

EXCURSION TRAIN THROUGH TRESTLE

The Collier Special, Carrying Cleveland People Wrecked in Georgia

ENGINE MEN ARE KILLED

Eighty Out of Two Hundred Passengers Receive Serious Injuries

Atlanta, Jan. 7.—Running at a speed of thirty miles an hour, the second section of an excursion train on the Southern railway from Cleveland, known as the Collier special, and bound for the city of Atlanta, plunged through a trestle over a creek about fifty miles north of Atlanta today, and as a result three persons are dead, two fatally injured and 80 passengers so seriously injured as to require medical attention.

Two hundred passengers dropped 25 feet to the bed of the creek with the coaches. The accident was due to derailment of the train as it struck the trestle, but the exact cause of the derailment is not known.

The dead men are Engineer Edwards and two firemen. The Collier special is an annual excursion run from Cleveland to Florida points. The passengers were brought into Atlanta over the Seaboard tracks. Twenty injured were removed to hospitals here.

Sir Wilfrid's Tablet Quebec, Jan. 8.—An historical tablet presented to Sir Wilfrid Laurier by senators and members of the House of Commons has just been finished by Arthur Talbot of this city.

Fire in Halifax Halifax, N. S., Jan. 8.—The business premises of John Starr, Son & Company, electrical supplies, and Maxwell & Co., Limited, tailors, Granville street, were gutted by fire this morning.

Broke His Neck Winnipeg, Jan. 8.—While reading down stairs in the Bell Hotel, Wm. Humphreys slipped and fell to the bottom, a distance of about ten feet, and broke his neck, dying almost instantly.

Committed Suicide Lincoln, Neb., Jan. 8.—The body of a man supposed to be William S. Achermann, of Buffalo, N.Y., was found this afternoon in a corn field a mile west of the city. It is thought that he committed suicide.

Buffalo, N.Y., Jan. 8.—Rev. A. H. Achermann here believes that the suicide may be his brother, William S. Achermann, who was a student for the ministry at Sheboygan, Wis. The Rev. Achermann's brother is 22 years old.

Montreal Business Montreal, Jan. 8.—For the first time in the history of the port of Montreal, last season not a single sailing vessel arrived from sea. The entire trade of the port has now been captured by steamships. The tonnage of the port decreased last year, 378 steamships arriving as against 396, and the tonnage being 1,348,552 against 1,361,418. The decrease occurred entirely in connection with the gulf ports, the falling off in that trade being 55 vessels and 87,745 tons. Coal imports decreased by 100,000 tons, due to the spring ice blockade.

FLOATING CITY INDEED New Hamburg-American Steamship Europa to Be Marvellously Fitted Out

New York, Jan. 8.—The Times says among innovations which Herr Balin has planned for the new Hamburg-American line steamship Europa, now being built at Belfast, are a barbershop and a modiste's parlor, which will be under the direction of first class artists, from London and Paris. American tailors will also be on board to please those who like English clothes but not the cut.

Whether women will be spry enough to try on their dresses in mid-ocean is yet to be proved. Herr Balin thinks that the great size of the Europa, 46,000 tons, will preclude the possibility of rolling to an extent that will permit women to keep their feet while being fitted.

There is also to be a jewelry store on board, in which passengers may select diamonds and precious stones at their leisure without the trouble of hawking London, Paris or Berlin for them.

The Europa is to have a Ritz-Carlton restaurant and tanks on deck, in which to bring over live soles from Dover and St. Beaufort, and a restaurant is a success, the Europa will bring over soles for New York restaurants and hotels as well as for her own passengers.

Young Duberley's Suicide Niagara Falls, Ont., Jan. 8.—The body of H. Gray Duberley, the young man who committed suicide in New York, leaving a letter addressed to Earl Grey, the Governor-General, and to Miss Hampden of this city, has been identified as that of a Grand Trunk freight clerk, for three years employed in the office here, and who has been missing for the past week, with an alleged shortage in his accounts of about six hundred dollars.

He was a refined young fellow, with one failing, tendency to drink, and had a great many friends in this city. The unhappy home life mentioned in his letter to his father was known only to his closest friends, of whom Miss Hampshire was one.

London council has a surplus this year of about \$8,000.

JAPAN'S HANDS FULL

Interview in Paris Paper Represents Her as Fully Occupied in the Far East

Paris, Jan. 8.—The Echo de Paris prints an interview emanating, it is said, from an "authorized Japanese source," with the object of showing that Japan is so absorbed with the mainland of Asia that war with America is impossible.

"The entire attention of Japan," said the interview, "is occupied with China and Korea, where developments are occurring which are giving Tokyo the gravest concern. China has just dismissed a number of Japanese instructors, who have been replaced with Germans. The Manchurian situation is full of complications. China demands the immediate integral application of the treaty of Portsmouth, which would deprive Japan of the possibility of exercising an efficacious influence in Manchuria."

"Japan opposes the extension of the Pekin railway to Fouking by way of Hsin-min-tun on the ground that the Hsin-min-tun agreement of 1905 stipulated that China should not construct any other line injurious to Japanese interests. The Japanese occupation of Korea is also a meeting with much opposition from the Chinese and other reasons Japan is actively pushing the work of increasing her armaments. The message of the Emperor of Japan clearly indicates that the country is looking to the Far East and not in the direction of America."

BARON TAKAHIRA QUOTE ACCEPTABLE

State Department Ready to Welcome Him as Ambassador From Japan

Tokio, Jan. 8.—In connection with the successor of Viscount Aoki as ambassador at Washington, the Associated Press has been informed that the Japanese embassy at Washington was instructed a week ago to formally notify the State Department of the proposed resignation of the late Japanese ambassador to the United States, and to ask if he would be acceptable.

No reply has yet been received, and the foreign office attributes the delay to the pressure of business at Washington. It does not believe there will be the slightest hesitation on the part of the American government in accepting Baron Takahira.

Washington, Jan. 8.—While officially nothing has been heard at the Japanese embassy of the decision of the United States to accept Baron Takahira as ambassador to Washington, no doubt seems to be entertained of his selection, but the general belief among the embassy attaches is that the appointment of Baron Aoki will not be announced until the arrival of the latter in Japan, as diplomatic courtesy demands that this consideration be shown to a retiring official.

While the Japanese embassy at Washington has been informed of the appointment of Baron Takahira to succeed Ambassador Aoki in Washington, the charge of the embassy, Mr. Miyokata, has at the instance of his government inquired of the State Department whether Baron Takahira would be persona grata to succeed to Viscount Aoki. Secretary Root has replied that the appointment would be received with pleasure by this government. Nothing is yet known as to when the new ambassador will arrive here, but it is presumed that he probably will find it necessary to return from Rome to Japan to receive instructions from his own government before taking up his new duties in Washington.

Canadian Display at London. Ottawa, Jan. 8.—The Canadian government has in course of erection a large special building for the accommodation of Canadian exhibits at the Franco-British exhibition which opens in London, England, on May first next. The government part of the display will consist of exhibits of the natural resources of Canada, such as agricultural products, minerals, forestry, fish and game, horticulture, dairying and other products. There will be accommodations reserved for the display of Canadian manufactures.

Bank Clearings in 1907. Winnipeg, Jan. 8.—The table of yearly bank clearings for 1907 shows an increase in Vancouver of 44.5 per cent, over 1906, and in Victoria an increase of 21.3. Winnipeg's increase was only 18.85 per cent, and Montreal and Toronto show only a fractional increase.

Street Railway Trouble. Hamilton, Ont., Jan. 8.—John Theaker, president of the street railwaymen's union, was discharged yesterday. The company claims that Theaker was carrying passengers free of charge, but the men are inclined to think the dismissal is due to Theaker's part in the strike a little over a year ago. The mayor and the president of the trades and labor council have been appealed to. There may be trouble.

Vesuvius at Play. Naples, Jan. 8.—Following a number of heavy detonations yesterday, a portion of the cone of Mount Vesuvius sank within the crater, causing great internal ebullitions. An enormous column of smoke arose from the crater and spread out for miles. President F. Matteuci, director of the observatory, said that there was no danger of a clash, the present sinking of the cone being merely a geological phenomenon.

London council has a surplus this year of about \$8,000.

