

## 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. Yatawaki 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 Yatawaki 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 Oceanside 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. Thomas Taylor.

#### Mr. Taylor's Address

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.

(Continued on Page Six)

## 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 25, 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

## CONTROL OF STREETS DENIED TO CITY

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.

#### But 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 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. Ficker, 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 varies 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.

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."

#### Norwegian Cabinet

CHRISTIANIA, Norway, Feb. 21.—A cabinet has been formed under Ge. J. K. M. Bratlie, former minister of war.

## PROSPERITY OF ORANGE ORDER

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

## GRAND LODGE CONCLUDES TODAY

REVELSTOKE, B.C., Feb. 21.—Today's session of the grand lodge of 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.

#### Before Adjourning Standing Committee

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 Proprietorship 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.

## 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 Suffer in Kansas

KANSAS CITY, Mo., Feb. 21.—A hard and a heavy snowfall of from 10 to 20 degrees above zero, has struck Western Missouri today, bringing 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 Isolated

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.

## 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 Designs

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

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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 adequate connections to serve 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 now 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...

Waste 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...

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 to be built by white labor only, 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 timber which has been done, and we are fully entitled to say that it is destined to take rank side by side with the very best sections of the province in agricultural and horticultural productivity...

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 and all our efforts on this behalf will be based in the future as well as in the past on this road and investigation. By the time this road is at or near Port George we expect to be in a position to determine to what length and along what route there shall be a continuation of transportation from Port George toward the northern hinterland...

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. We are asking this firm to whose undertaking our government guarantee is being given, that they in return shall give to the province of British Columbia precisely the same securities as we received from the Canadian Northern Pacific company...

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, and take the place and rank among the provinces of Canada that the future of the country has ten times more today.

Let me close by saying that for my part, as I must take the principal responsibility for these proposals as leader of the government and the party in this House, I do so without the slightest hesitancy. The government is, under ordinary conditions, entitled to have another session before going to the country. Four years, according to what we go down to the country for endorsement and support, and we may this afternoon that there is a proposal on foot that in the near future there should be another election, but I am saying that if we think these proposals are of so great weight and importance as to justify an appeal to the people, we will appeal to that great jury and look to them for the endorsement which hard and honest work and efficient administration rightly entitles us to.

The debate on the bill was adjourned by Mr. Brewster.

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Nicola Country

Take the Nicola country, where of recent days wonderful coal mining has been under way, where there is a large expanse of productive country, where the climate is most congenial, and where there is all that could conduce to an energetic community, and I have no doubt that this part will come under the eye of the company. I will have you believe that if it is good business, and this government resting in office, we will do good fortune to hear as one banquet can attract the Canadian Northern railway to the Nicola country, and the same remarks apply to Revelstoke and the Southeast Kootenay country. Down from Cranberry lake, I am advised, there would be an excellent and very direct route to the north, and as well from the main line of the C. N. R. at the Big Bend of the Columbia river, from which strategic point branch lines could be built up and down on the one hand to Revelstoke and Arrow lake, and on the other to Golden, Windermere and Southwest Kootenay. In view of the striking times that have occurred in the past in the Nicola country, I do not believe that there are conditions prohibitive even in the smallest degree that would deter this great transcontinental line from entering these fields as soon as conditions warrant.

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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, and take the place and rank among the provinces of Canada that the future of the country has ten times more today.

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our extensions, and the improvement in highway harbor, will presently assume such proportions as to do for the entire community and the best surrounding territory for a sufficiency of room to take care of the additions that will be necessary.

New and Better Things

While I remark that this is a good thing for the capital city, at the same time it is an excellent thing for the entire population of the country. Victoria has had the handicap of water travel to the mainland and she has suffered more or less from the fact that her influences with the C. P. R. were never of the same standing as exercised by the terminal city of Vancouver. I am not here speaking of any critical vein at all, but rather in the attempt simply to mark something that is of record. We are, however, under the promise of new and better things and more prosperous times. These extensions on the island will serve in a very marked way to bring about new conditions; and with the development of our timber and mineral wealth and with the discovery of more agricultural land on the island, and the disclosure to the world of the advantages, together with the wonderful climate and the still more wonderful scenery which the island is in a position to boast of, I think I may safely say that there will be such a revolution and settlement as has never been preceded, even within the knowledge of those who are familiar with the country.

