Railway over and above operating charges, which will go to offset the interest charges which the province has had to meet upon the bonded indebtedness of the line. The province also is to repurchase the unsold portion of the B. C. Southern and Columbia & Western land grants, after the company has selected therefrom an area of 500,000 acres as a reserve for railway ties, and to pay the company therefor the sum of 40 cents per acre. This will involve the payment to the company of a sum in the neighborhood of \$1,000,000. This purchase will remove all existing and future difficulties that have arisen or are likely to arise over pre-emptions, land purchases and mineral claims adjacent to these land grants, and will restore to the province the ownership of an extensive area many parts of which are likely to become valuable for minerals, now that the development of the whole southern part of the province may be stimulated.

DEVELOPMENT OF SOUTHERN MAINLAND

The concentration on the southern mainland of so many of the railways,

namely the Canadian Pacific, the Canadian Northern, the Kettle River Valley, the Victoria, Vancouver and Eastern and the Pacific & Great Eastern, taken in connection with the rapid railway development of Vancouver Island, the enlargement and general improvement of the port of Victoria, brings the question of railway ferries to the front with additional force. The situation may be briefly stated. At present the Canadian Pacific is operating a regular car-ferry service between Vancouver and Ladysmith, the ferry consisting of barges towed by tugs. This part of the transcontinental service has been of great value to the business community, even although it has not been by any means what would be called up-to-date. The Great Northern also maintains a ferry service by towed barges between its line on the mainland and Sydney, the terminus of the Victoria & Sydney railway, and this also has proved of much convenience. The great difficulty of railway car-ferry has been abundantly demonstrated in various parts of America and Europe, and in consequence it was made an essential feature of the original Canadian Northern Pacific contract that a thoroughly modern car-ferry service should be maintained to connect its Mainland and Island divisions and be operated as an integral part of its transcontinental service. This undertaking in the contract has been supplemented by repeated declarations by the president and vice-president of the company that the ferry will be of the highest class, fast and equal to any in operation. This ferry will unquestionably set the pace for the other lines, and we will have the Canadian Pacific, the Great Northern and the Grand Trunk Pacific, which will be the lessees of the Pacific and Great Eastern, establishing similar means of communication between the island and the mainland. Nor will the ferries to a Victoria connection be all that will be established, for undoubtedly the Canadian Pacific will maintain a line from Vancouver to Nanoose in connection with its Alberni line. The car-ferry service is certain to assume very great importance. An enormous traffic from the Prairies to the Coast will be developed over the lines now built or to be built, and when Victoria is provided with the harbor facilities that will make it a modern port in every respect, it will be absolutely certain that a very considerable share of this traffic will be brought directly to our wharves and be handled here by ocean-carriers. What seemed only a few years ago to be the idle dream of a visionary will soon be an accomplished fact, and the unequalled "right-of-way" presented by the land-

locked waters between the island and the mainland will be followed by self-propelled car-ferries of the most approved kind laden with the commerce of the world.

V. I. & E. RAILROAD ALONG BUTE INLET

The maps show the route of the Vancouver & Eastern railway. The company holding the charter for this railway was incorporated by Dominion parliament, and its charter rights will be renewed at the present session of parliament, the bill for that purpose having passed the Railway Committee. The charter authorizes the construction of a line from Victoria to Edmonton by way of Bute Inlet and Yellow Head Pass. A subsidy of \$5,400 a mile has been granted by parliament to the 100 miles of road from Campbell river eastward, which would take it well on the way to the summit of the Coast range. The map shows the route which the railway will follow from Campbell river to the summit eastward of that point the route is an open question. That indicated on the map is the line, approximately, laid down by Marcus Smith for the Canadian Pacific. The construction of this railway along the shore of Bute Inlet and thence eastward will not be exceptionally expensive, and it is quite feasible to continue the line to Frederick Arm and connect with the island by a short ferry by way of Nodales Channel, a water stretch ideal for such a purpose. Indeed a very satisfactory ferry service could be maintained from the island to the head of Bute Inlet, for the course is almost direct, and the water is deep, safe and well protected.

CONNECTION WITH THE MAINLAND

The great desire of the people of Vancouver Island is for an all-rail connection with the Mainland at this point,

that is by way of a bridge over Seymour Narrows. Such a connection is of vast importance to the whole Dominion, and without it there can never be a truly transcontinental railway in Canada, for only by such a bridge can an all-rail route be provided to the true ocean frontier of the Dominion. It will be recalled that Sir Wilfrid Laurier stated to the Victoria Board of Trade on the occasion of his last visit to the city, that this bridge would be the next great railway work to be undertaken by the Dominion. Mr. McBride is fully alive to the vast importance of this connection, and he looks upon it as of such moment that he believes it to be an undertaking that should be so carried out that the bridge and the connecting railway would be open to use by all the great transportation companies. It will be too important a factor in the development of Canadian commerce and development of imperial interests to permit it to be controlled by any one railway company. Therefore, it is the intention of Mr. McBride to take the question up with Mr. Borden, Prime Minister of the Dominion, with the view to early co-operation between the two governments in bringing about the consummation of this important work, which Sir Sanford Fleming thirty-five years ago said would be imperative in the interests of Canada.

GREAT HIGHWAY OF TRAFFIC

In this connection mention must be made of the very important fact that with railway lines extending for its entire length, this island will undoubtedly become the great highway of traffic between the north and south section of the Pacific coast. The whole aspect of transportation between Alaska and intermediate points on the coast and southern British Columbia and the United States will be changed once it is possible to embark upon a first class railway at Victoria, and be carried through to Hardy Bay. It is not unreasonable to think that the immediate prospect of this accomplishment will lead to the carrying out of the long-deferred plans for railway construction on the Olympic Peninsula, whereby trains laden with cargoes and for that matter with passengers for Alaskan points will be brought to the shores of the Strait to be transferred by ferry to the line of the Canadian Northern Pacific for transportation to Hardy Bay. There may be those who will think this visionary, but there were those who thought the Colonial visionary who some ten years ago it advocated car ferry between the Island and the Mainland.

FORWARD POLICY OF GOVERNMENT

Having set its hand to the plough the provincial administration has no intention of looking back. It proposes to continue in its policy of railway development. It realizes that its work has only begun, but at the same time it proclaims the necessity of proceeding with due circumspection and prudence. It would be quite impossible to indicate what projects will command its consideration in the immediate future, but it is not premature to say that among them will be the completion of the railway system of Vancouver Island as shown upon the map, together with the construction of such necessary branch lines as will carry the rails to all the chief island ports and increase the island railway mileage to at least 1,000 miles within five years. What this will mean to Vancouver Island and Victoria, the most vivid imagination cannot portray. This Treasure Island of the Empire will be fully opened to enterprise, and the exploitation of its great wealth, and the utilization of its incalculable resources and its unequalled strategic position in respect to the commerce of the Pacific Ocean will proceed apace. The early completion of the Panama Canal will render island development along the lines mentioned of exceptional importance. Along the whole length of the Pacific coast there is already a thrill of new life because of the approaching consummation of this great undertaking, and surely no argument is necessary to show that Vancouver Island, which is pre-eminent on the whole Coast by reason of its wealth and position, must share in the great prosperity that is even now adding to value and stimulating enterprise everywhere on the eastern shore of the Pacific.

Space forbids more than a passing reference to the resources of Vancouver Island, but these are well known. Its forests, its mines, its farm lands, its fisheries, and last but by no means least its unequalled scenery that will make it the Mecca of hundreds of thousands of travelers, seeking Nature in her most striking aspects, and her unsurpassed climate that will attract a great population of permanent residents have been too often spoken of to make any extended reference to them necessary at this time. Suffice it to say that the railway policy inaugurated by Mr. McBride two years ago and now rapidly approaching its consummation will make these resources and advantages better known than ever and more easily available.

In this connection reference may be made to the disposition of the former Songhees Reserve. When this area was acquired by the provincial government the general expectation was that a portion of it would be required for railway terminals, a portion might be set apart as a park and the remainder would be available for sale to the public. The whole railway situation has broadened out since then, and it is now beyond a doubt that the whole area of the former Reserve, if it was of such a configuration as to be suitable for terminal purposes would not be large enough. Terminals for a thousand miles of railway on the island would of themselves need to be much larger than the Reserve, and when we take into consideration the traffic that will be developed by car-ferries to the lower Mainland and by the bridge over Seymour Narrows, it will be seen that the facilities that will have to be provided here must be very extensive indeed. Indeed it is difficult to set a limit to what we may expect from the provincial policy of railway development and the extensive harbor improvement to which the Dominion is committed and a beginning of which will shortly be made.

NEW ZEALAND GOVERNMENT

Sir Joseph Ward Makes Definite Announcement That He Will Retire to Make Way for Coalition

WELLINGTON, N. Z., Feb. 20.—Opposition leader Massey today submitted a motion of want of confidence in the ministry of Sir Joseph Ward, and in doing so brought the statement from Sir Joseph that he would retire from the premiership.

Mr. Massey said that the government had borrowed money lavishly and had spent recklessly, and that the people at the present elections was he claimed, against the government.

Premier Ward denied that the country had given its support to the opposition. Mr. Massey, he declared, had supported all loans made by the government for many years past.

In order to permit a natural coalition government of Liberals and Laborites, said the premier, he would retire from office. This in his opinion would prevent the large landed faction from driving the Liberals out of existence.