TRADE OF BRITAIN IN THE PAST YEAR

Export Figures Show Large Declines in Manufacturers' Wares

SOLD MORE TO CANADIANS

More Wheat and Flour and Less of Other Produce From Canada

Montreal, Jan. 8.—A special London cable says: The official Board of Trade returns afford striking evidence that the astounding three years' boom in British exports consisted almost entirely of coal. The exports of manufacturers show large declines in iron, steel and other metals. Taking the year 1907 as a whole, the increase in exports was \$25,000,000, of which about half is estimated as due to increased quantities exported, and the rest to increased prices of the raw materials. Exports also include an increase of \$5,000,000 in coal exports.

Canada's purchase of British manufactures has undergone a remarkable expansion during the year. Of British cotton piece goods Canada bought in 1907, \$2,750,000 worth, or 50 per cent more than in 1906, and in quantity just double what was bought in 1905. The increase for the year in other piece goods is \$900,000, though in December worsteds showed a decrease.

Exports of pig iron show an increase of 57,000 tons during the year, and of \$100,000 in value. Rolled and galvanized sheets increased nearly \$500,000. Steel bars and sections declined 17 per cent in quantity, while pig iron and tin plates remained practically stationary.

A startling item in British imports from Canada is the decline of the butter trade almost to the vanishing point. The whole year's butter imports from Canada were 35,000 hundredweight, or one-sixth of the total imports for 1906 and one-ninth of the total in 1905. What Canada has lost in the butter trade, however, she has gained. Cheese imported from Canada also declined a quarter million hundredweight and \$3,000,000 in value.

The British cheese market appears to be in a state of depression, and other exporters lost. Eggs and tinned salmon were only about one-half the amount imported in 1906. The importation of bacon was stationary.

As for the three years past, the trade in cattle has declined considerably, namely, by \$5,000 head, valued at \$3,000,000. The importation of cattle from the United States also declined by 50,000 head. The British are apparently eating more mutton and pork and less beef than previously.

On the other hand, Canada overtops her wheat record. Britain last year imported 23,500,000 bushels of Canadian wheat, or 2,500,000 bushels more than she imported in 1906, which was in itself a record year. The average price at British ports in 1907 was over \$1 per bushel, compared with 87 cents in 1906. Imports of Canadian flour increased by 14,000 barrels. The Canadian sawn timber decline in British markets was 25 per cent in value and 40 per cent in quantity. Sawm split timber declined by 20 per cent in value and quantity.

Frisco Firm Fails. San Francisco, Cal., Jan. 8.—The big department store on Market street, known as Kragen's, yesterday was placed in the hands of C. H. Havens. The concern is said to be heavily in debt. The principal creditors are in the East.

Women and Feathers. New York, Jan. 8.—Pledges not to wear the plumage of birds other than crows were signed yesterday by women representing thirteen organizations in the federation of women's clubs, being occasioned by the meeting of the seventh district of the official body. The pledges exclude domestic fowls.

Railway Hands Laid Off. New Orleans, La., Jan. 8.—Between 2,000 and 4,000 Illinois Central Railroad company employees have been dropped from the payroll because of the financial situation. This was the announcement made here last night by J. T. Harahan, President of the Illinois Central railway, who said if he could possibly prevent it, no men would be laid off.

STILL TALK WAR

French Papers Refuse to Let Go the Idea of a Fight of Fleets on the Pacific

Paris, Jan. 8.—The sensational section of the French press continues to dwell upon the probabilities of a clash between Japan and the United States. La Presse today publishes a long interview with Jacques Flach, the historian and professor in the college of France, who declares his belief that a conflict is certain for the reason that Japan seeks war. He advises the American fleet to be on the watch for a sudden Japanese descent, and asks: "Who knows if the attack made by the Japanese on the Russian ships at Chemulpo will not be repeated upon the American ships tomorrow?"

Concluding Flach advises Great Britain and France to intervene and put an end to the trouble before it is too late. The Journal Des Debats, a more conservative paper, prefixes a long editorial article with the remark that a conflict is improbable, but it then proceeds to outline the circumstances which appear to favor a rupture. In the event of a clash, this paper believes that Japan would try to seize Hawaii as the territorial key to the situation.

WRECKED IN STORM

Two Schooners Lost on Atlantic Coast—Five Members of One Crew Drowned

Norfolk, Va., Jan. 8.—A broken message received here today from Cape Hatteras on the North Carolina seaboard reports the stranding and loss in the treacherous Diamond shoals yesterday of an unknown schooner, out of whose crew of seven men five perished and two were saved. The message which falls to give the name of the lost vessel, reports her to have been a schooner bound from Long Point, Maine, to Charleston, S. C., laden with fish scrap. The captain of the vessel was among those who were lost.

Provincetown, Mass., Jan. 8.—The Boston fishing schooner Bount, which grounded in the harbor, began to go to pieces at dawn today under the hammering of the heavy seas. Her crew, taken off last night, though difficult by the life-liners from Cape Point and Wood End. The schooner was engaged in trading.

Nova Scotia Storm. Halifax, N. S., Jan. 8.—A tremendous wind and rain storm has swept over Nova Scotia. The gale was very severe on the Bay of Fundy, and the tides were the highest in years.

Died of Heart Failure. Bowmanville, Jan. 8.—Elgin Kenney, aged 52, died of heart failure after having had some teeth extracted at the dentist's. No anaesthetics were administered, but the shock brought on heart failure.

Toronto, Jan. 8.—Mrs. McQuillan was awarded \$900 by a jury today for damages for injuries received in a collision.

MANCHURIA AFFAIRS ARE COMPLICATED

Japan's New Postal Proposals Stands Firm on Railway Question

Peking, Jan. 8.—The proposals made by Count Hayashi, the Japanese minister of foreign affairs, for a settlement of the postal question in Manchuria have reached Peking, but they have not been presented to the foreign board. It has been learned, though, that Japan considers Mr. Heinze's proposals for the settlement of the telegraph difficulty.

China fears, however, that the proposal will be in the nature of a compromise, and that the Japanese will be unacceptable. The Japanese it would appear, have yielded to the wishes of Great Britain and the general criticism of her course in this postal controversy, but China does not believe that Great Britain will go further and oppose the carrying out of Japan's programme in Manchuria.

Following the exception taken by Great Britain to Japan's protest against the extension by China of the Hsin-min-tun railroad to the north, the Japanese have ordered the construction of parallel or other lines unless in conjunction with the Japanese line. She fears the erection of a barrier between her sphere of influence and Mongolia, and desires that all new railroads be branches of the South Manchurian line. At the present time China is opposed to any further extension of the railway, on the account of the attitude assumed by Russia.

The fact that Russia is transferring the mails to the Japanese in Manchuria, and is endeavoring to join the Postal Union, and is therefore not qualified to receive them, has caused China to reconsider her position. She is now considering the matter of applying for membership.

LAND GRANT CASE APPEALED BY HEINZE

Likely to Reach Privy Council Before it is Finally Decided

Vancouver, Jan. 8.—Though the financial stringency is supposed to have been keenly felt by E. Augustus Heinze, in New York, that resourceful American mining and stock operator has not changed his mind respecting the large land grant which he is now considering the matter of applying for membership.

Miss Vanderbilt's Wedding. London, Jan. 8.—Count Anton Sigsbee and the Countess, Kron Princess Cecilie today for New York. He will act as best man at the wedding in New York on January 27 of Count Laszlo Széchenyi and Miss Gladys Vanderbilt. The mother and sister of Count Laszlo and other members of his family are on their way. Lt.-Commander William Howard, until recently German naval attaché at Berlin, is also a passenger.

FRANCE WANTS HELP Anxious to Secure Spain's Co-Operation in Carrying on Energetic Policy in Morocco

Madrid, Jan. 8.—M. Pichon, the French foreign minister, who is now here, has been in conference with King Alfonso, Premier Maura and other members of the government with the idea of securing the co-operation of Spain in the carrying out of the more energetic policy in Morocco upon which France has decided. It is understood that Germany is ready to give France and Spain a free hand in Morocco provided the "open door" there is not disturbed.

Broker's Suicide. New York, Jan. 8.—Charles W. Whitney, a member of the stock exchange firm of H. M. Whitney & Sons, committed suicide at his home in West 72nd street by shooting. The cause for his act has not yet been learned. Mr. Whitney was 33 years old.

LOSES CONTROL OF MERCANTILE

F. A. Heinze Obligated to Hand Bank Stock Back to the Gould Interest

UNABLE TO PAY UP PRICE

Answers to Indictment of the Grand Jury in U. S. Circuit Court

New York, Jan. 8.—Unable to meet payments due on his stock in the institution, F. Augustus Heinze today lost control of the Mercantile National bank, the conduct of which, as its president, earlier in the day, had bragged about his arrangement in the United States Circuit court, on charges of over-certification.