Every Confidence

Speaking personally, I have every confidence in the island and in the mainland as well. If I did not have that confidence I would not this afternoon, submit to the people of the country the great railway proposals now before the house. While I assure that confidence and enjoy that assurance, I do not think that I would, in an hour to go by without taking the first opportunity to give to the people of British Columbia all the blessings that ought to flow from the opening up and development of such marvellous territory as we know to be contained within the four corners of the province. If it has so happened, as I indicated in my address, that the wisdom of the government there may be an appeal to the country, there is no question of this that the government is prepared to go to the people of the country and ask their verdict. And if that verdict were to prove unfavorable I would have you believe, sir, that there are no man more prepared to accept the judgment of the people on this question than those gentlemen who compose the government of the country, or the party which stands so well and so strong behind them. But we have had some knowledge of our people in days gone by. We know and rightly claim to know the timber of which they are made. We understand the energy and aggressiveness of the Canadian who lives in British Columbia. We can feel his buoyancy and enjoy his enthusiasm. While we want to be with him and by him, at the same time, as a government, we feel that it is our duty to try and see a little in advance. So it is with that determination to be a little in advance that we are at this present time making provision for the opening up of the country.

Strathcona Park

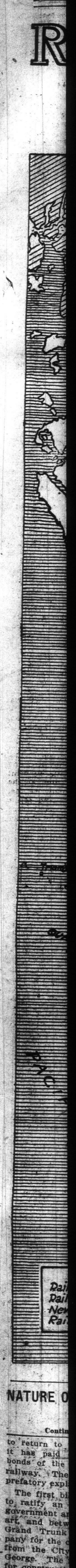
Now we come to Strathcona park. In this section of line that is now under way—and here I am satisfied that the house will agree with me—may be found, just so soon as the proper plan is matured and the line open, some of the most wonderful scenery in the world, a playground of 200,000 acres, and more than that, something that in the days and years and centuries to come, will furnish a great amount of enjoyment and delight to generations and generations of our people, as well, too, as of our neighbors. Strathcona park is easy of access from Vancouver. Presently it will be easy of access from Victoria also. But I would emphasize the fact that we do not propose that this park shall be the special preserve of British Columbia; we would invite our American cousins to take advantage of this wonderful property. It will be as open to them and to the whole world as it will be to British Columbians or Canadians. It will be a playground for the people of the world, open to all, where comfort and enjoyment may be had with beauty of scenery and salubrity of climate.

I am told that the scenery of the park is unrivalled. I have not had the opportunity to investigate it in person but my colleague, the minister of finance and agriculture, made a very successful trip through the length and breadth of the park, and judging from the pictures which he brought back, must be one of the most delightful spots in the entire world. I was especially delighted with those of the series portraying him going over the mountain tops and dipping into the valleys with an agility that would have done credit to a boy of sixteen. When I had that effect upon my colleague, the minister of finance and agriculture, I think I can rightly claim that it will serve as a wonderful playground for the people of this province in which to recuperate and forget the worries of life, at least for a time.

It is the province of public works will be able to announce in a day or two what arrangements he has under way, which he will ask this house to endorse, with regard to the development of Strathcona Park. I think that you will agree that his plans have been very well designed and I am quite satisfied that they will meet with your fullest approval. Strathcona Park I am firmly convinced will in the course of the next few years become to the people of the Pacific coast line what the National Park at Banff is today and what Jasper Park presently will be to the people of the great interior.