Wooden War Vessel Sold.

WASHINGTON, D.C., Feb. 20.—Another of the wooden ships which composed the old navy has been sold and her name has been stricken from the navy list. The Pensacola, which has been lying duty as a receiving ship at the San Francisco naval training station, was sold today for \$12,025 to Henry J. Rogers of San Francisco. The vessel was built at Pensacola, Fla., in 1862.

BIG ADDITION TO BUILDING PERMITS

February Total Will Prove a Record One For Any Single Month

By the issue of the permit for the additions to the municipal legislative buildings and that for the new Union Bank, now in course of erection, February promises to be a record month for the year in point of building activity. The permit for the additions to the legislative buildings calls for the expenditure of \$1,000,000, while the cost of the new bank is placed at \$175,000. The total for the month to date is \$1,175,000, compared with \$1,182,000 for the whole month of February a year ago.

The plans for the addition to the legislative buildings were drawn by Mr. F. N. Rattenbury and the contract has been let to Messrs. McDonald & Wilson. The architect for the new bank building is Mr. A. A. Cox, and the work is being carried out by the Norton, Griffiths Company.

Other permits issued yesterday were to William Emery, dwelling on Gladstone avenue, to cost \$2,200; to Albert Fisher, additions to dwelling on Cameron street, \$200; to Thomas H. Cox, dwelling on May street, \$1,200; to M. G. Gregson, additions to dwelling on King's road, \$600; to Jeanne Bros, alterations to store front on Johnson street, \$55; to H. Harris, dwelling on Princess avenue, \$3,500.

SAANICH CONSERVATIVES

The annual meeting of the Saanich Conservative Association was held in the Royal Oak Hall Saturday evening. The president, Hon. D. M. Eberts, occupied the chair and after calling the meeting to order presented the secretary with a pair of initialed gold cuff links, on behalf of the association.

The election of officers resulted in all the old ones being re-elected as follows: Hon. pres., the Hon. H. M. Brice, president, Hon. D. M. Eberts, first vice-president, Reeve Nicholson, second vice-president, Mr. F. Quick, third vice-president, Mr. J. Braden, secretary, Mr. Chas. E. King.

For the executive, it was decided to elect four from each ward of Saanich and municipality and four for Oak Bay, as follows: Ward 1, Messrs. Jas. Munro Miller, C. McRae, T. V. Thurham and F. Borden; Ward 2, Messrs. Jas. Scott, J. Owens, B. Sewell and J. Taylor; Ward 3, H. B. Smith, V. Durand, C. P. Allen and Robt. Scott; Ward 4, H. J. Dun, P. J. Gospel, S. Jones and Wm. Clapperton; Ward 5, J. B. Carmichael, Wm. Jackson, T. Nicholson and S. Cameron; Ward 6, Mr. Dean, A. Gale, F. Stretfield and F. Turgoose; Oak Bay, D. D. McGregor, Mr. Rattenbury, F. Loveland and T. Ashe.

The first mentioned in each ward will act as chairman.

ARBITRATE VALUE

First of the Sooke Lake Claims Now Before Arbitrators

The first of the arbitrations to fix the value of property which the city will appropriate at Sooke Lake was instituted yesterday at the city hall when the claim of Mr. Richard Dier was under consideration. Mr. Dier asks \$18,000 for his property while the city has offered \$5,500. The arbitrators are Hon. R. Bevan, for the city; Mr. Richard Hall, for Mr. Dier, and Mr. E. A. Bennett, referee. Mr. E. V. Bodwell, K.C., is representing the city, and Mr. H. A. Maclean appears for Mr. Dier. Evidence concerning the value of land in that neighborhood was submitted, Mr. Dier leaving particular stress upon the value of his property from the standpoint of a summer and health resort. It is expected that the arbitrators will arrive at their finding in about two weeks time.

The result of the present arbitration is expected to fix the value of the other property which must be secured by the city. In all there are about twenty-five other claims to be settled.

MILK SUPPLY

Delegation Drives Stricter Inspection of Dairies Waits on Hon. Price

Delegation consisting of Dr. McKee, of the Vancouver Health Department, Mr. William Buckingham, of Richmond, Mr. W. Eaton, of East Delta, and Mr. H. Benson, of Delta, waited on Hon. Price Hillson, minister of agriculture yesterday, with a request for legislation that would more effectively protect the local dairymen and milk dealers against manufacturing and imported brands of milk. They asked for stricter inspection of dairies and that the government would carry into effect the appointment of an analyst, who should examine and report upon all milk, manufactured or natural that might be placed upon the market for sale. The minister promised to consider their representations and take them up with the executive.

The delegates were introduced by Mr. Frank Mackenzie, M. P. for Delta, and Mr. C. E. Tisdall, of Vancouver.

MOROCCO QUESTION

Spain's Acceptance of French Proposals Improves Chances of Settlement—Negotiations Go On

MADRID, Feb. 21.—The negotiations between France and Spain regarding Morocco have been further advanced by Spain's acceptance of the French proposals.

The first-acts that all questions relative to the accord shall be subject to arbitration. The second provides for the unification of the customs. The third provides that Spain does not abandon any of her right throughout the zone which eventually will be ceded to her by France and the fourth revises the Madrid accord for the protection of natives.

The questions of railroad and territorial competitions have not yet been settled.

PRINCE RUPERT CONSERVATIVES

Local Party Organizations Amalgamate on Satisfactory Terms—Liberals Discomfited by Turn of Events

PRINCE RUPERT, B.C., Feb. 20.—As a result of the amicable negotiations carried on between the old Conservative association here and the progressives, who have been divided for some months an amalgamation satisfactory to the majority of both sides has taken place. The old executives have been increased by the addition to it of members from the progressive party.

In the negotiations T. Wadman, organizer for the British Columbia executive, has had a very important part and has been assisted by the members of both wings of the party, who showed themselves anxious to serve the best interests of the Conservative party.

Some Liberals are much discomfited at the happy solution as it destroys all chances they could ever hope to have to win an election here should it be called. The efforts of these Liberals were being devoted to fostering trouble but without success.

G. T. P. HOTEL PLANS

Mr. Harry Tate Seeking for Best to Consult with Executive to Finalize Drawings—Severely Prediction

In conclusion with the announcement of the provincial government's great railway policy comes the statement that the long waited for G. T. P. hotel will shortly be in evidence in the city of Victoria. Mr. Harry Tate, the company's legal adviser, who has been in the city for the past week or so left last night for Montreal where he will meet with Mr. Hays, the president of the road, and one of the principal topics of the interview will be the ratifying of the plans for the construction of the hotel in the city of Victoria. The plans are being drawn in the city here by Mr. F. M. Rattenbury, the well known architect.

"As a matter of fact the consideration of the company's plans in relation to the building of hotels in Victoria, Edmonton, Regina, Prince Rupert and Winnipeg, is the primary object of the conference between the president and myself," said Mr. Tate yesterday. "Within the past few months I have been all over the Dominion making arrangements for the erection of these structures, as it is the intention of the company to have a string of first class hotels in all the leading cities of the prairies and the west as well as in the eastern provinces of the Dominion."

In regard to the city of Victoria, particularly I may say that at the present time the plans are being drawn and will be ready for use in a comparatively short space of time. Of course I need not tell you that the hotel will be built on palatial lines. The G. T. P. is coming into the city of Victoria with a hotel that will stand comparison with any in the country. We are at present closely associated with the city by a water service and it is possible, that in the near future, that relationship will be greatly augmented. As you are all aware the government of the province has brought down a railway policy that will mean a great deal to the whole of the country. The time is rapidly coming when the province will be knit by railroad connections from practically all points to all points. I cannot tell you anything definite about the intentions of the G. T. P. in regard to the city because as a matter of fact I am not aware of them myself, but that we are vitally interested in its development may be taken for granted as also the fact that in the Victoria, to be the G. T. P. will cut a much greater figure than it does at the present time."

FINE SPEECH ABOUT ROADS

Continued from Page 1.

mode of gravel or rock haul by wagon or team.

This had been demonstrated frequently, and the cost had been reduced to one-half what had formerly obtained. Mr. Griffiths, the engineer of the public works department, was noticed from the programme, was to speak on this particular subject and he was sure from his experience as head of this engineering department, and elsewhere, that they would gain much valuable information from him and interesting data. They were about to hear the question of road location discussed. This was one of the most

important factors. It had been the policy of the people in the past to follow to a large extent the old Indian trails and tracks and gradually bring them into semblance of a road. This was due largely to the limited appropriations of the early days in this province. However, they were gradually coming to a time of roads with a maximum grade of eight per cent. So they hoped to see the old system gradually removed.

Transportation Provision

Transportation would assuredly have to be provided for the great volume of settlement taking place in the province; and good roads with easy grades were essential, for it was undoubtedly true that many thousands of dollars had been lost to the farmers through bad roads. Effective workmanship was essential; and on that particular subject they would have instructive observations, in connection with "location" particularly from the assistant engineer, Mr. J. P. Forde, of the public works department.