Just one year ago Heinze bought a controlling interest from the Goulds, with whom he pledged his holdings as security for his promise to pay for the same in full within one year. This loan of \$1,200,000 was given today to Edwin Gould and Wm. Nelson Cromwell, who was a member of the Gould party in the bank before the Heinze takeover.

After the Heinze had been removed from the bank, it was found that the woman had been stabbed to death, while the child was left to perish in the flames.

WINNIPEG JOBBERS FIGHTING TARIFFS

Argue That New Rates Would Handicap Them in Western Country

Winnipeg, Jan. 8.—C. E. Carpenter, secretary of the Winnipeg Jobbers and Shippers' Association, being asked his opinion as to the evidence taken yesterday with regard to the proposed new tariffs on the C. P. R. and the G. N. R., spoke as follows: "In his evidence yesterday, Mr. Ashdown showed conclusively the disadvantage in favor of the Kootenay and to the Winnipeg Jobbers. Mr. Ashdown showed plainly the large discrimination against Winnipeg in favor of the centers. The strong case presented by him should certainly influence the railway commission to give a decision placing the different business centers on an equality, so far as the Kootenay is concerned. When the other features of the protest are gone into, we expect to make a case equally as strong."

Mount Royal's Passengers. Queenstown, Jan. 8.—The steamship Mount Rose, of the C.P.R. Atlantic service, will take on board the passengers for the winter ship Mount Royal which put back to this port after being disabled at sea while on her way to St. John, N.B. The steamer Manitoba will tow the Mount Royal to Liverpool.

Endorsement For Taft. Guthrie, Okla., Jan. 8.—The Republican state committee here today endorsed Secretary Wm. H. Taft for president.

Windsor Man's Death. Canton, Ohio, Jan. 8.—Wm. Harris, a marble cutter of Windsor, Canada, was found dead in his room here today. He was asphyxiated by fumes from a gas stove.

Murder of Mrs. Whitmore. Boston, Jan. 8.—Fred W. Elliot, was arrested today for the murder of Mrs. Whitmore, who was killed in the murder of Mrs. Whitmore.

Robbers Loot Bank. Ottawa, Kansas, Jan. 8.—Robbers today wrecked the safe in the Bank of Queeno, at Queeno, Kansas, near here, and escaped with between seven and eight thousand dollars.

Garrison Rumor Denied. Ottawa, Jan. 8.—The militia authorities deny the Halifax report that a British regiment is being brought over for garrison duty at that place. No such change is contemplated.

Manitoba Telephones. Winnipeg, Jan. 8.—At yesterday's afternoon sitting of the provincial legislature Hon. C. J. Mickle, leader of the opposition, continued the debate on the address in reply to the speech of the Hon. C. J. Mickle, reporting the policy of public ownership of telephones, he argued that the purchase of the Bell telephone system should be delayed until the assembly before it was concluded. The premier in reply said he couldn't tell whether more had been paid for the plant than it was worth, but if it had, the public interest justified the transaction.

Saskatchewan University. Regina, Sask., Jan. 8.—The senate of Saskatchewan university held a secret session today to nominate five candidates for the board of governors of the university. Those elected were: John Dixon, Maple Creek; A. F. Angus, Regina; James Clinksill, Saskatoon; Arthur Hildebrand, Moose Jaw, and A. McDonald, Prince Albert. The president of the university is also to be appointed. Among the prominent men here for convocation are Principal Peterson, McGill university, Montreal; Prof. Hutton, University college, Toronto; and Prof. Bland, Wesley college, Winnipeg.

Affairs of Kelly Brothers. Winnipeg, Jan. 8.—In chambers, before Mr. Justice Mathers, this morning, the application in the matter of the Kellys, for a receiver to deal with the assets and property of the firm, came on for argument. The plaintiffs in the case are Michael and Arthur Kelly, and the defendant is Thomas Kelly, all well known contractors in the city. A dispute having arisen between the brothers, the partnership agreement was terminated and the defendant is now referred to the court for adjudication. Kelly brothers were contractors for the post offices at Vancouver and Winnipeg and other large buildings in western Canada.

SKELETON COMPANIES

United States War Department Finds it Impossible to Keep Up the Army's Strength

Washington, Jan. 8.—The hard times in the industrial world that have driven into the U. S. marine corps and the navy nearly all of the men needed to fill the authorized quota, have not helped the arm so far in the matter of recruitment. Reports still flow in upon the war department of failure to secure recruits, of privates buying their discharges, of non-commissioned officers refusing to re-enlist, and of resulting skeleton organizations that are little more than travesties upon fighting forces.

A typical report just at hand is one from Fort Macintosh, Texas, in which the commanding officer of a battalion of the Nineteenth Infantry says: "I have present today in the four companies 56 men, and 23 of these are to be discharged this month. At the end of the month, if we get no new recruits, one company will have three men and another four. The other two companies will have eleven and twelve men respectively."

The report is one of a number being in circulation, the enlightenment of congress in dealing with the great question, "What is wrong with the army?"

Fiendish Negroes. Lawrenceville, Ga., Jan. 8.—Two negroes, Jos. Hudson and H. Campbell, are in jail here charged with having murdered Hudson's wife and then setting the house of fire in an attempt to hide the crime. When the neighbors arrived they found the remains of Mrs. Hudson and her 3-months' old child.

After the husband had been removed it was found that the woman had been stabbed to death, while the child was left to perish in the flames.

HON. MR. LEMIEUX ON HIS WAY EAST

Ridicules Statement of Associated Press That Mission Was Failure

TALK OF WAR SENSELESS

Japanese People Take Keen Interest in Immigration Question

Winnipeg, Jan. 8.—Hon. Rudolph Lemieux, postmaster-general, who has been in Japan conducting negotiations in regard to the question of Japanese immigration to the prairie provinces, passed through the city this morning on his way to Ottawa. His private car, the Ottawa, was attached to the Overseas Limited, which remained at the station only about ten minutes. While here, however, he was interviewed by Postmaster McIntyre and other Winnipeg citizens.

When seen by a reporter Mr. Lemieux was questioned regarding to the mission which had taken him to the Orient. "The Associated Press of America has stated," said Mr. Lemieux, "that my mission to the Orient was a failure. The reason they gave for the failure was that I had not called upon the American minister at Tokyo. I had nothing whatever to do with the American minister. My business was a serious one with the Japanese government, and I was not responsible in any degree to the representative of a foreign power. It is to be judged by the people and the press of my own country, and not by the Associated Press of America."

"In Japan it is not taken seriously, especially since the last message of President Roosevelt. Economically they are in a very poor condition, and the late war has drained their resources, and they are all for peace. You hear no talk of war, and no one even thinks of it."

"The great question at the present time is that of immigration. It is a most important one, and why the Canadian government will have to be very careful. Fortunately Count Hayashi is the brains of the Japanese government today. He is the man who will negotiate the treaty with Great Britain before the late war, and that is a sample of his ability. He is an eminently safe man, and is to be trusted to settle this question of immigration satisfactorily. This question, however, is interesting the people of Japan very greatly today. There are about fifty daily papers in Tokyo, and the people are kept thoroughly informed in regard to it."

"The Japanese are most progressive in every way. I do not judge merely by their army, which is probably the most efficient in the world today, nor by their navy, which is second only to that of Great Britain, but I judge by their universities, their schools and by their public institutions and government."

"As regards the actual result of my mission, I cannot speak at the present time."

AMERICAN TOBACCO

Company Official Says it Makes Up Most of Trade in China and Other Countries

New York, Jan. 8.—The tobacco products sold in China and other parts of the Orient, and also in the majority of the countries of Europe, are made from American leaf, according to the testimony of Wm. R. Harris, one of the vice-presidents of the American Tobacco company, at today's session of the investigation of the company's affairs. Mr. Harris said the American Tobacco company's business in China is carried on through the British-American Tobacco company, a subsidiary corporation. He denied the charge that the company controlled the tobacco trade of China, but said he wished it did. He named the Japanese tobacco government assembly before it was concluded. The premier in reply said he couldn't tell whether more had been paid for the plant than it was worth, but if it had, the public interest justified the transaction.