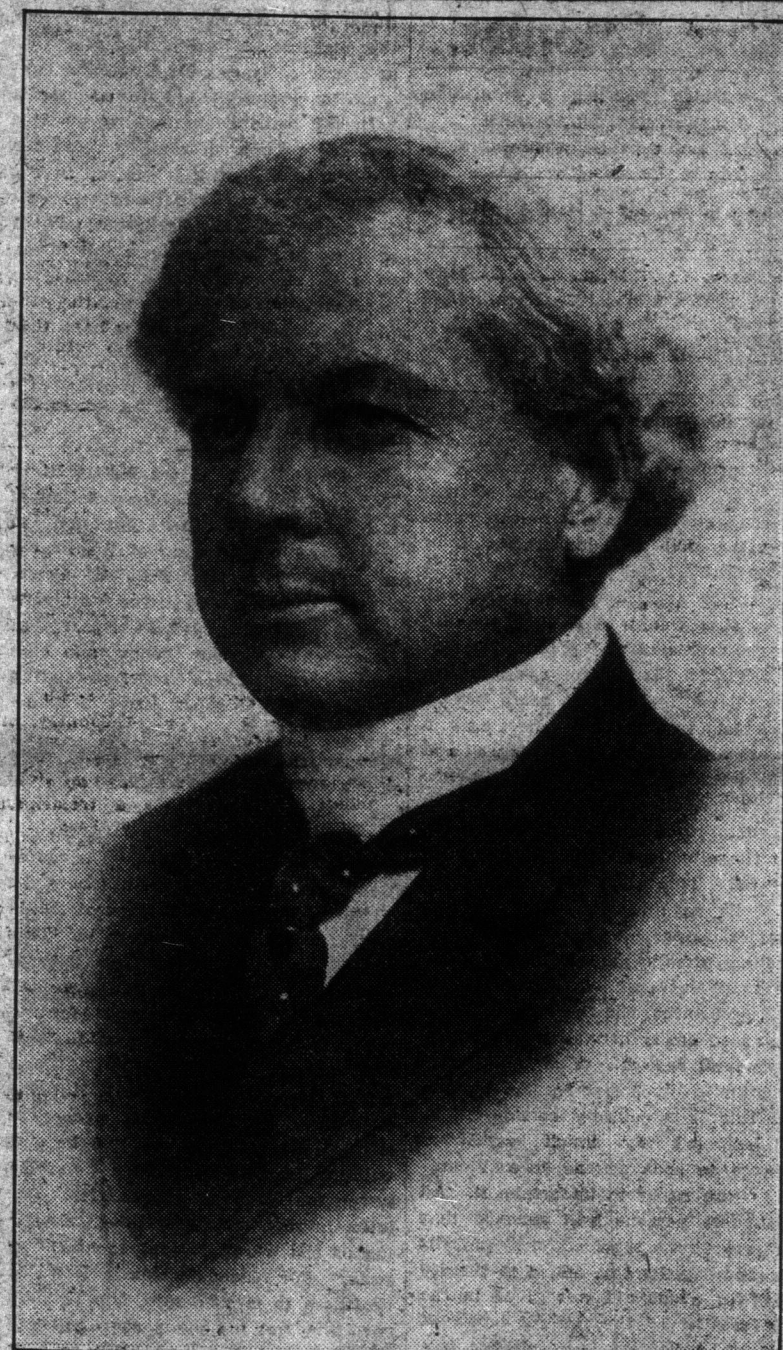