The diversity of geographical conditions, made the problems of road building, particularly difficult in British Columbia. What applied to one district might prove very unsuitable for another. So far as the coast localities were concerned, the day had gone by for the old gravel road, as, for instance, between Vancouver and New Westminster where the traffic was excessive. Even the macadam road would not stand up to motor and motor truck traffic, and accordingly the government had felt it advisable to call upon the assistance of the municipalities to help them to lay down a permanent pavement, surfaced with some waterproof material on a permanent base. They had made an experiment in respect to the road from Granville street, Vancouver, to Eburne, which had been very encouraging; and other municipalities on the lower mainland were applying for aid under the exceptional circumstances created.

In regard to the less-used roads, they proposed to initiate a policy on the lower Fraser valley of using crushed rock and surface them with oiled materials and to work in harmony with the municipalities to maintain a rock-crushing plant, which would be available to all municipalities served by the B. C. Electric railway. They also hoped to sell this rock at actual cost price.

Road Expenditure

To indicate that the government was fully alive to the needs of the situation in regard to improved roads and new roads, he would point out that the expenditure on roads, bridges and trails had risen from \$450,000 in 1906 to \$3,750,000 this year—and he proposed to ask the legislature for about \$5,000,000 for this purpose in the current estimates. (Applaud.)

But this huge expenditure should be made in the very best manner and in the public interest. The most modern methods would have to be adopted in spending that money, by introducing satisfactory machinery. Turning to a consideration of the aspect of administration by his department during the course of the coming summer, the minister said he intended to ask the government for an appropriation for the opening up of the Roach river summit road from Hope to Princeton, and he trusted to have men working at both ends of that undertaking.

Much of this work was merely part of the great scheme of transcontinental lines, and he believed that it would look for some assistance from the federal government. In connection with the speech from the throne, there was a promise conveyed in favor of grants for roads throughout the Dominion. Some announcement might be expected from Mr. Borden at any date. The question was not a provincial one, but a national one.

Referring to the question of road location, he might mention that he had been so fortunate as to secure the services of a civil engineer of eminence in Vancouver, Mr. Cleveland, of the firm of Cleveland & Cameron, and the whole of the past season had been taken up with surveys of this section of the provincial highway. The survey, however, was now complete, and a road would not contain grades of more than 8 per cent. Mr. Cleveland had also extended his operations in a preliminary manner from Cascade to Rossland, and he hoped to retain his services also in connection with the road to be built between the Columbia river bridge and the series of travel already constructed in B.C. country.

Band-Windermere Road

Another matter they had under consideration dealt with the building of the Banff-Windermere road, the Dominion government undertaking to build from Banff to the Alberta boundary. The government and the C.P.R. had undertaken the portion in B.C. jointly. They would have then a magnificent scenic road from the tourist centres, making a four-mile auto trip through southern Alberta and Eastern B.C. unrivalled perhaps on the continent of America.

In regard to the opening up of the Strathcona Park, of which Butte Lake was the centre, he could say that the plans of the government called for five years work before it would be possible to receive the general public as they ought to be received.

In conclusion the minister of public works expressed the hope that that energetic supporter of good roads, Mr. Sam Hill, would be with them some time during the conference, in view of his great work on the Pacific coast, and he also was sure they would look forward with pleasure to hearing Mr. R. H. Thomson's lecture the next day. (Applause.)

The chairman announced that a stenographic report of the proceedings was to be taken and it was intended by the department to issue the same in book form for the information of all who cared to ask for a copy. He outlined the programme as arranged during the stay of the delegates. This evening there would be an open session at which a paper would be read by Mr. R. H. Thomson, of Seattle, and on Friday morning there would be a practical demonstration in road making for the benefit of the delegates at a point on the Esquimalt road, where the rock crusher would be utilized; at noon they would be the guests of the minis-

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DEATH OF NOTED PAINTER

BERLIN, Feb. 20.—Prof. Albert Hartel, the noted painter of landscapes and still life, died here today in his 60th year.

FRANCE'S STATE RAILROADS

PARIS, Feb. 20.—The senate today voted an issue of four per cent. redeemable bonds to the amount of three hundred million francs (\$60,000,000), at par for the state railroads. The issue has been fixed for March 23.

DELAIED BY ILLNESS OF WITNESS

LOS ANGELES, Feb. 20.—The illness of Mrs. J. P. Casey, a witness, prevented the federal and the county grand juries from continuing their dynamite investigations here today. Mrs. Casey, formerly conducted a lodging house, was said to have been much frequented by union men, and the county and federal authorities said today that she is in possession of knowledge of the actions and conferences of the union men. It is believed her testimony will throw light upon charges growing out of the McNamara case. It is planned to have her appear before both juries on Friday.

EIGHT KILLED

Tornado Waves Hove in On outskirts of Shreveport, La.—About Fifty People Are Injured

SHREVEPORT, La., Feb. 20.—Eight persons are dead and about fifty injured as the result of a tornado which swept through the western outskirts of Shreveport at day. The dead are negroes with the exception of the two months' old baby of A. J. Mannheim, whose home was demolished. In the city proper no damage was done.

RELEASED PRISONERS

Nanaimo People Object to Letting Loose in Their City of Men Brought to Jail from Mainland

NANAIMO, Feb. 20.—The fact that prisoners brought from all parts of the province to serve terms in the Nanaimo jail are turned loose in this city upon completion of their terms was brought to the attention of the council last night by Ald. Ferguson, and the council decided to petition the government to have all prisoners returned to the place of conviction upon their being released from the local jail. In his remarks on the subject, Ald. Ferguson stated that since the provincial jail was opened in Nanaimo a year ago, prisoners were brought from Vancouver, New Westminster and other cities to the local jail, and upon their release were set loose to prey upon the residents of this district. There was one case last week where within an hour after his release from the provincial jail a man entered the Newcastle House, stole a watch and other articles, was convicted of the theft and sentenced to six months' imprisonment.

AVIATOR KURT

AUGUSTA, Ga., Feb. 19.—Because he did not give the airplane he was driving the proper lateral pitch in landing at the army aviation camp late this afternoon, Lieut. Kennedy was caught under the machine, when it turned turtle, and two of his ribs were broken.

FREIGHT HANDLERS LOCKED OUT

WINNIPEG, Feb. 19.—All C. P. R. freight handlers connected with a new union were locked out by the company tonight. There are not more than 40 affected. They will demand the Lemoine act.

SOUTH-RENFREW

Sir Wilfrid Laurier Takes Part in Eye-Opening Campaign in Support of Mr. Graham

EGANVILLE, Feb. 20.—Sir Wilfrid Laurier, yesterday, the first time, threw the weight of his personal influence into the campaign now on its last lap for the election of Hon. George P. Graham in South Renfrew. At Eganville in the afternoon, and at Arrprior in the evening, Sir Wilfrid addressed meetings.

At Eganville two meetings were held, attended by over 10,000 people in each. At both meetings the ex-premier spoke and was assisted by Hon. M. Sars, Graham and W. L. Mackenzie King, E. B. Devlin, M. P. of Ottawa, T. A. Low, ex-M. P., and Dr. B. M. Connelly, of Renfrew.

That fair play and the honor of the Conservatives of South Renfrew demanded Hon. George P. Graham's election was the dominant note Sir Wilfrid's appeal to the electors. He also referred to several of the transportation problems now before the house, promising his special support of legislation for the Georgian Bay canal.

Rev. Dr. Peter Wright, after fifty years of active ministry, has resigned the pastoral charge of the Kilsnoan Presbyterian church at Vancouver.

The charge against Levi Wilson, arrested at Vancouver in connection with the death of Angelo Delivera, will be reduced to manslaughter, if not abandoned altogether.

Fireman Moore of Eholt, was killed and engineer Bullock injured by jumping from their locomotive when their C. P. R. ore train was derailed by running into a rock-slide near Grand Forks on Tuesday last.

While playing with his children a few days ago, Sam McMahon, a well known resident of Revelstoke, fell and broke his right leg in two places.

Geo Fong has arrived at Vancouver from Ensenada, Mexico, billed through by express as ordinary express matter in order to circumvent the head tax.

A new \$700,000 opera house is promised for Vancouver as the joint enterprise of Messrs. John Cort and E. R. Ricketts.

The North Vancouver Conservative Association has chosen as its president for the current year, Mr. S. D. Schultz, formerly of Victoria, and a former member of the "Colonist" staff. His associate officers are W. C. Gladwin and A. T. Kennedy, vice-presidents; A. A. Tyson, treasurer; M. S. McDowell, financial secretary; and George S. Shepherd, secretary.

PREMIER SEEKS TO AVERT STRIKE

Requests That Representatives of Coal Operators and Miners Meet Members of Government for Conference

LONDON, Feb. 20.—The government intervened tonight in the coal dispute which threatens to cause a stoppage of work in mines throughout the United Kingdom, involving not less than 800,000 miners. After the subject had been discussed at a cabinet meeting, Premier Asquith addressed a letter to representatives of the coal operators and miners, requesting them to meet him and some of his colleagues at the foreign office on Thursday in endeavor to arrange a basis of settlement. He added that the industrial council had advised holding a meeting.

The Premier said that the government hopes a means will be found by direct negotiations between the parties concerned to avert the disaster of a national stoppage, but the prospects that this would be accomplished before the miners' notices of cessation of work expire on March 14 are so small that the government felt compelled to intervene.

"There is no need for me to enlarge upon the serious consequences, both to the industries of the country and to all classes of coal consumers that would inevitably follow an extensive stoppage of the coal trade," the Premier added. "If prolonged it would involve a general stoppage of industry, and His Majesty's government feel that they could not allow such a calamity to ensue without making every endeavor

STRIKE

representatives and Miners of Government

GOVERNMENT

coal dispute a stoppage of the United States...