MINING DISPUTE

Suit in Montana Court Over Kimberly Mining Company Involves Large Interests

Helena, Mont., Jan. 8.—Thirty-seven stockholders of the Kimberly Montana Mining Co., have filed an answer in the Federal court to the petition of the Montana Consolidated Mining Co., that the Kimberly company be adjudged bankrupt. The stockholders represent 450,000 shares of stock, and allege that the proceedings were brought "for the express purpose of unlawfully and fraudulently imposing upon and using this court to assist in carrying out a fraud upon a large body of stockholders and to cheat them out of their just rights."

The answer relates that the Kimberly has assets of \$1,000,000 and that its just liabilities are not more than one third of that sum. It is alleged that the Montana company was incorporated under the laws of Arizona for the purpose of defrauding many of the stockholders of the Kimberly company, that H. M. Bryan, general manager of the Kimberly company, violates the policy of both companies, and that the Montana company is violating an injunction of the Illinois court in attempting to have the Kimberly company declared bankrupt. It is asked that the petition be dismissed.

HON. W. J. BOWSER NOW AT VANCOUVER

Speaks of Government's Policy in Regard to Provincial Timber

Vancouver, Jan. 8.—Looking exceedingly well after his trip, Hon. W. J. Bowser, attorney-general, returned last evening from southern California. He was accompanied by Mrs. Bowser. They spent most of their holiday in Los Angeles and Pasadena, and met many eastern and Vancouver friends in these places.

"I have not yet picked up the strings of official affairs at Victoria," said Mr. Bowser this morning, and will probably not go to the Capital until Sunday. I read with a good deal of interest, naturally, of the action of the government in placing a reserve on timber. This action had practically been decided for some time before my departure from Victoria. It is a prominent feature of the government's progressive timber policy that it should know what timber there is, and in order to obtain even that information it was necessary to place some sort of reserve on the timber of the country. A survey of the timber is contemplated so as to determine what the government has, and the details of that are matters of later serious consideration.

"The decision not to issue any more handloggers' licenses was simply in line with that policy. We could not place a reserve generally on timber and still issue licenses to handloggers. The result would simply be that licenses would be taken out all over the country, and the effect of the government's policy regarding timber would be nullified."

HELD ON CAPIAS

Vancouver Jeweler in Custody at Instance of Creditors—Was Lately in Jail

Vancouver, Jan. 8.—Eugene Wagner who conducts a jewelry store on Cordova street, is again under arrest. This time he is held on a writ of capias, and will have to settle a debt of \$2,300 which is charged he contracted with the M. R. Brown Co., of Montreal.

Wagner was only released from jail last Saturday, having been previously arrested for the alleged theft of \$150 from Mrs. Brown. Some interesting developments attended the hearing of this case.

He was taken into custody again shortly after his release, the creditors fearing that he might again attempt to get across the line, as he did on the occasion when he was first captured.

Wagner's solicitor is trying to settle matters, but it is thought concluded today he will be taken over to Westminster to await trial at next month's sitting of the court.

KIDNAPPED AT OTTAWA

Story of Young Child at Vancouver Whose Mother is Serving Jail Term

Vancouver, Jan. 8.—Advices received from Ottawa yesterday confirm the story that the child taken from Patsy Smith, now serving three months for drunkenness, was none other than Goldie McEvoy, kidnapped from the Children's Home in Ottawa, and that the woman is Mrs. McEvoy.

C. J. South sent photos of the two to the Ottawa authorities, and was rewarded with the information that his suspicions were correct. Mrs. Evoy kidnapped the child from the Ottawa home under rather sensational circumstances and came to Vancouver.

The Ottawa society has given permission to the local society to keep the child. The letter stated that the child's grandmother had assisted in the kidnapping. The child, according to the letter, is susceptible to good influence and a request was made that she be placed in a good home.

Undesirable Aliens. New Westminster, Jan. 8.—Dominion Police Officer Foster, is in the city conferring with Mayor Keary and Chief of Police McIntosh with respect to the deportation from the city of undesirable aliens.

Municipal Union. New Westminster, Jan. 8.—A meeting of the executive of the Union of British Columbia municipalities will be held on Saturday at 10 a. m. at Murray Centre. Mayor Keary, representing the city, representing the city of New Westminster, will be present.

Foreshore Land Wanted. New Westminster, Jan. 8.—An application for a lease of two acres of foreshore on the Fraser river, has been sent to the provincial government by C. W. Johnson. The property wanted is between the St. Mungo cannery and Sunbury, on the south side of the river.

Funeral of B. Burr. New Westminster, Jan. 8.—The funeral of the late Benjamin Burr, storekeeper at the British Columbia penitentiary, who died yesterday morning, took place this afternoon from the family residence on Columbia street, the service being read by the Rev. A. DeB. Owen, of St. Paul's Reformed Episcopal church, to which the deceased belonged.

USED VAGRANCY CHARGE Means Employed by Vancouver Police to Get Rid of Men Out of Work

Vancouver, Jan. 8.—Three men were in the police court today to answer to a vagrancy charge. They were secured at the city employment bureau yesterday afternoon, whether they had gone to work all along. The inspector told them that he had trouble enough to provide for city men without making provision for outsiders. Their names are William Robertson, John Thain and Andrew McPherson.

To the police their story was not at all satisfactory. They said that they had come from Calgary, having walked a portion of the way and travelled part of the distance on trains. They had been trying to work all along the line, but were unsuccessful. They had been told that there was plenty of work at Vancouver, that the government had lots of it, that Point Grey was looking for men.

"We will get out of town if you let us go," said one of them to the magistrate.

HALF JURY CHOSEN FOR THAW'S TRIAL

Two Hundred More Talesmen—Insanity Line Taken by Defence

New York, Jan. 8.—The work of selecting a jury to try Harry K. Thaw a second time for the killing of Stanford White was half complete when the court adjourned shortly before six o'clock tonight. The original venire of 100 special service jurors had been exhausted at that hour, and the customary night sitting was abandoned. Two hundred additional talesmen have been ordered to report tomorrow, when the task of selecting out satisfactory trial jurors will again be taken up. The oath of service was administered today to three men, making six in all who have been finally accepted. These provisional jurors were also in the box at the close of the day's session, but they are still subject to pre-emptory challenges.

The defense now has exercised eleven of its thirty challenges and the prosecution eight. The sworn jurors in their respective positions are: Charles E. Grinnell, ship broker, foreman; Arthur R. Nesbitt, baker; George W. Cary, dry goods dealer; George C. Rupprecht, salesman; John H. Holbert, mineral water manufacturer; David E. Arrowood, manager. The provisional jurors are: William McAdie, salesman; George Metzke, druggist; James S. Davidson, clerk.

The plan of maintaining both permanent and temporary jurors in the trial panel will be kept up until twelve men finally are selected for service. This is unique in the New York circuit and has imposed a double duty upon the guards, who are directed each night to keep the sworn jurors and the provisionals separate.

In the selection of the jury, Martin W. Littleton, Thaw's senior counsel, is so conducting his examination of talesmen as to indelibly impress upon them the fact that if the defense introduces evidence tending to show that Thaw was insane at the time of the Madison Square Garden tragedy, the burden of proof falls upon the shoulders of the district attorney, and must be beyond all reasonable doubt, that the defendant was legally sane. This principle of law was not so clearly enunciated at the former hearing.

Thaw's attorneys today furnished the first big surprise of the second trial by admitting that several of the expert witnesses who served on the staff of the district attorney at the first trial, and who declared against Mr. Jerome, made application for a lunacy commission, that in their opinion Thaw was so insane as not to know the nature of the proceedings against him, and was entirely incapable of intelligently advising with his counsel, are now under subpoena by the defense.

They made an affidavit that, in their opinion Thaw, at the time of the inquiry, was suffering from an incurable form of insanity. These same doctors, however, had previously testified on the witness stand in response to Mr. Jerome's hypothetical question, that they believed Thaw knew what he was about when he shot and killed Stanford White. This move, it is said, is intended by the defense as blockading the prosecution in putting these same doctors on the stand, and is taken by some as showing a determination that Thaw shall not be defended as a lunatic with the danger of a stay in an asylum for the criminal insane at Matetan as the alternative.

The alienists who were the mainstay of the prosecution at the first trial, were Doctors William Macdonald, Charles Macdonald and Austin Flint. They were present at the former hearing from the very first day, and their absence this year, has been commonly noted.

The defense in the present trial is insanity at the time of the murder. In making out this case it will require delicate handling to show Thaw mentally deranged at that time and to know the nature of quality of his act, and at the same time, show that he is now mentally sound.