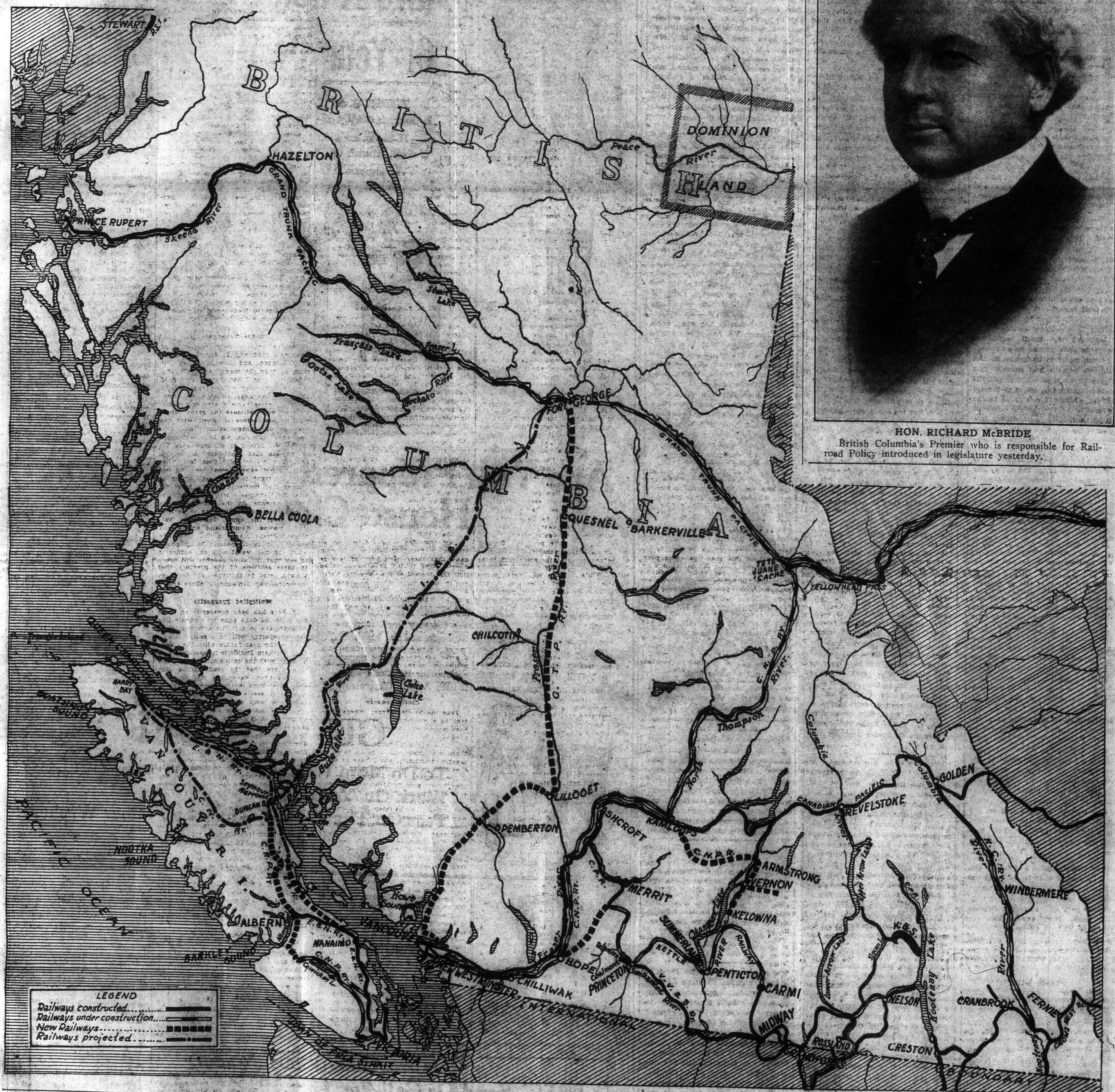
Immediate Construction