WAGES

On Recommendation of Finance Committee Increased Minimum is Passed—Mr. Orton's Case

WILL COMMENCE

CONSTRUCTION OF ROAD

TEN LOST WITH

BRIDGE BUILDING

MEXICAN BATTLE

FAST SERVICE FOR ATLANTIC

Government and Big Companies Negotiate Formation of Strong Organization to do the Work

OTTAWA, Feb. 19.—Negotiations now in progress between the government and certain Canadian and English transportation companies...

IMMIGRATION CONGRESS

Mr. W. H. Hayward Leaves for Tacoma as Representative of Provincial Government

COUNCIL PUTS WAGE SCALE UP

By the adoption of the report of the finance committee of the city council...

TEN LOST WITH BRITISH SHIP ERNE

Survivors Landed at Liverpool by British Steamer Cuban Tel of Disaster During Hurricane

LIVERPOOL, Feb. 19.—The British steamer Cuban, which arrived here tonight from New Orleans...

BRIDGE BUILDING

Trinity Valley Structure to be Completed in One Month—Trans-Columbia Connection

MEXICAN BATTLE

MEXICO CITY, Feb. 19.—A battle, in which more men are engaged than in any conflict since the Zapata revolt...

GOES TO PRISON FOR THREE YEARS

Walter Hayes is Found Guilty on Charge of Conspiracy to Defraud and Sent to Penitentiary

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SAVED FROM THE SURGEON'S KNIFE

Frank-tives' Cured Appendicitis

COMPANY MEETS COUNCIL'S WISHES

Swift Canadian Firm Submits Another Blue Print on the Spur Track Question—Accepted

FELLED FIRST REDWOOD

William Carson, Millionaire Lumberman and Pioneer of Humboldt County, Dead

FEAR UPRISING IN MANCHURIA

Chinese Cabinet Alarmed Over Reports of Operations in Mukden District—Japanese are Suspected

CANADIAN TEAM WINS AT SAN MATEO

SAN MATEO, Cal., Feb. 19.—The Canadian polo team defeated the English team in the second round of play for the William H. Crocker cup...

CORRIG COLLEGE

Beacon Hill Park, VICTORIA, B.C. Select High-Class BOARDING COLLEGE FOR BOYS OF 8 TO 16 YEARS.

CELEBRATE SCHOOLS FOR BOYS

The Laurier, Rockland ave., Victoria, B.C. Headmaster, A. D. Mackintosh, Esq., assisted by J. L. Moffatt, Esq., Oxford, three and a half acre extensive grounds...

LAND NOTICES

Victoria Land District—District Coast Range Three.

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Victoria Land District—District Coast Range 71. Take notice that E. J. Roper, of Toronto, occupation nurse, intends to apply for permission to purchase the following described lands...

GREAT EXPENSE OF RAILROAD

Immense Cost of Building the Transcontinental Further Ventilated in Debate on Commission Bill

OTTAWA, Feb. 19.—Tonight, after nearly a whole day of debate, there was put through the committee a bill to reduce the number of transcontinental commissioners. The discussion took the form of an indictment on the stupendous cost of the enterprise. The Conservatives rubbed in the miscalculations and the bad business methods of the Laurier government very hard, Hon. W. T. White making the attack and the fighting speech. The Liberals on their side were thoroughly savage and blustered exceedingly. The debate, however, ran heavily against them.

Mr. Monk secured the passing of a resolution ratifying an agreement to give the Collingwood Shipbuilding Co., Limited, a drydock subsidy amounting to three per cent a year for twenty years upon \$306,955. Mr. Borden's bill to authorize the appointment of three civil service commissioners was put through the committee. He stated that the government intends shortly to take part of the outside service under the act. Another bill put through was a measure improving the position of railway mail clerks. The debate principally had reference to the qualifying examination imposed, the general feeling being that the standard exacted was too high for such modestly paid posts.

The house then went once more into committee on the bill cutting down the transcontinental commission to one man. The Liberals had a very bad time explaining how the Laurier government and the commission had made the building of the line so costly. Mr. Kite of Richmond declared that all estimates of all public works fall short of facts. Mr. Nesbitt laid stress on the solidity with which the road has been built. Mr. Kemp compared the "thirteen million" estimate and Mr. Fielding's declaration that the outlay would be \$54,000,000 with the recent estimate of \$235,000,000 by 1921.

Mr. Macdonald, who was very angry, complained of the way the Conservatives had revamped this old yarn and said nobody was deceived as to the story. He attacked the government for engaging Mr. Lynch Stanton on the investigation commission. He is the paid solicitor of the Ontario government. Mr. Stanton's judgment would not be worth a snap, for he was biased. Then Mr. Macdonald assailed Mr. Guelin on the grounds, first, that he was not a construction but a maintenance engineer, and secondly that he was an American citizen.

"Mr. Hayes is an American citizen, and you took him up," said Mr. Cochrane. "That is the old argument again," said Mr. Macdonald, and he went on to say that the government was unable to get a Canadian to associate with their partisan lawyer on the commission of investigation.

Mr. White said that the opposition were taking the matter very lightly, but the country would not take so lightly an appalling miscalculation. That responsibility must be assumed by the late government before the people of Canada. The difference between the estimate and actual cost constituted prima facie case against the late government and the commission which needed explanation.

"Sixty millions of interest a light matter? Is an increase of nearly five times a matter to be tossed aside as a mere nothing? This has been the greatest blunder made in this matter since Confederation." He doubted whether any railroad could afford to pay 3 per cent on the cost of the line. At this rate the Grand Trunk Pacific will pay no less than \$6,000,000 per year, or \$20,000 a day, and this over and above the operating expenses.

"Will this," he asked, "reduce freight rates? The parts completed were the parts not needed. The section from Lewis to Moncton was ready for traffic, yet it was not ready for moving grain. The road to Cochrane is far from completion and no grain can get an outlet in that direction.

"The late government," he said, "and the transcontinental commission are more blameworthy than anyone else for the present situation in the west. There is only one line east from Port Arthur, and this was the cause of the present blockade. The blame rests on the shoulders of the old government." Mr. White asked: "Where is the Quebec Bridge?" There were cries of "In the river."

"Yes," he added, "it is in the St. Lawrence, and it will be late in 1917 before the Quebec Bridge is completed. This is a heritage to which we have fallen. There is not a man who does not want to carry this enterprise through. We will finish the work and finish it well. I hope the end will be better than the beginning."

He said that the western Liberals misrepresented the west. He had never heard so much knocking of the west as since he had come to Ottawa. It will take one hundred immigrant agents to offset the speech of the ex-minister of the interior. He called them the Jeremiah of the West.

Mr. Carvell followed in an angry speech. Mr. Stevens rebutted the arguments put forth by Mr. Carvell regarding the cost of the C. F. R. There were two sections of the line which could have been finished two or three years ago that have scarcely been commenced. He hoped that Mr. Carvell would push on the construction of the rap so as to give an outlet to the west. After a speech from Mr. Oliver, Mr. Borden sum-

med up the debate, and the house adjourned at 11:30. Mr. Burrell stated that the final census returns gave the Dominion a population of 7,203,827. That of Quebec province is 2,002,812.

VICTIMS OF MOB

Three Negro Prisoners Shot and One of Them Killed—Other Two Are Badly Wounded

SHELBYVILLE, Tenn., Feb. 19.—Deprived of his prey in the first attempt to slaughter three negroes as they were being taken from the court house to jail here today, a mob broke into the sheriff's office, where the wounded blacks had been taken, and fired upon them. Still two of them are alive, but it is believed the mob will storm the jail late tonight and finish the work.

Evidence that the blacks killed Special Officer S. W. Everson, of the Nashville, Chattanooga and St. Louis Railway, was so strong that the preliminary hearing this afternoon, the three were bound over to a higher court.

As they were being taken to jail the mob attacked the sheriff and six deputies, killed one of the blacks and badly beat the others. The negroes were taken hurriedly into the sheriff's office and the sheriff stationed himself at the door.

Reports were sent from the office that the negroes were being held in a building, and at 4 o'clock the mob stormed again. The sheriff was captured, the office door broken down and firing resumed by the mob. Each of the prisoners was struck. Evidently believing all three dead, the mob disappeared. Later two wounded blacks were secretly taken to the jail.

INFANTRY REGIMENT

Colonel Wadmore, D. O. C. Seeks Commander for New Militia Organization Proposed Locally

Colonel Wadmore, district officer commanding, said yesterday that efforts were being made to secure an officer to take command of a regiment of infantry which it was proposed to form in Victoria, and as soon as a gentleman could be found to take this post steps would be taken to form a battalion, or regiment, of infantry. Whether the new regiment would be a fusilier corps, or rifle corps, was a matter to be decided when steps were taken to form the regiment. That there would be ample men to join the regiment was evident, and any amount of junior officers could be secured, in fact it was expected that as soon as a commanding officer was secured the work of forming the regiment would begin.

Col. Wadmore said: "I was glad to see this matter taken up by the Colonist, and I am anxious to learn of a gentleman who will take the post of commanding officer. I am looking around to see who I can get." Col. Wadmore is also taking much interest in the extension of the cadet forces in the city. He states that Major Snow has been appointed as a cadet inspector, and has gone to Halifax to put in a course of physical training drill. Major Snow, who has been residing at Comox, was formerly an officer of the South African constabulary.