If they had played on the stand Mr. Littleton may interrogate and draw from these men the opinion that Thaw was insane at the time of the homicide, and then endeavor to limit all testimony to the defendant's mental condition to the period immediately preceding the tragedy. If successful in this the defense would force a trial of the case strictly on his mental condition in the summer of 1906.

This, in turn, would force District Attorney Jerome again to apply for a lunacy commission, and Thaw's attorneys are confident of his ability successfully to fight his claim of present sanity before such a board.

Smallpox in Brockville. Brockville, Ont., Jan. 8.—The isolation hospital is at present packed to its utmost capacity with smallpox patients, and the board of health has developed. There is no more cases in the city.

Standard Oil Suit. New York, Jan. 8.—Evidence taken in the previous case against the Standard Oil company was read before the examining committee today in the Government's suit to dissolve that company. The reading is expected to occupy the attention of the examiner for several days, during which no witnesses will testify.

New French Consul. Paris, Jan. 8.—M. Luyens has been appointed consul-general of France at Philadelphia. He is a member of the diplomatic corps, and has been promoted to consul of the first class, and assigned to Berlin.

PRUSSIA'S GREAT DEFICIT

Receipts Come Short of Expenditures By More Than a Hundred and Ten Millions

Berlin, Jan. 8.—In the course of the sitting today of the Landtag, Baron Von Rheinbauf, Prussian minister of state and finance, went over the figures of the Prussian budget for 1908. The total is \$340,000,000, and shows the enormous deficit of \$110,000,000. A loan is to be issued for \$38,000,000; \$10,000,000 will be obtained by increased taxation, and the remainder will be covered, it is hoped, by augmenting the revenue receipts. The cause of this deficit are diminution of the state's income, fresh expenditures for railroads and increases in the salaries of state officials.

Montreal Merchant's Death. Montreal, Jan. 8.—James T. Shearer, president of the firm of Shearer, Brown & Wills, lumber merchants and manufacturers, is dead of heart failure after a brief illness. He was born in 1833.

Educational Work in China. Toronto, Jan. 8.—Rev. Dr. Carman, general superintendent, and Rev. Dr. Sutherland, secretary of missions of that Methodist church, have gone to New York to attend the joint conference of educational work in China, made up of delegates of the Methodist church of Canada and the Methodist Episcopal church south of the line.

Freight Depot Destroyed. Fort Worth, Tex., Jan. 8.—The Texas and Pacific freight depot was totally destroyed by fire last night. The building was isolated, and switch engines succeeded in dragging hundreds of freight cars out of danger. The cost \$150,000. It is estimated that it contained \$100,000 worth of freight, which was entirely destroyed.

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Ogilvie's Great Clearance Sale

For Stock-Taking—Overpowering Reductions. Housekeepers! Here is Your Opportunity

The ONE GREAT SALE that holds the attention of every woman. Clearance Sales of dry goods are so common as to be of no special interest, but here is something different—a clearance of KITCHEN FURNITURE—everything needed in the kitchen, hundreds of different articles. Come early—QUICK ACTION necessary if you want any of these snaps.

Table with 3 columns: Enamel Rice Boiler, Berlin Saucepans, Enamel Tea Kettle. Lists prices for various sizes.

Table with 3 columns: Enamel Pudding Pans, Hip Saucepans, Enamel Tea and Coffee Pots. Lists prices for various sizes.

Table with 2 columns: Brushes Reduced, Enamel Stew Kettles. Lists prices for various items.

REDUCED—All Tinware, Wire Goods and Tinned Ironware—REDUCED. The Same Sweeping Reductions Apply to Everything in the Kitchen and House Furnishing Department

Ogilvie Hardware, Limited

Government Street, Phone 1120

OAK BAY ELECTIONS

Possible That Whole Council May Be Elected by Acclamation. (From Thursday's Daily.) There is a decided paucity in names of probable candidates being mentioned in connection with the forthcoming elections for the municipality of Oak Bay, and from present appearances it would seem that the new council would be elected by acclamation. So far no opponent has appeared in sight for W. C. Oliver, the reeve, and he will likely be returned without opposition. It is understood that Councilors Rattenbury and Sutherland will not stand again, and so far only two names, those of J. H. McGregor and F. B. Pemberton, have been mentioned in their places. Nomination day is next Monday, and if no other candidates appear before then, the council for 1908 will likely be composed as follows: Reeve—W. C. Oliver. North ward—W. Henderson, J. Merdock, McGregor. Centre ward—W. Fernie, W. Noble, South ward—S. E. Newton, F. B. Pemberton.

LONDON TIMES

London, Jan. 8.—Among the subscribers for the capital, amounting to \$1,000,000, for the London Times, which recently became the property of C. Arthur Pearson, are Lord Brassey, Lord Rothschild, Lord Strathcona and Mount Royal, high commissioner for Canada; Viscount Iveagh and Sir Alex. Henderson, chairman of the Great Central railway. Sir Alexander brings the largest contribution.

CONDUCTORS DISMISSED

Canadian Northern Company Claims of Much Disappearance of its Revenue. Winnipeg, Jan. 8.—Seventeen conductors of the Canadian Northern railway, according to a report on the streets this morning, have recently been dismissed from the service of the company for various irregularities. Careful inquiry at the fact that for a number of months past the officials have been engaged in the endeavor to reduce to a minimum the losses which occur on account of a lack of fidelity of employees. The general oversight has been as nearly complete as possible, with the result that discoveries have been made and specific cases unearthed in which the proper returns have not been made to the company.

COCOA

Table listing various cocoa products and their prices per tin or package.

W. O. WALLACE

CORNER YATES AND DOUGLAS STREETS. Phone 312. The Family Cash Grocery. Phone 312.

JOHN BOYD HANGED

Toronto Colored Man Pays Penalty for Murder Committed in Cold Blood. Toronto, Jan. 8.—John Boyd, the colored porter, was hanged at 8.15 this morning by Hangman Radcliffe in a room of the jail building. The crime for which Boyd paid the penalty had no extenuating circumstances. Premeditation and deliberate hunting from room to room for his victim, Edward F. Wandle, restaurant-keeper, York street, were proved by the jury. Judge McMahon sentenced him to be hanged.

Battleship Fleet

Pernambuco, Brazil, Jan. 8.—The American battleship fleet, under command of Rear Admiral Evans, was sighted passing this port at noon on its way to Rio de Janeiro.

What the Clergy

Hanover, Ont.—No men have the opportunity much good, and be successful, as the clergy. No sermons, but in their teaching us the better. The example of the Rev. of Hanover, is one to every home in Canada. arduous duties, incidentally, the reverend gent severely with liver trouble with constipation. But he luckily found a better, tells how. "Fruit-a-tives very much troubled with liver shall continue to use them. "Fruit-a-tives" are juices and valuable to the ideal combination, ment of Biliousness, Headache and all St. Kidney and Skin Troubles.

10 Acres of Land

\$300 to \$400 CAS spread over two years payments will secure eight pieces of fruit acres, each upon a mile from a railway. Victoria. Most of cleared and all the drained. Price \$2,000 for 10 acres. If you want one or more, write to us. WE WANT TO B three houses in Victoria, \$2,000 to \$3,000. Mr. right, and the terms sell your house for

Have You Your L

In Alberni yet? Do too long. You will know what we are and are selling lots day.

Stranger Victor

Looking for a home, a business or an investment find the best through

HERBERT CURRIE AND COMPANY

616 Fort Street

WANTED-To hire, a

Year's day, at St. James. Arthur D. Chugraner, of Demerits K. Ch 10 years; a native of

APPLICATIONS for

Cove school will be Jan. 1st, 1908. John retary, Retreat Cove.

Births, Marriage

BORN. HUMBER—At Corona Ave., on January 2, 1908, a daughter of a daughter of DAVIES—Jan. 6, at 7th land avenue, Victoria, Arthur Davies, a daughter

HARDIE—On Sunday, 1908, Mr. and Mrs. "Glenday," squib, and

CHUNGRANES—In this

Year's day, at St. James. Arthur D. Chugraner, of Demerits K. Ch 10 years; a native of

TIDE TABLE

The height of the sea level of the lower low tides. This level corresponds to datum to which the Admiralty chart of Victoria refers, as closely as can be obtained.

Victoria, B. C., Jan. 10, 1908.

Mrs. C. I. Smith, of received a cheque for charge a debt of \$225. 1906.