Before concluding my remarks upon this bill, I may say that the proposals involved are upon exactly the same lines as those contained in the agreement entered into with the Canadian Northern Pacific two years ago. On the point, that the developments that will take place here with the Island rail-



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# Railroad Development In B. C.—Lines To Be Constructed



**HON. RICHARD MCBRIDE**  
British Columbia's Premier who is responsible for Railroad Policy introduced in legislature yesterday.

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## 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. P. 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. guarantee. 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.

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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 na-

tional 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 uninvaded. 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 400 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 1/8 inches thick. Brick and cement 9 inches thick. Loose sand 35 inches thick. Hardwood with grain, 33 inches. Softwood 53 inches. Clay 80 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.

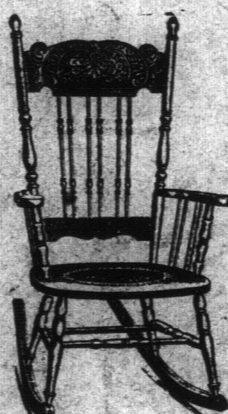


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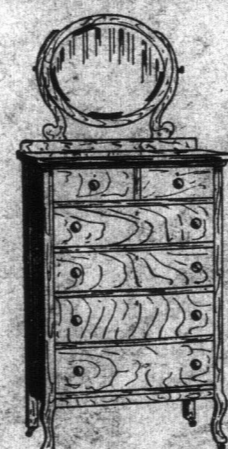
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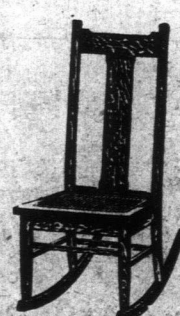
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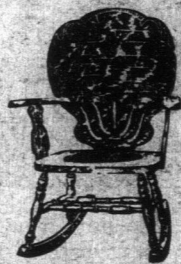
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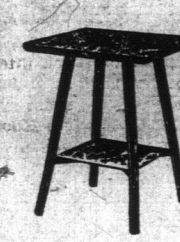
Arm Chair—Golden finish, spindle back, heavy base. Comfortable shape. Same as illustration. Price \$2.50.



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# 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 KAMLOOPS 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 \$200,000.

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 miles of railway,

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-ferries 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 hospital buildings and 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.

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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

A 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-4s 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.

## G. T. P. HOTEL PLANS

Mr. Barry Tate Seeking for Best to Consult with Executive to Finalize Drawings—Navas 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. Barry 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

## PRINCE RUPERT CONSERVATIVES

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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.

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## BUSY SCENES AT WHARVES

Six Deep Sea Liners at the Ocean Docks Yesterday—Tacoma Maru Arrives from Far East

The outer wharves presented a busy scene yesterday, an indication of the growth of the shipping trade of this port. The Proteus, Capt. Campbell, lay at one berth discharging, the Titan at the other. The Proteus, which is the same line, completed her cargo for the Orient and Liverpool, opposite and the Tacoma Maru from Hongkong and the wharf, while off the end of the dock the steamer Beckenham, of the Canadian Mexican line, lay preparing for her voyage to Mexico, and later in the afternoon the big passenger liner Marama embarked passengers, and loaded freight for the Philippines. The Umaitilla also sailed from the outer wharf yesterday. The six deep-sea liners had an aggregate of about 45,000 gross tons.

The Tacoma Maru, Capt. Yamamoto, of the Osaka Shosen Kaisha, reached the outer wharf at noon from Hongkong, which port she left on February 7th. The steamer brought 3,200 tons of general cargo, of which 200 tons was discharged here. The freight included 400 bales of raw silk worth about \$200,000. Thirteen passengers left the steamer here, seven Chinese and six Japanese, and there were 28 passengers for Tacoma, including two Chinese.

The Titan, Capt. Evans, of the Blue Funnel line, arrived from Tacoma soon after daylight, and after loading for their shipments of general cargo here in addition to the big shipments of whale oil and general merchandise which were taken here on her last visit, the Titan started her long voyage to Liverpool via Yokohama and the usual port of call. The Titan took out about 11,000 tons of freight.

The Proteus, Capt. Campbell, arrived about daylight, returning from Tacoma to discharge about 2,200 tons of general cargo, including everything from cases of whiskey to crates of machinery. The steamer will remain here for the next two days unloading. She has about 6,000 tons for Vancouver, whether the vessel will be headed when she has completed discharging here.

Nearly two hundred passengers left the rails of the R. M. S. Marama, Capt. Morrisby, of the Canadian-Australian line when she sailed for Australia from the outer wharf, and there was a large number of cargo in the hold. The passengers included a number of British Columbians bound to Honolulu and the Antipodes on holiday trips. There were 50 passengers in the saloon and 75 in the second class. The list of saloon travellers follows: Miss M. Bette, Miss E. L. Berry, Mr. Bundock, Mrs. Bundock, Dr. and Mrs. H. S. Co., Mrs. E. J. Debie, Mr. and Mrs. W. P. Gavvan, Mr. H. R. Hogk, Mr. W. Jamieson, Mr. D. C. Jeffrey, Mr. and Mrs. E. H. Johnson, Mrs. K. Keast, Miss E. Keast, Mr. F. Keating, Mr. and Mrs. J. F. Kelran, Dr. A. Langley, Dr. and Mrs. J. M. Lovitt, Miss G. Mercer, Mrs. J. H. B. McLeod, Miss P. McLeod, Mr. E. W. Naffziger, Mrs. Naffziger, Mr. and Mrs. W. G. Penderay, Mr. and Mrs. Rose, Mr. C. R. Seymour, Mr. and Mrs. C. E. Smith, Professor C. H. Susamulch, Mr. N. W. Walking, Miss E. B. Williams, Mr. C. H. Williams and Mr. A. A. Wright.