SEATTLE MAYORALTY

Ex-Mayor Gill Almost Certain To Be Candidate Chosen at Today's Primaries

SEATTLE, Feb. 19.—Ex-Mayor Hiram C. Gill, advocate of the wide open town and who was removed from office by the recall last year for alleged misconduct in office, will be renominated as candidate for mayor by the city primary which will be held tomorrow. This is the only result that may be prophesied safely. The primary will eliminate all two candidates for each of these offices: Mayor, comptroller, treasurer and corporation counsel, and all but eight candidates for council seats. The election will be held March 5. It is generally believed that Gill will head the poll tomorrow. Whether George F. Cotterill, single taxer, or Thomas A. Parish, socialist business men's candidate, will go into the final with Gill is the point of interest in the primary. The Societies expect to poll 10,000 votes for Hulet Wells. There have had large mass meetings. It is expected that more than 50,000 votes will be cast, equally divided among men and women.

REGULATING WORK HOURS

Ontario Legislature Considering Measures Relating to Street Railways and Mines

TORONTO, Feb. 19.—Important government measures were introduced in the legislature by Sir Jas. Whitney, this afternoon. One was a direct response to an appeal made to the government by the street railway employees' union. It is a bill to amend the Ontario railway, and municipal board act and authorizes the city to regulate the hours during which conductors, motormen or other employees of the street railway may be required or permitted to work. This power is to be exercised notwithstanding any agreement with any municipality.

Street railway men have complained that to get in an ordinary day's work they have to be on duty several hours longer than they have been paid for. This bill, when it becomes law, will give them the right to appeal in such cases to the Ontario railway and municipal board.

The other measure, which is an amendment to the mines act, satisfies a long standing demand from the mining districts in the north. It gives the miners an eight-hour day, providing that miners working under ground may not be required to work more than eight hours in any 24, the time spent in ascending or descending to be included in the eight hours.

Dies Suddenly

WINNIPEG, Feb. 19.—Fred Hicks, a wealthy property owner, dropped dead tonight aged 59. He was a bachelor.

ENDEAVORS TO AVERT STRIKE

Sir George Askwith Now Making Arrangements for Possible Settlement of British Coal Trouble

LONDON, Feb. 19.—Various conferences were held today in connection with the threatened coal strikes, but the developments were of minor importance except that the national transport workers decided to support the miners in the event of a strike. It is believed a cabinet council will be held tomorrow to consider the situation. It is probable the government, if independent efforts at conciliation fail, will call a conference of representatives of the operators and the men at which Sir George R. Askwith, the board of trade "strike breaker," will preside.

The Times announces that Sir George Askwith has already made arrangements which will enable the government to take action immediately with a view to averting the strike.

The advance in the price of securities stimulated by the cheering political developments has been checked by the serious situation in the coal trade. Should this menace be removed, a substantial rise in stock securities and contemplated trade activity are bound to follow.

The acuteness of the crisis in the coal trade is emphasized by the prohibitive rate of 94-1-2 per cent asked by Lloyd's on insurance against a national strike. Both sides in the contest are making every preparation for war. The colliery owners are insuring not only the collieries but their private residences as well. The military officers also have been making inquiries in the coal mining districts as to the facilities for billeting soldiers in the residences, inns and hotels. Eighty thousand miners have already banded in their notices to quit work on March 1, unless one side or the other unexpectedly yields.

Lloyd's estimates that only two weeks supply of coal is in stock, although the railways and other big concerns with storage facilities are better supplied.

SAANICH COUNCIL HANDLES BUSINESS

Plans for Subdivisions—Resident Applauded for Complaint About Poor Road

At a meeting of the Saanich Council on Saturday last the plans for the subdivision of Kirkpatrick on the East Saanich Road into five and ten-acre lots were returned for amendment as there was no provision for outlet for some of the lots. Those for the S. McCulloch subdivision into one-acre lots on the West Saanich Road were approved provisionally. The council stated they had no intention of opening Christmas Street to Quadra near the pumping station.

An interesting point arose on the projected subdivision of a portion of Mr. Munro Miller's property. When this part of the Tolmie estate was subdivided many years ago, Midland, Kisher and Christmas Streets were duly registered, all 50 feet wide. When Mr. Brownlee made the race course, he got an order of the court cancelling the middle portions of these three streets. The permission of the council was sought to resubstitute the original map and to admit of the old fifty-foot roads. The question was finally settled by stipulating for larger lots to compensate for the narrower road, subject always to its acceptance by the land registry office.

Secretary Campbell, on behalf of the school trustees, explained that the disputed item of \$3,500 involved only \$1,025 of local money, as the Government were putting in the rest. Mr. Nicholson intimated that he was contemplating the advisability of bringing back the resolution of council for reconsideration, in view of the fact that the vote on manual training would be a second bylaw. A letter from the council's legal adviser conveyed the opinion that the council has, under the act, the undoubted right to differentiate between ordinary and extraordinary expenditure.

Mr. Geo. McConnes wrote complaining of a very bad hole on Finnelly Road, and giving fair warning, that he proposed if, and when a serious accident occurred, to make it his personal business to bring the "bikie" home where it belonged. The Saanich council applauded his resolution, as the hole happens to be in Oak Bay.

A complaint as to the danger to which residents on Harriet and Burns Roads were exposed by the blasting operations of the B. C. E. Ry. contractors was referred to Constable Little.

A large petition, from R. T. Taylor and others in Gordon Bay, asking the council to continue San Juan Avenue to Tindall Avenue, was referred back, as the council could not undertake to expropriate the Williamson property.

A local improvement petition from residents from Garden City up to Wilkeson Road for deepening and widening Colquhoun River on the main road, was referred to the clerk for computing the assessed value of petitioners, this being the first routine step necessary under the act towards undertaking the work.

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HAD KNOWLEDGE OF DYNAMITING

Convention of Ironworkers at Rochester Said to Have Had Before It Matters Relating to McManigals

INDIANAPOLIS, Feb. 19.—That dynamiting plots were brought to the attention of certain committees at the convention of the International Association of Bridge and Structural Ironworkers in Rochester in 1910, came to light today as one of the government's charges against the 64 indicted men. It is charged by federal authorities that a resolution demanding "that no more bombs or explosives of any kind be exploded while this convention is in session" was written out in regular form by a delegate at the convention, who secretly referred to a committee without the action on it becoming known, and was found among the papers taken from the Cincinnati workers' headquarters in Indianapolis. The government claims to have the original resolution.

It is pointed out that J. J. McNamara and Orville B. McManigal were on their way from Indianapolis to Rochester when, according to McManigal's confession, McNamara decided to leave at Cleveland a suit case containing a quantity of nitro-glycerine. McManigal asserted that McNamara had mapped out a series of explosions "which were to be presented to the convention."

Information from delegates who had arrived in advance at Rochester is held by the government as having induced McNamara to change his plans. That information, the indictments charge, was that the international officials, including President Ryan and business agents, were fully aware of the dynamite plots, and that some of the men now indicted objected to any unusual number of explosions while that convention was in session.

In this connection McManigal's confession is quoted as stating: "McNamara said he wanted a lot of 'open shops' blown up at one time to make the delegates feel good. Just before meetings of the executive board McNamara also wanted many jobs pulled off, so it would please the members and show them business was good. The 26 quarts of nitro-glycerine with which he started out from Indianapolis we left with Pete Smith in Cleveland."

The year the convention was held, 25 bridges, viaducts and buildings were reported blown up in various parts of the country.

Advices were received by the government today that at least half a dozen defendants are preparing to tell what they know.

The arrest in Chicago today of the defendant named in the indictment as Patrick Ryan, a former business agent of a Chicago local union, leaves only one man out of the 64 indicted still to be apprehended. The man not yet captured is J. J. McGraw, formerly of Wheeling, W. Va.

ALASKAN SEIZED

Marshal Seizes Steamer Bounding to This Port at Seattle for Wharfage Charges

Alleging that the steamship Alaskan had refused to pay wharfage charges of \$105 for a period covering September 15 to October 27, 1909, the steamship was libeled for that amount by the Spokane Grain Company, in the United States district court at Seattle Saturday. The Alaskan is operated between Seattle and British Columbia ports, and is under charter to the Blue Union Steamship Co. She was seized at pier 8 yesterday afternoon by Deputy United States Marshal Ludwig Frank.

FORTNIGHTLY SERVICE

Faster Schedule Will Be Provided When New C. F. R. Liners Start Next Year

It is announced that when the new C. F. R. liners Empress of Asia and Empress of Russia start service in May 1912, the service, which provides a ship to and from the Orient every three weeks, will be changed to a fortnightly service. The intention of the C. F. R. is to foster traffic between the west coast of Canada and the Orient to a point where it will approach the traffic between the west coast and England.

CONSTITUTIONAL POINT

U. S. Supreme Court Rules That Congress Must Decide as to Initiative and Referendum

WASHINGTON, Feb. 19.—Only congress and not the supreme court of the United States may object to the initiative and referendum method of legislation in the states, so the court decided today.

That tribunal held that the question of whether a state still maintained a republican form of government as guaranteed by the federal constitution, after adopting the initiative and referendum, was a problem for congress, and not a judicial one for the courts.