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What the Clergyman Said

Hanover, Ont.—No other class of men have the opportunity to do as much good, and be such helpful influences, as the clergy. Not only in their sermons, but in their daily life, they can teach us the better way of living. The example of the Rev. Mr. Brand, of Hanover, is one to be followed in every home in Canada. Owing to the arduous duties, incidental to his parish, the reverend gentleman suffered severely with liver trouble accompanied with constipation and indigestion. But he quickly found relief, and in a letter, tells how. "I can say I like Fruit-a-tives very much, as I am troubled with Liver Trouble—and shall continue to use them."

"Fruit-a-tives" are made of fruit juices and valuable tonics—and form the ideal combination for the treatment of Biliousness, Constipation, Headache and all Stomach, Bowel, Kidney and Skin Troubles. 50c a box.

10 Acres of Fruit Land

\$300 to \$400 CASH, balance spread over two years on easy payments will secure one of eight pieces of fruit land, 10 acres, each upon good road, 1 mile from a railway station near Victoria. Most of the land is cleared and all the cleared land is drained. Prices \$1,500 to \$2,000 for 10 acres.

If you want one of these come in early. They won't last long. We want to buy two or three houses in Victoria, from \$2,000 to \$2,000. Make the price right, and the terms and we will sell your house for you.

Have You Bought Your Lot

In Alberni yet? Don't put it off too long. You will regret it. We know what we are talking about and are selling lots almost every day.

Strangers in Victoria

Looking for a home, a fruit farm, a business or an investment will find the best through us.

HERBERT CUTHBERT AND COMPANY

616 Fort Street

WANTED—To hire, a bull for January and February; must be dehorned and quiet. Particulars to Eliza, So. Pen- sioner.

APPLICATIONS for teacher at Retreat Cove school will be received until Jan. 15, 1908. John Georgeon, secretary, Retreat Cove, P. O.

Births, Marriages, Deaths

BORN.
HUMBER—At Corona cottage, Topaz Ave., on January 2, 1908, the wife of L. S. Humber, of a daughter.
DAVIES—Jan. 6, at the Grove, Rock- land avenue, Victoria, to Mr. and Mrs. Arthur Davies, a daughter.
HARDIE—On Sunday, 5th January, 1908, to Mr. and Mrs. Norman Hardie, "Glendy," a daughter.
DEED.
CHUNGGRANES—In this city on New Year's day, at St. Joseph's hospital, Athalia D. Chunggran, second daughter of Demetrius K. Chunggran, aged 10 years; a native of Victoria, B. C.

The height is measured from the level of the lower low water at spring tides. This level corresponds with the datum to which the soundings on the Admiralty chart of Victoria harbor are referred, as closely as can now be ascertained.

Table with columns: Date, Time, Ht., Time, Ht., Time, Ht. for various dates in January 1908.

The time used is Pacific Standard, for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height refer to distinguish High Water from Low Water.

The height is in feet and tenths of a foot above the average level of the lowest Low Water in each month of the year. This level is half a foot lower than the Datum to which the soundings on the Admiralty chart of Victoria harbor are reduced.

Mrs. C. I. Smith, of Bradford, has received a cheque for \$441, to discharge a debt of \$2.25 contracted in 1906.

PEITION AGAINST FOREIGN SHIPPING

Being Given Equal Rights With Home-Craft in Coastwise Trade of Canada

SEAFARERS ASK FOR RELIEF

Will Request Ottawa Government to Protect Coasters From Such

The following petition, which is to be presented to the premier, Sir Wilfrid Laurier, and the Ottawa government, is being largely signed by ship-masters and others interested in the upbuilding of the home shipping trade: "We, the undersigned, respectfully call attention to the fact that foreign shipping of several nations has been operating, and is permitted to operate, in the coastwise trade of Canada detrimental to those interested in the upbuilding of the mercantile marine, both in its shipping and personnel in British Columbia and the Dominion of Canada, and whereas to create an unfair competition is exceedingly detrimental to the shipping and business interests of the coastwise trade in the Dominion of the Dominion of Canada, the undersigned ask that you will use your best endeavors to secure the enactment of such legislation as will protect the interests of the coastwise shipping trade from such unfair competition.

"We also beg to point out in connection with the bonded carrying trade between British Columbia ports and the Yukon territory that United States bottoms are admitted to this trade on equal terms with the Canadian bottoms to the detriment of the growth of shipping in this western seaboard; the United States bottoms being privileged to enter this trade in competition with the coastwise carriers of British Columbia under special permit abrogating the coastwise regulations to that extent in favor of these vessels, while no reciprocal benefits are given the shipping interests of the Dominion. We would respectfully ask that this be discontinued.

"With regard to the coastwise privileges in Canadian waters being given to Norwegian and other continental shipping nations by virtue of the treaties held by them with Great Britain and made applicable to Canada the undersigned would respectfully bring to your attention the fact that the detriment wrought to Canadian shipping interests by these vessels is greater than that caused by the granting of privileges to United States bottoms in the shipping trade in bonded freights to the Yukon territory.

"The personnel of the shipping from the European countries whose vessels are given coastwise privileges in these waters, as has been shown by the operation during the past year, of several Norwegian steamers brought into the home trade of British Columbia, have no interests, whatever, in the Dominion of Canada. Moreover, the cost of operation of these alien craft is based on sales of expenses prevailing in Europe. They are provisioned largely, in fact almost altogether, from their home ports in the countries from which they export in the countries from which they sail. The prevailing wage of those manning these craft is but thirty per cent of that ruling on Canadian vessels, which, despite the different conditions which prevail on this coast, must compete with these craft which are so cheaply manned and cheaply provisioned.

"The allowance of these foreign vessels in the home trade of Canada in such unfair competition with Canadian vessels must eventually force the more expensively operated home shipping out of the trade which is its natural right; moreover, it must needs prevent the encouragement so necessary to the upbuilding of the seafaring trades, the younger element of Canadian citizens who otherwise join the shipping profession to seek a livelihood. In other lines, despite the fact that this is a maritime province with a large and valuable seaborne trade, the continuance of the competition of these foreign craft would also have the effect of preventing British Columbia from contributing among its people the personnel necessary for the formation of the proposed Dominion coast protection forces suggested as a nucleus for a Canadian navy, as the continuance of foreign competition limited into the home trade of Canada is impossible to meet. Unless the seafarers of Canada are reduced to the same manner of living as these low-paid, cheaply-provisioned crews of the alien craft allowed to enter the home trade of these waters, Canadian shipping needs have difficulty in holding its own.

"The Australian coastwise shipping regulations have been enacted to protect the home shipping from such unfair competition as that permitted in Canadian waters. The competition of German vessels has worked similar havoc in Australian waters that the Norwegian craft now threaten in British Columbia and the Australian shipowners and seafarers, for their protection, took up the question at the Imperial conference of 1907, as no doubt you are familiar, and secured for their protection such local legislation as forced the unfair competition which threatens the shipping trade of this western seaboard of the Dominion of Canada from the home trade of Australia."

The following nations are now permitted to enjoy all privileges to which the home vessels are entitled in Canadian waters, and which are bought by a Canadian owner has not the same privileges as a vessel of any of the countries mentioned. The owner must pay duty before the vessel can enter the coastwise trade. In this point was the steamer Vado, of the Boscowitz Steamship company. This craft was built in Sweden, and as a Swedish vessel could have enjoyed the same privileges that a Victoria-built vessel enjoys in the coasting trade, but the Boscowitz Steamship company had after buying the Swedish steamer transferred her to the British flag at Liverpool. In consequence the company had to pay duty before the steamer could enter the coasting service. She was registered here as a Canadian steamer and received a cheque for \$441, to discharge a debt of \$2.25 contracted in 1906.

Another Copper Dividend

New York, Jan. 8.—The Tennessee Copper Company today declared a semi-annual dividend of 35 cents per share. For the present six months the dividend is \$2 per share.

Three Hundred Perish

Mail advices from South China tell of a terrible holocaust at Canton, where 300 lives were lost in the burning of a restaurant. A Chinese recently returned from California, bringing a cinematograph machine and a camera, and giving a description of the burning at the Choi Chan restaurant he gave an exhibition with it. Several hundred Chinese had crowded into the place out of curiosity, packing it tightly. The film took fire, there was a panic, during which the burning building collapsed. Telegrams from Canton stated over 300 lives were lost.