The steamer Beckenham, Capt. Goo, of the Canadian-Mexican line, was seen loading when she left the outer wharf for Salina Cruz and other ports of Mexico. The freight consisted mostly of coal and lumber. The Beckenham was to have sailed a few days ago, but was delayed loading coal at Union Bay as a result of the recent flood there. The cargo of the vessel totalled about 6,000 tons.

The steamer Umaitilla, Capt. Scoble, of the P. C. S. S. Co., which left the outer wharf for San Francisco yesterday morning took about 150 passengers, and was well laden. The City of Puebla of this line is due today from the Golden Gate, and has 580 tons of general freight for discharge here.

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## 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 to aid in preventing it."

As a result of the intervention, the situation is more hopeful tonight, although the prospect is none too promising.

## TRAINMEN KILLED

Collision in Hoosac Tunnel Costs Four Lives and Promises to Block Traffic for Some Time

NORTH ADAMS, Mass., Feb. 20.—Four trainmen are dead and the Hoosac tunnel is blocked so effectively that it may be several days before the tracks are cleared, as the result of a rear-end collision between a freight train and a Boston-bound express on the Boston and Maine railroad late today.

The passenger train was not damaged seriously, with the exception of the electric engine which was drawing it, but several cars of the freight were demolished, and the wreckage took fire. The heat in the portals was so great that portions of the tunnel roof cracked off and fell to the tracks.

**To Encourage Shipbuilding**

NEW YORK, Feb. 20.—Lewis Nixon, the New York shipbuilder, appeared today before the committee on merchant marine and fisheries, and opposed bills that would admit free to American registry foreign built ships owned by American citizens. "Such legislation," Mr. Nixon said, "would be harmful to the American shipbuilding industry, unless other legislation was adopted to offset the disadvantages to American builders." Mr. Nixon urged a return to discriminatory duties in favor of American vessels and a tonnage rate.

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The

STRIKE

representatives and Miners of Government

GOVERNMENT

coal dispute a stoppage of the United States...

GOVERNMENT

OTAWA, 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

WILL COMMENCE CONSTRUCTION OF ROAD

TEN LOST WITH BRITISH SHIP ERNE

BRIDGE BUILDING

GOES TO PRISON FOR THREE YEARS

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

COMPANY MEETS COUNCIL'S WISHES

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

FELLED FIRST REDWOOD

FEAR UPRISING IN MANCHURIA

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

CANADIAN TEAM WINS AT SAN MATEO

Corrig College

CELEBRATE SCHOOLS FOR BOYS

LAND NOTICES

Victoria Land District—District of Coast Range III

Victoria Land District—District of Coast Range II

Victoria Land District—District of Coast Range I

Victoria Land District—District of Coast Range IV

Victoria Land District—District of Coast Range V

Victoria Land District—District of Coast Range VI

Victoria Land District—District of Coast Range VII

Victoria Land District—District of Coast Range VIII

Victoria Land District—District of Coast Range IX

Victoria Land District—District of Coast Range X

Victoria Land District—District of Coast Range XI

Victoria Land District—District of Coast Range XII

Victoria Land District—District of Coast Range XIII

Victoria Land District—District of Coast Range XIV

Victoria Land District—District of Coast Range XV

Victoria Land District—District of Coast Range XVI

Victoria Land District—District of Coast Range XVII

Victoria Land District—District of Coast Range XVIII

Victoria Land District—District of Coast Range XIX

that from the known, mountainous nature of the West Coast seaboard line, and its very many and deep indentations, the mainland paper men have been doing some guessting on the basis of general probabilities.