The decision is based on the claim of the Pacific States Telephone and Telegraph Company, that a tax upon it imposed by the initiative and referendum method in Oregon was unconstitutional. The initiative and referendum provisions in Missouri, California, Arkansas, Colorado, South Dakota, Utah, Montana and Arizona, hung in the balance. An adverse decision in the house would effect the proposed legislation of that character in many other states.

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KINROSS-SHIRE SPOKEN

Vessel Which Put into Falkland Islands in Distress, and Where is Signaled off of California

The British bark Kinross-shire was spoken on Sunday off the California coast en route from Port Stanley, Falkland Islands to Seattle.

The Kinross-shire is completing an eventful voyage to the Sound. She sailed from Shields June 5, and encountered severe weather upon leaving the English port. After battling for several days with a hurricane, the vessel put in at Port Stanley in a damaged condition, on September 5. Her cargo had been broken, and her cargo shifted. Repairs were made and she proceeded for Seattle on December 18.

The vessel is under charter to Ball, Guthrie & Co., and is bringing a cargo of pig iron, irabrick and general merchandise for Seattle. The voyage of the Kinross-shire from Shields will be nearly eight months, and will be the longest made by a vessel from England to the Sound for a long time. She is not expected to pass in at Cape Flattery until the latter part of this month, as winds off the entrance to the strait have been unfavorable.

PREPARING PLANS TO ENLARGE STATIONS

Mr. Wilfred Doughty Returns from North to Place Contracts for Caninery and Oil Works

Mr. Wilfred Doughty, manager of the B. C. Fisheries, Ltd., arrived by the steamer Prince Rupert on Sunday after an inspection of the properties acquired on Queen Charlotte islands, is to obtain specifications and let contracts for the enlargement of the plant which the company has purchased from the Simon Doughty company of Skidegate, where Mr. Doughty spent the last two weeks.

The Skidegate is but one of the company's proposed fishing stations, and in regard to it Mr. Doughty spent the last two weeks to have the oil branch of the business there in operation in a few days and the salmon caninery would be ready to make something of a back-bone for the end of the present salmon run. The white fish packing plant to be erected here is hoped to see completed in the early summer, probably in June.

As to the new caninery and packing plant to be established on Porpoise Island, adjoining the Prince Rupert townsite, the company was not contemplating any work there this year, but these plans might be changed upon the arrival of his father, Sir George Doughty, president of the company. He would reach Prince Rupert some time in July, and probably would be accompanied by one or two of the London directors of the company.

Copas & Young's

Customers are LIVE ONES. They keep posted as to prices, and save money. Do you? Read our Ads.

CALGARY RISING SUN BREAD FLOUR, per sack	\$1.80
PURNELL'S PURE MALT VINEGAR, large bottle	15c
ROWAT'S ENGLISH PICKLES, large 20-ounce bottle	15c
ANTI-COMBINE JELLY POWDER, four packets for	25c
PEEK FREN'S ASSORTED BISCUITS, per packet	10c
RASPERRY OR SWISS TRIFLE, 2 packets for	25c
MONK & GLASS' BLANC MANGE POWDERS, 3 packets for	25c
MONK & GLASS' CUSTARD POWDERS, per packet	10c
JELLO, 3 packets for	25c
INDEPENDENT CREAMERY BUTTER, 3 pounds for	\$1.00
MORRELL'S SELECTED PICNIC HAM, per pound	15c
COMOX CREAMERY BUTTER, per pound	40c

Copas & Young

Anti-Combine Grocers Corner Fort and Broad Streets
Grocery Dept. Phones 94 and 95. Liquor Dept. Phone 1632
Quick Delivery



"Lorna"

EXTRACT OF WILD FLOWERS OF BEMOOR

A deliciously fragrant and most beautiful perfume—an odor that lasts long. It is made from nothing else but the Devonshire wild flowers. Buy just as much or as little as you please; 50c per ounce, sold here only.

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Chemist Government St., near Yates.

Builders' and Contractors' Supplies

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The Hickman-Tye Hardware Co., Ltd

Phone 59 544-546 Yates Street

Be Sure of "Quality"

In canned goods, quality should have careful consideration. We protect you by offering only the most reliable brands—the freshest of goods:

Lee's Perrin's Worcester Sauce, per bottle, 1.00, 65c or	35c
Ball's Mushrooms, per glass, 85c or	50c
Ball's Flageolet, per bottle	50c
Macaroni Extras, per bottle	50c
Pickled Mushrooms, per bottle	50c
Stuffed Mushrooms, per tin	60c
Natural French Peas, per tin, 40c, 35c or	25c
Asparagus, per tin, 50c, 40c or	35c

These are very best quality.

Artichokes, French and Italian, per tin, 50c or	35c
Marrow's Chestnuts in Syrup, exceedingly nice. Per bottle	\$1.00

All up-to-date housewives know the splendid possibilities of Gelatine for dessert dishes. These are the best and most reliable brands properly priced:

French White Gelatine, per packet	50c
Knox's Gelatine, per packet	15c
Ox's Gelatine, 2 packets	25c
Fine Gold Jelly Powders, 3 packets	25c
Shirley's Jelly Powders, 3 packets	25c
Comb Honey, per jar, 75c and	25c
Pure Honey, per glass, 25c, 50c and	40c
Per tin of 50 lbs.	\$7.50
Wool's Jams and Jellies, wide variety, 1-lb. glass jar 20c, 5-lb. tin	\$1.00
C. B. B. Jams, 4 and 7-lb. tins, 65c to \$1.25, 1-lb. jar	25c
Red or Black Currant Jelly, per jar	35c
Kootenay Jams—Almost everybody in B. C. knows these are the essence of goodness. Special jar	25c
B. D. Smith's, Famous for their purity. Per glass jar, different kinds, at	25c

Dixie Ross & Co.

Independent Grocers, 1811 Government Street
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David Spencer's, Limited, Store News for Friday. Big Bargains in Lounges and Bed Lounges. Tapestry Carpets, Reg. \$10.50 Values for \$4.90. \$3.50 Table Covers for \$1

Spring Whitewear—Dainty Garments at a Modest Price

A NEW lot has just arrived and includes gowns, corset covers, drawers, chemises, combinations and princess slips, in a wide range of new and interesting styles. These should be full of interest to most women, and the prices are within the reach of all. Ask to see them in the department. Here are a few descriptions and prices:

- Dainty Gowns**—Made of the finest nainsook elaborately trimmed in a variety of styles. Valenciennes lace, Swiss embroidery and dainty ribbons are plentifully used. Prices start as high as \$8.75 a garment, but we have many other grades ranging as low as..... **\$2.50**
- Corset Covers**—Made of all-over embroidery and fine nainsook. These garments are daintily trimmed with lace, beading and ribbon. Prices ranging according to quality, from \$4.75 a garment down to..... **90¢**
- Drawers**—Made of fine nainsook and cambric. They are elaborately trimmed with lace and embroidery in a variety of effective styles. You will be pleased with this line. Prices vary according to the quality of the garment and start at \$3.75 and range down to..... **75¢**
- Women's Combinations**—With corset cover and skirt trimmed with eyelet embroidery. Price, per garment..... **\$1.50**
- Women's Combinations**—There are several styles to choose from in this lot. Some are finished with a frill of embroidery and others have a frill of self finished with linen lace. Price, per garment..... **\$1.25**
- Women's Combinations**—Consisting of corset cover and short skirt. The corset cover has a deep yoke of lace trimmed with beading and ribbon, while the skirt is finished with a frill of tucked muslin edged with lace. Price, per garment..... **\$1.75**
- Women's Combinations**—These are made of fine cambric. The corset cover has a yoke of Val lace set with torchon insertion and threaded with narrow ribbons. The drawers have a frill of tucked muslin set with lace insertion and edged with narrow of lace. Price, per garment..... **\$2.00**

Black Chiffon Silk Waists at \$1.75

Although these are strictly plain garments they are remarkably attractive. The very plain style and the high grade of the material make these waists distinctive. They have plain sleeves with link cuffs, patch pockets, detachable soft collars and a box pleat down the front with covered buttons showing through. All sizes are here and a better value or more useful garment will prove hard to find. We invite your inspection. Per garment on Friday..... **\$1.75**

Another Shipment of Spring Costumes for Women

JUST as we went to press we were unpacking another lot of Spring Costumes and judging by the samples that we have seen, this lot will be the most interesting line that has arrived. The garments are beautifully finished and are full of interesting details.

All sizes are here and no matter what your taste may be you are sure of finding a garment that will please you. We invite your inspection, and remember that there are hundreds of costumes to choose from.

The main features in which they differ with the late season's styles are the wider skirts, one sided effects in both skirts and jackets, larger revers, round cut-away fronts, fuller backs, higher waist lines and many other minor details. Cord weaves and serges are very strong and come in a variety of plain and striped effects.

Prices start at \$25.00 and range up to \$52.50.