WIRELESS ON SALVOR

Installation of Shoemaker Apparatus is Completed—Apparatus for Other Craft

The steamer Salvor of the British Columbia Salvage Company, is now able to communicate by wireless. The installation of the Shoemaker apparatus on the steamer being complete. Messages were exchanged with the various wireless telegraph stations. The steamer's instrument having been proven a capable one. Apparatus has also been ordered for the salvage tug William Joffe. The Dominion government is to provide apparatus for the steamers Quadra and Kestrel. It was expected that these vessels would have been equipped some weeks ago. The apparatus was shipped from eastern Canada, and is expected in a few days.

In the current issue of the Metropolitan Magazine is an interesting photograph of the Salvor, which was the first steamer to carry freight through the Suez canal. The photograph is published as showing the historic vessel. The Salvor was formerly the Danube of the Canadian Pacific Company, and was one of the first steamers operated on the Pacific to the Orient by the C. P. R. She is the second owned in British Columbia to be equipped with wireless telegraphic apparatus. The instrument was placed on the Camoran, but owing to the dispute between the Marconi company and the Dominion government has never been in use. It is owing to this dispute that has caused the delay in installing apparatus on the C. P. R. steamers.

ANNUAL REPORT OF CANADIAN MARINE

Shows Increase of 187 Vessels on Roll—References to Steamers Used in Local Waters

The annual report of the marine department for 1907 says the total number of vessels of all kinds on the register books of Canada, Dec. 31, 1907, was 7,612, with an average tonnage of 654,179, being an increase of 187 vessels, and a decrease of 15,646 tons register as compared with 1906. Assuming the average of 48 tons per ton, the value of the registered tonnage of Canada would be \$13,825,320. The number of vessels built and registered in Canada last year was 397, with a tonnage of 21,741, and with an approximate value of \$978,000. Nova Scotia heads the list of provinces in respect to registered tonnage, with a total of 187,328; Ontario comes next with 180,340, and Quebec third with 143,840. In respect to new vessels built last year, 154 were built in Nova Scotia, 82 in British Columbia and 74 in Ontario. Compared with these figures, Canada comes tenth with the largest number on the list, with Japan eighth and Sweden ninth.

In the annual report of Commander O. G. V. Spain, in charge of the government steamship service, published in the report of the department, the reference to the steamer Quadra is as follows: "This vessel is employed in lighthouse and buoy service in British Columbia. She is an iron steamer 174 feet long, 31 feet beam, and a depth of 13.6 feet, with a gross tonnage of 573 tons. She is commanded by Capt. Hackett. This vessel, though doing good work on the Pacific, is not large enough or fast enough for the large number of extra aids to navigation which it is considered necessary to place on this coast, and I would recommend that a vessel more suitable for the work which has to be performed should be built as soon as possible."

Regarding the Kestrel, the report says: "The Kestrel is employed in the protection of the fisheries of British Columbia waters. This vessel is 126 feet long, 12.2 feet deep, with a gross tonnage of 311 tons. She is a wooden vessel and is commanded by Capt. Newcombe. The conditions of her changed since this vessel was built, that she is now too slow, and it is recommended that a much faster and larger vessel be built.

"The Falcon is a small steamer employed in the protection of the fisheries in British Columbia waters. She is 70 feet, 7 inches deep, with a gross tonnage of 71 tons."

MAY RETURN COOLIES

Japanese Steamer Whose Passengers Are Sick May Have to Take Them Back to Japan

A despatch from Valparaiso says the Japanese steamer Kasso maru has arrived at Africa with her crew on board, and has been placed in quarantine, where her cargo will be discharged. It is not likely that the passengers will be permitted to return, they will probably have to return on the steamship to the port of embarkation.

The steamer Glenfarg, chartered by the Toyo Kisen kaisha, had recently returned to Japan with her immigrants for Chill owing to disease on board.

PROPOSED CHANGE IN U.S. CURRENCY

Bill to Be Introduced by Chairman Fowler and Shaped by Committee

Washington, Jan. 8.—The house currency bill will be introduced by Mr. Fowler and referred to his committee, where it will form the working basis for the framing of a bill of possibly the same tenor and scope. The bill provides that the currency shall be based upon general assets of the banks, to be worked out in this way: The comptroller of the currency will designate throughout the country certain redemption cities, so that there shall be a redemption city within at least twenty-four hours' reach of every national bank. The national banks will indicate to the comptroller the currency to what redemption city they will refer. The comptroller will then select a time and place within each redemption district for the organizing of that district in the following manner: Each national bank in that district, regardless of its total stock, will be entitled to one vote. Representatives of banks will meet at a time and place designated and elect a committee of managers, consisting of seven members. These will elect a chairman, who will become a deputy comptroller of the currency and assume control of the redemption district, except that he shall have no power to enforce the enforcement of the criminal statutes.

Each national bank is authorized to present to the secretary of the treasury national bank notes and legal money in lieu of other bank funds secured by outstanding notes, then if the bank's application therefor is endorsed by the board of managers, the redemption district to which it belongs the bank will receive guaranteed credit notes to the amount of its capital stock. These notes will be subject to a tax of 2 per cent per annum. Each bank will be required to deposit as a guarantee.

Each bank will be required to deposit as a guarantee the amount of its capital stock, and the outstanding bank notes of every national bank. Eighty per cent of this fund is to be invested in United States bonds, and the remaining 20 per cent is to be deposited in the banks of the various redemption cities for the purpose of redeeming the guaranty credit notes of the banks in the various redemption districts. When the national guaranty fund reaches the amount of \$500,000,000, almost simultaneous with the birth of the new law, the government is required to return to the banks the bonds of the various redemption cities, and to get control of the fund. The government will hold a special deposit; the object being to ensure that the banks to get control of the fund. The government will hold a special deposit; the object being to ensure that the banks to get control of the fund. The government will hold a special deposit; the object being to ensure that the banks to get control of the fund.

PRICE OF EGGS OFF TEN CENTS PER DOZEN

Retail Figure Cut Down on Local Market—Other Produce Firm

A drop of ten cents per dozen in fresh eggs has been made by retailers and fresh prices are at a high level for the past few months. A small quantity of fresh eggs is now being sold at a high price, but gradually declined until yesterday the price for the strictly fresh article was established at 60 cents per dozen. Supplies of the island article are coming in freely and should the present mild weather continue, the price of fresh eggs will be further reduced. In other lines of dairy products prices hold unchanged. The Northern spy variety is the local market is being supplied almost wholly by Ontario and Manitoba brands from which there is a steady demand.

In the fruit line prices are easier in some cases. Naval oranges of excellent quality have eased off a small fraction and now are quoted at 25 to 35 cents per dozen. Small quantities of those on the market are of bad color and are ripe owing to the cool weather. Red Cornmeal, per ton, \$28.00. Clover seed, best, per ton, \$28.00. Whole Corn, best, per ton, \$28.00. Middling, per ton, \$28.00. Cracked Corn, per ton, \$28.00.

There has been no change in vegetables and prices hold at the former level. Potatoes, island varieties, are in good supply. A small quantity of Ashcroft potatoes are also in market. Hot house rhubarb is about the only good, better in fact than in previous years. The market for flour and feedstuffs holds very firm. There is a demand for all lines and business is reported good. Few changes have been made in prices and are looked for for some time at least. The hay market continues firm. Prices have been holding firm, but the market is in point of the disposition shown by farmers to hold their hay for better prices in previous years. Following are the local retail prices:

CAMPBELLS' SPECIALS FOR TODAY, FRIDAY AND SATURDAY

In the midst of the thousands of garments tremendously reduced in price in our showrooms for Today, Friday and Saturday's quick selling, we draw particular attention to the six specials to which we give publicity herein. Every family in Victoria should profit from the opportunity to purchase these reliable goods at such unusually low prices.