The Vancouver "Province" it was which one day last week printed a story to the effect that the West Coast had been found upon C. N. P. examination to be like Nevada candidate for English "best Society"—quite impossible!

After turning down two previous applications by the Swift Canadian company for permission to construct a spur track on Store and Telegraph streets the city council of Victoria last night granted the company the desired right after being assured in a letter from the company that the spur track grade on Telegraph street had been raised to 3.1 per cent from 2 per cent, and the fall on the lower side of the Telegraph street reduced from 18 inches to 9 inches.

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

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# 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 blame-worthy 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 its 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 went out from the office that the negroes were being held not believed, 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 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 Hulst Wells. There have been 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.

## DEED SUDDELY

### 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 boilers 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.

The federation of national transport workers has pledged itself not to handle "blackleg" coal, so that imported coal will be landed with great difficulty.

## 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 it, 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 motion of Councillor Dunn 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 E. 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. McGray, formerly of Wheeling, W. Va.

## KINROSS-SHIRE SPOKEN

### Vessel Which Put into Falkland Islands in Distress—Reports in Sight—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 masts had been broken, and her cargo shifted. Repairs were made and she proceeded for Seattle on December 18.

The vessel is under charter to Balfour Guthrie & Co., Ltd., in 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.

## ALASKAN SEIZED

### Marshal Seizes Steamer Bounding to This Port at Seattle for Wharfrage Charges

Alleging that the steamship Alaskan had refused to pay wharfrage 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.P.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.P.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 east coast and England.

It is reported that a petition is to be created as marine superintendent for the C.P.R. ocean steamers.

## 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 an Arizona 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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TORONTO, Feb. 19.—A bylaw forbidding tobogganing in the parks on Sunday was finally passed by the council this evening. An amendment to submit the question to the people was defeated.

# 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

Patronize the Store of the People

# 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 BRIBOON

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.

## CYRUS H. BOWES

Chemist Government St., near Yates.

# Builders' and Contractors' Supplies

A SPECIALTY

## 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 Perin's Worcester Sauce, per bottle, 1.00, 65c or	35c
Ballou's Mushrooms, per glass, 85c or	50c
Karlou's Flageolet, per bottle	50c
Macadine 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
Marron'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 30c, 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  
Liquor Dept. Tel. 55.

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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¢**
- Linen Handkerchiefs**, with a narrow hem and embroidered corners. These are an especially good value. Price, each.....**20¢**
- Linen 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 Linen Handkerchiefs** for women. These are plain white and are hemstitched. Price 2 for.....**25¢**
- Pure Linen 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.....****\$15.00**
- Upholstered red velour.....****\$15.00**

- 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.....****\$15.00**
- Upholstered red velour.....****\$15.00**

## Dining Tables—Values That Mean a Considerable Saving

- Round Table**—48ins. diameter and extends to 8ft. 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 8ft. Top when closed 48ins. diameter. Special sale price.....**\$24.75**
- Round Dining Table**—Made of choice oak and fumed finish. The top is 44ins. in diameter and extends to 8ft. 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 44ins. in diameter and extends to 8ft. Strong and reliable. Sale price.....**\$18.75**
- Square Oak Dining Table**—With five square legs, fumed finish. Top measures 40x40ins. when closed and extends to 6ft. 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 42ins. square and extends to 8ft. Good value at.....**\$29.75**

## 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 platings. 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

- 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 the leaving the alone. The Lord vene a confi ers tomorrow best method Accredited Fremier An the foreign First—A operation of Second—T admit the p Third—Th sue to settle mine wage The mine rection to owners cond owners refer for a postp it would o ganization of 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 s 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 mages. These of adeducat o for the setti made farme tiers, openin ing settler; duties to be not a reside education b farms; lectu aggressive. New Ontari of a ready n Fight WASHING was begun court by at and other it ain a final of the inter granting o lower than points on st arguments a fight that twenty year their argum SAN FRA Sah, nephe who comma battle of E Ghosh, an International liner Siberia eries, to sec question con a position u under Yash the admiral publicans.