Negligee and Outing Shirts for Men and Boys

VALUES THAT MEAN A DISTINCT SAVING

- Print Shirts** in light and dark stripes. They are in sizes from 14 to 17 and are cut coat shape. Have starched collar band and cuffs. Price, per garment..... **\$1.00**
- Coat Shape Shirts** for men. These are made of a superior print and are exceptional values at, per garment, \$1.75, \$1.50 and..... **\$1.25**
- Negligee Shirts** made of a strong cambric. They have soft cuffs and have a lounge collar attached complete with a safety pin. They come in fancy stripes and white booms. All sizes are here at, per garment..... **\$1.00**
- Light Blue Outing Shirts**—These have separate soft collars, double cuffs and may be had in all sizes. Per garment..... **\$1.25**
- Outing Shirts** in fancy light striped material. These have separate soft collars and double cuffs. All sizes at, per garment..... **\$1.50**
- Black Cambric Outing Shirts**, with turn-down reversible collars and soft cuffs. All sizes and as good as even the most expectant customer can desire. Per garment..... **\$1.00**
- Print Shirts for Boys**—They come in light stripes, sizes from 12 to 14 with starched collar bands and cuffs. Per garment..... **50¢**
- White Shirts for Men**—For business wear these shirts will prove very satisfactory. They have a short laundered bosom and narrow band cuff. You cannot beat this line at, per garment..... **\$1.00**
- Full Dress Shirts**—All sizes for men are here and the qualities are better than the average. Your choice from many grades at the following prices: \$1.25, \$1.50, \$1.75 and..... **\$2.00**

SEE WINDOW DISPLAYS

Good Values in Women's Handkerchiefs

- Women's Handkerchiefs**, hemstitched and finished with colored borders. Price, each..... **12¢**
- Hemstitched Handkerchiefs** for women. These have a narrow hem and are good values at, each..... **15¢**
- Women's Handkerchiefs**—These are hemstitched and embroidered, or good cross-bar handkerchiefs to choose from at, each..... **20¢**
- Linon Handkerchiefs**, with a narrow hem and embroidered corners. These are an especially good value. Price, each..... **20¢**
- Linon Handkerchiefs** with two rows of hemstitching at each..... **25¢**
- Hemstitched and Embroidered Handkerchiefs** in a variety of patterns. Price, each..... **25¢**
- Hemstitched and Embroidered Handkerchiefs** in a variety of patterns, at each 75¢, 80¢, 85¢, 90¢ and..... **95¢**
- Pure Linon Handkerchiefs** for women. These are plain white and are hemstitched. Price 2 for..... **25¢**
- Pure Linon Handkerchiefs** with colored borders and hemstitching. Price each..... **25¢**
- Children's Handkerchiefs** with fast colored borders. These are a very good line and are recommended to all who wish an inexpensive and useful handkerchief. Price, 3 for 4..... **25¢**

February House-Furnishing Sale News

Carpets, Rugs, Table Covers and Lace Curtains

VALUES THAT ARE WORTH SECURING—SPECIAL FOR FRIDAY

- Axminster Rugs**—A new shipment has just arrived and surpass our expectation for quality and beauty. There is a good range of patterns and colors to choose from in solid blues and greens, two-tone greens with beautiful border effects, and many other interesting lines. They have a very thick velvet pile, are closely woven and are extremely serviceable. Size 6 ft. x 12 ft. at the following prices, \$65.00, \$52.00, \$42.00 and..... **\$35.00**
- Nottingham Lace Curtains**—Two different designs are here to choose from. They are white, size 3 x 3 1/2 yards and our regular \$1.50 value. These will find ready customers on Friday morning and you will have to shop early to get them. Per pair..... **85¢**
- Nottingham Curtain Nets**—There is a splendid line to choose from and will make up into splendid curtains for any room in the house. There are plain or border effects and come in rich shades of ivory and in lengths from 5 to 6 yards. Price, per piece on Friday..... **\$1.00**

- Wilton Pile and Axminster Rugs**—Here is a splendid assortment to choose from and no better values are to be had—in fact we consider them to be exceptional values even for our February sale. The colors are chiefly two-tone reds, browns, blues and greens. Sizes 10 feet 6 inches by 13 feet 6 inches, 11 feet 3 inches by 13 feet 6 inches. They are our regular \$42 to \$65 values and will be cleaned out on Friday at, each..... **\$25**
- Tapestry Carpet Squares**—These are very inexpensive floor coverings, but are good in their class. There are many handsome patterns to choose from with interwoven borders. They are closely woven patterns and have a hard finished surface. Sizes 9 feet by 10 feet 6 inches, and our regular \$8.50 and \$10.50 values will be cleaned out at..... **\$4.90**
- Tapestry Table Covers**—These come in shades of red and green, have a highly mercerized surface and is finished with a knotted fringe all round. They are a fine quality, will stand cleaning and will render long and useful service. Size 2x2 yards and sold regularly at \$2.25 to \$3.50, are to be sold on Friday..... **\$1.00**

Another Shipment of Upholstered Parlor Furniture

- Velour Bed Lounges**—In various patterns. Colors reds and greens. These have a commodious blanket box under the feet that slides out on castors. They are well upholstered, have an abundance of springs and sanitary filling. They are strongly built, easy to operate, and very comfortable. February sale..... **\$15.75**
- Sleepy Hollow Arm Chair**—With a hardwood frame, and upholstered in a good, dark green leatherette. It is well padded and will give good service. February sale price..... **\$9.75**
- Tapestry Bed Lounges**—Made similar to the above mentioned lounges. They come in a variety of colors and patterns, are well made and will render excellent service. The blanket box under the seat is lined with cotton. Sale price..... **\$14.75**
- Combination Couch and Bed**—Made of good hardwood. Has a neatly carved head, turned legs and a blanket box below the seat. They are well upholstered, easy to handle and are very comfortable, when used as couch or bed. February sale price..... **\$14.00**
- Upholstered in tapestry..... \$14.00**
- Upholstered red velour..... \$15.00**

- Big Price Concessions for the February Sale**
- Neat Lounges**—In red or green velour. The frames are strongly made and the springs are steel grids and covered with a wire top, consequently there is no possibility of them breaking away. They have drum-shaped heads, are 6 ft. 3 in. long and 2 ft. 4 in. wide. Special..... **\$5.50**
- Strong Lounges**—Upholstered in velour. Have spring seats and are neatly finished. We consider these to be specially good value..... **\$3.90**
- Attractive Lounges**—Well made and covered with good velour, in various patterns. These have spring edges, large drum-shaped heads and well trimmed with fringe and cord. Specially good value for February sale at..... **\$5.90**
- Easy Chairs**—With hardwood frames, spring seats, turned legs and upholstered arm pads. Neatly finished with gump and cord. Upholstered in velour..... **\$4.65**
- Upholstered in handsome tapestry..... \$4.95**
- Comfortable Arm Chair**—With a hardwood frame. These are well upholstered in green or brown velour and are well finished with gump and cord. Special February sale price..... **\$6.90**

Dining Tables—Values That Mean a Considerable Saving

- Round Table**—48 in. diameter and extends to 8 ft. Has a handsomely carved and massive pedestal, with claw feet. Made of choice quarter cut oak, golden finish. Reliable and easy to operate. Price..... **\$35.90**
- Round Table**—Made of choice, well seasoned oak, fumed and wax finish. Has a neat square pedestal, gracefully shaped feet, and extends to 8 ft. Top when closed 48 in. diameter. Special sale price..... **\$24.75**
- Round Dining Table**—Made of choice oak and fumed finish. The top is 44 in. in diameter and extends to 8 ft. Has four square legs, neatly shaped at the bottom and mounted on strong steel castors. Sale price..... **\$14.50**

- Round Dining Table**—With strong pedestal and four neatly shaped feet. The top is 44 in. in diameter and extends to 8 ft. Strong and reliable. Sale price..... **\$18.75**
- Square Oak Dining Table**—With five square legs, fumed finish. Top measures 40x40 in. when closed and extends to 6 ft. It is a well made and reliable table, very neat in appearance and a specially good value at..... **\$11.90**
- Square Dining Table**—With massive pedestal and shaped feet. Neatly shaped frame and highly finished top. It is made throughout from choice, well seasoned, quarter cut oak, finished in golden color. Top is 42 in. square and extends to 8 ft. Good value at..... **\$9.75**

Suit Cases—Better Values Than Ever Before

Another shipment of traveling trunks and suit cases has just arrived and we consider that the qualities are much in advance, prices being considered, of anything that we have ever had before. There is such a wide variety to choose from that you will have no difficulty in finding something that will please you and fit your purpose exactly. See the View Street windows for a big display.

- Tan Leatherette Suit Case**—These are made on a steel frame and are protected with solid leather corners. It is fitted with a strong lock, side clasps and is lined inside. A specially good value at..... **\$15.50**
- Black and Tan Suit Case**—These are made of leatherette with a walrus grain, have solid leather corners, brass side clasps, strong lock, and a good strong frame. They are neatly lined, fitted with shirt straps and are well finished. Size 24. A specially good value at, each..... **\$1.95**
- Walrus Grain Leatherette Suit Case**—In black or tan. This is the same suit case as the one described above, but it is provided with extra outside straps. Special value..... **\$2.50**
- Tan Leatherette Suit Case**—This is a neatly lined and extra deep suit case, fitted with shirt folder and leather straps inside. It has a very strong frame. Two side clasps, lock and key. Size 24 and an extra good value at, each..... **\$2.65**
- Strong Leatherette Suit Case**—These are a very well made suit case in a tan leatherette. They are fitted with solid leather corners and handles, brass side clasps, lock and key. The inside is well lined and fitted with shirt folder and straps. The suit case is extra deep and roomy, but not too heavy, size 24 and finished with two stout outside straps. Price..... **\$4.50**
- Tan Suit Case**—Made of a plain leatherette, has extra heavily protected corners and two outside leather straps. This line is splendidly finished, has brass lock and is equal in appearance and wearing qualities to most suit cases sold at \$7.00. Special value..... **\$4.75**
- Japanese Matting Suit Case**—Bound with fibre and fitted with solid leather corners. They are neatly lined, have side clasps, strong handles and good lock. Size 24 inches. Price..... **\$2.50**
- Japanese Matting Suit Case**—Bound with tan fibre, solid leather corners, strong steel frames, extra deep and well finished. Size 24 inches. Price..... **\$1.75**
- Japanese Suit Cases**—These are extra deep and a similar style to the above. There is no better value to be had at a similar price than this lot represents. They are fitted with strong outside straps, are exceptionally strong and well finished. Price..... **\$3.25**

- Women's Suit Cases**—These are made of good Japanese matting, are 24 inches long, well lined with a grey watered material, has pockets and straps inside, solid leather corners, brass lock and side clasps. A better value will be hard to find. Special..... **\$3.50**
- Extra Deep Suit Case**—Made of Japanese matting. These have shirt flaps and straps inside, are well lined and fitted with strong locks and side clasps. They are 34 inches long and are fitted with two leather straps outside. Price, each..... **\$4.75**
- Imitation Russian Case Suit Case**—These are an exceptionally strong and useful suit case, have leather bound edges and solid leather corners, have strong locks and side clasps. Two heavy leather straps are supplied with each suit case and the interior is well finished. A strong value at, each..... **\$6.00**
- Sample Cases**—These are just the thing for traveling with samples or a small amount of clothing. They come in 12, 14, 16 and 18 inch sizes, are made of a good leatherette, well lined, fitted with a strong leather handle, heavy leather corners and a strong lock. This line is guaranteed for 12 months good wear. 12 and 14-inch sizes are marked at each \$2.25, and the 16 and 18-inch sizes are marked at..... **\$2.50**
- Sample Cases**—Made of good leatherette. This line is the same as the one described above and are guaranteed for 12 months good wear. Size 24, price \$2.75, and size 26..... **\$3.00**
- Tan Leatherette Suit Cases**—Well made and equal in appearance to real leather—in fact the two cannot be distinguished apart. They are fitted with shirt flaps and straps, are well lined, heavy leather corners, two outside straps and a strong leather handle. They are guaranteed to stand 12 months good service from the day they are purchased. A pair of strong leather straps and strong locks complete the cases. Size 24, price \$4.50 and size 26, price..... **\$4.75**
- Black Leather Suit Bags for Men**—These are made of solid leather of good quality and are well finished. Some are lined with leather and others with linen. Prices start at \$5.75 and rise to..... **\$11.50**

SEE THE VIEW STREET WINDOWS FOR A DISPLAY OF THESE LINES.

Wash Dresses for Girls—Dainty Styles for Spring

THERE are so many different styles that they cannot be adequately described in this advertisement, but we invite you to inspect them in the department. We consider that the qualities are better than ever and the styles are exceptionally useful. You will find the prices moderate.

- Girls' Dresses**—In a navy blue material with white polka dots. They have peasant sleeves and gathered skirts and may be had in sizes to suit girls from 8 to 14 years. Per garment..... **\$1.50**
- Gingham Dresses for Girls**—These are in attractive checks in colors brown and blue, are peasant style and are trimmed at the neck with a band of self material that gives a V effect. They are finished with piping of plain material of a darker shade. Sizes 8 to 14, at per garment..... **\$2.00**
- Striped Chambray Dresses**—Suitable for girls from 8 to 14 years old. These come in a variety of styles and are trimmed with bands of contrasting materials and pings. Per garment, \$2.50 and..... **\$3.00**
- Little Sailor Dresses**—These are very smart styles in white material trimmed with blue, and blue material trimmed with white. They are in sizes to suit girls from 8 to 14 years old. Price..... **\$2.00**
- Widgy Suits**—These are made of white drill and are finished with a blue sailor collar. They are trimmed with blue bands and have a full kilted skirt. Sizes for girls from 12 to 14 years old. Good values at per garment..... **\$4.50**
- Girls' Dresses**—In sizes to fit girls 10, 12, 14 and 16 years old. There are so many different styles in this lot that detailed descriptions are impossible. Price, per garment..... **\$7.50**
- Sample Dresses**—We have been fortunate in securing a big range of sample dresses and are offering them at prices that are quite an inducement to thrifty mothers. There are so many styles, here—in fact no two dresses are alike—so detailed descriptions cannot be given here. We invite you to inspect them in the department. Prices range from \$2.50 to..... **\$7.50**
- White Muslin and Embroidered Dresses**—A very wide and choice assortment of dainty dresses are here in all sizes and new styles. Never before have we had such a big showing and the prices are lower—quality being considered—than ever before. Prices start at, per garment..... **\$1.00**

Veilings—Superior Qualities at Moderate Prices

- Veilings**—In a choice assortment of patterns. Colors moss, myrtle, emerald, brown, mauve, helio, sky blue, navy blue, saxe blue, pink, rose, white and black. Specially good value at, per yard..... **35¢**
- Veilings**—In a wide assortment of colors and choice patterns. Per yard, 75¢, 60¢, 50¢ and..... **40¢**
- Choice Veilings**—In an assortment of attractive patterns. Colors are saxe blue, royal blue, navy blue and black. Per yard..... **\$1.25**

Stylish Footwear for Men

NEW SPRING LASTS IN ALL LEATHERS

The first shipment of Men's Footwear for Spring has just arrived and although we were expecting some very smart models, we were surprised to find that the makers had so far underestimated the quality of their goods. They are beauties, and you will say so when you see them—in fact we consider them to be away ahead of anything that we have yet handled. There are lace styles in all leathers, both black and tan, and button models for those who prefer them. All are made with the famous "Good-year Welts" that add so much to the comfort of the wearer, and as all sizes are here and the variety of models is so large you are sure of finding a boot that will fit you exactly. The soles are light or moderately light and are made of carefully selected stock. We guarantee every pair to give you perfect satisfaction. Try a pair or ask us to show you the new models, you will buy on sight. Prices according to quality, \$6.00, \$5.00, \$4.00 and **\$3.50**

Interesting Items From the Main Floor

- Windsor Ties**—These are proving very popular and a large assortment of light and dark colors and self colors with polka dots.
- Shot Taffeta and Dresden Ribbons**—About 2,000 yards of these ribbons, 6 inches wide and sold regularly at 35¢ and 50¢ are to be sold on Friday at per yard..... **15¢**
- Side Frills** in embroidered muslins and lace in a choice assortment of patterns. There is a frill and a price that will please you in this lot. Prices start at \$10.50 and range down, according to quality, to..... **35¢**
- Dutch Collars** in muslins and lace. Your choice from a big assortment of patterns and qualities at prices starting at \$3.50 and ranging down to 25¢
- Coat Collars** in embroidered and lace designs. Here is a choice assortment. Many qualities to choose from. Prices start at \$3.00 each and range down to..... **25¢**

See Broad Street Windows

Fish Nets, Ninons and New Ruchings

- Fish Nets**, in sky blue, old rose, mauve, cream and black. Per yard..... **\$1.25**
- Ninons**, plain colors with gold spots. Colors pink, grey, sky blue, cream and black. They are 44 inches wide. Per yard..... **\$1.75**
- New Ruching**—There are four lengths in a box and your choice from white and an assortment of colors. Per box..... **15¢**
- New Ruching**, in white or colors. These are in boxes of five lengths. Per box..... **25¢**

Women's and Children's Belts

NEW GOODS FOR THE COMING SEASON

- Boys' Belts** in colors cardinal, tan, navy, white and black. Price..... **15¢**
- Women's Belts**—These are made of fine leather in colors tan, grey, cardinal, brown, white and black, also fancy stripes. Price 35¢ and..... **25¢**
- Elastic Belts**—These come in colors mauve, cardinal, helio, wine, brown and black. Price, each..... **\$1.00**
- Black Belts**—These are in silk or velvet and are fitted with neat steel and slit buckles. Many qualities are here at prices ranging from \$1.00 down to..... **35¢**

DAVID SPENCER, LIMITED

VOL. WELLS CE General ment Can be lish Fi ACTIVE Proposals Miners Adopted and Ou LONDON the govern port that E ted importe owners and questing th by Tuesday als is a sec The Morr isters are t on the line a minimum and says it fact that F Lloyd Geor Edward Gre efforts in t The gene papers is t ers in Wal factor agal culty, and secure a se fields on th leaving the alone. The Lord vene a confi ers tomorro best method Accredite Fremier An the foreign First—A operation of Second—T admit the p Third—Th sue to setti mune wage The mine rection to t owners cond owners refe for a postp it would o ganization o PARIS. F hensions are regard to t strike in En than half t The stock i strike in Gr French Indu HELSING In consequ the Empero ordinating t to the minis ish pilots in provincial in the police being subje This fact had hitherto had which is co ment to loc to foreign y TORONTO boards of tr ing the Ont at the pres discover the for the setti mune wages for the settle made farme tiers, openin ing settler; duties to be not a reside education b farms; lectu aggressive New Ontar of a ready r Washing was begun court by at and other it ain a final of the inter granting o lower than points on sh arguments a fight tha twenty year than argum