Underwear

LADIES' VESTS AND DRAWERS, in white and natural, fleece lined. Regular price, per garment, 60c. Our Sale Price... 50c

Hosiery

CAMPBELL'S BEST SILKETTE LADIES' HOSE, high spliced heels, strong double soles, Hermsdorf dye. Regular price 35c. Our Sale Price... 25c

Bargain Table

ON THIS TABLE we have heaped up a large number of sample Suits of Ladies' Vests and Drawers, very reliable goods, in cashmere and all-wool. Regular price, per garment, \$1.25. Our Sale Price... 50c

Ladies' Nightdresses

WHITE AND STRIPED FLANNELETTE NIGHTDRESSES. Regular price \$1.00. Our Sale Price... 85c

HEAVY WHITE FLANNELETTE NIGHTDRESSES, nicely ruffled. Regular price \$1.25. Our Sale Price... 90c

WHITE FLANNELETTE NIGHTDRESSES, embroidery trimmed. Regular price \$1.40. Our Sale Price... \$1.00

PRETTY WHITE FLANNELETTE NIGHTDRESSES, lace trimmed, silk embroidered. Regular price \$1.75. Sale Price, \$1.25

WHITE AND CREAM FLANNELETTE NIGHTDRESSES, trimmed with silk embroidery and ribbon. Regular price \$2.00. Our Sale Price... \$1.50

EXTRA GOOD WHITE FLANNELETTE NIGHTDRESSES, trimmed with lace and embroidery. Regular price \$2.25. Our Sale Price... \$1.75

VERY EXCELLENT WHITE FLANNELETTE NIGHTDRESSES, daintily trimmed with silk embroidery and lace. Regular price \$3.00. Our Sale Price... \$2.25

Flannelette Drawers

In White and Cream, Children's. Regular price 50c. Our Sale Price... 35c

In Pink and White, prettily trimmed. Ladies'. Regular price 60c. Our Sale Price... 45c

In White, hemstitched ruffles. Ladies'. Regular price 70c. Our Sale Price... 50c

In White, with deep embroidered frills. Ladies'. Regular price 80c. Our Sale Price... 75c

Flannelette Underskirts

In White and Cream, nicely trimmed, deep flounce. Regular price 90c. Our Sale Price... 75c

In White, trimmed with embroidery and insertion. Regular price \$1.25. Our Sale Price... 90c

FANCY FLANNELETTE DRESSING GOWNS, blue, red, pink, cardinal, etc., fitted with large collars.

ANGUS CAMPBELL & CO.

The Ladies' Store
Promis Block, Government Street, Victoria

Feed Wheat, per ton	\$40.00	Butter	
Oats, per ton	\$34.00	Walrus, per lb.	30
Barley, per ton	\$34.00	Halibut, fresh, per lb.	8 to 10
Hay, Fraser River, per ton	\$25.00	Halibut, smoked, per lb.	8 to 10
Red Cornmeal, per ton	\$28.00	Cod, fresh, per lb.	6 to 8
Whole Corn, best, per ton	\$28.00	Flour, fresh, per lb.	6 to 8
Middling, per ton	\$28.00	Flour, white, per lb.	6 to 8
Cracked Corn, per ton	\$28.00	Salmon, fresh, per lb.	10 to 12
		Salmon, smoked, per lb.	10
		Clams, per lb.	30
		Oysters, Olympia, per pint	40 to 50
		Oysters, Toke Point, each	40 to 50
		Strawberries, per lb.	25 to 30
		Smelts, per lb.	10 to 15
		Herring, kippered, per lb.	8 to 10
		Finnan Haddie, per lb.	8 to 10
		Meat and Poultry	
		Mutton, per lb.	15 to 20
		Lamb, per lb.	15 to 20
		Veal, dressed, per lb.	15 to 20
		Geese, dressed, per lb.	12 to 15
		Ducks, dressed, per lb.	10 to 15
		Chickens, per lb.	10 to 15
		Chickens, per lb., live weight	12 to 15
		Chickens, broilers, per lb.	10 to 15
		Guinea Fowls, each	1.00
		Pigeons, dressed, each	50 to 75
		Rabbit, dressed, each	50 to 75
		Ham, per lb.	15 to 20
		Bacon, per lb.	15 to 20
		Beef, per lb.	15 to 20
		Pork, dressed, per lb.	15 to 20
		Judge Ermatinger, of St. Thomas, holds the fishermen are not so many. A new jail is needed at Woodstock, the present building being overcrowded.	

REVENUE CUTTER WILL PATROL OFF THE CAPE

This is the United States revenue cutter Thetis has been ordered by a despatch from Washington to proceed from Port Townsend, her station, to Neah Bay and remain there to aid vessels in distress until the government life saving boat, which is to be stationed there permanently, is completed. The order of Capt. Ross came as a result of a request recently made by Senator Piles at the instance of the Chamber of Commerce and Seattle shipping interests that the government hire a sea going tug to be stationed at Neah Bay during the coming winter.

Revenue cutter Thetis was built in Dundee, Scotland, in 1881, being originally intended for a whaler. She is of 1,250 tons burden and has a speed of about eight knots. Soon after the cutter was built the United States government was looking for a ship to dispatch to the relief of the Greely Arctic expedition, and in 1889 she was purchased and sent on this mission.

The Thetis was the vessel which discovered the Greely castaways and brought them back to civilization. After this adventure she was made a warship, and served as one until when she entered the revenue cutter service. Capt. Andrew J. Henderson is commanding officer of the cutter, and First Lieut. Philip Lauriat is executive officer.

RAILWAY TROUBLED BY MONEY SHORTAGE

Chicago Great Western to Be Placed in Hands of Receivers

London, Jan. 8.—The expected meeting of the note-holders of the Chicago Great Western railway company with A. B. Stickney, president of the company, was held this afternoon. It was decided to appoint a receiver for the company, to maintain the status quo during the time necessary to prepare a first mortgage bond covering all the indebtedness of the road, and to obtain a vote of the stockholders on this measure. There were many note-holders at the meeting.

The decision of the finance committee met with the approval of the note-holders. After the meeting President Stickney said to a reporter of the Associated Press: "The Chicago Great Western fortunately has no mortgage. It issued a lot of notes which matured during a time of financial depression, as is usually the case, and consequently could not pay them."

Mr. Stickney will return to the United States by the Mauretania, which leaves Liverpool Saturday. St. Paul, Minn., Jan. 8.—Judge Sandborn this afternoon appointed A. B. Stickney and C. A. J. Smith, of St. Paul, receivers for the Great Western railroad. Kellogg and Severance were appointed attorneys for the receivers. The appointment of receivers followed the inability of the company to meet obligations falling due in 1908, and the failure to secure an extension of the obligations. Loss as a result of the boiler-makers strike of last fall is given as a partial cause for the financial straits of the road. It was also pointed out in the proceedings this afternoon that during the last three years the road has spent \$19,000,000 on reconstruction.

The petition for a receivership was filed on behalf of the stockholders and the financial committee by John A. Hamird, of Minnesota, George P. Meyer, of New York, and Ward Cummings and Alexander Warren of Great Britain.

Stille W. Burr, of St. Paul, appeared as attorney of record for the complainants, and a Frank B. Kellogg, of St. Paul, made a statement to the court of the condition of the road and the grounds on which a receivership was asked.

As soon as the petition of the complainants had been filed an answer was filed on behalf of the board of directors, who met this afternoon and voted to become a party to the receivership proceedings.

In answer for the appointment of a receivership, Mr. Kellogg said that the assets of the Chicago Great Western consisted of four classes of property, two of which need be considered in the receivership proceedings. These are the preferred "A" and the debenture stock, each of which represented fifty per cent of the original first mortgage bonds.

The preferences of these two classes of stock are secured by a trust deed to the Manhattan Trust Co. of New York. There will be a default in the payment of these obligations on January 15, said Mr. Kellogg.

Further outlining the condition of the road, Mr. Kellogg said the Great Western owes \$10,653,413 now due or falling due within the next four years, of which notes to the amount of \$548,000 have gone to protest. The sum, exceeding \$10,000,000, said Mr. Kellogg, is part of the \$19,000,000 spent by the Great Western in the last ten years in rebuilding the road. There were due last month notes to the amount of \$50,000 sterling and there will be due during the rest of January notes aggregating \$238,200 sterling. The total amount of obligations due during 1908 is \$2,842,000.

Mr. Kellogg said that the Great Western, which is an Illinois corporation, owns in fee, without mortgage, lines railroad in Iowa, Minnesota, Kansas and Missouri. It also owns terminal lease of a line from St. Paul to Minneapolis.

In addition, the Great Western owns all the stock of and operates the Mason city and Fort Dodge railroad, a line about four hundred miles long. This line is mortgaged for \$12,000,000.

The Great Western also owns stock of the Wisconsin, Minnesota and Pacific, which is bonded to the extent of \$5,315,000, and of the Dekalb and Great Western, capitalized at \$100,000,000. Mr. Kellogg pointed out that under the law of most of the states in which the Great Western operates, creditors might secure an attachment on its properties, including the road and preventing it from fulfilling its obligations to the public.

Primarily on this ground, the possibility that it might be prevented from performing its functions as a common carrier, Judge Sanborn issued an order for the appointment of the receiver. He also gave as an additional ground, the fact that a judgment of \$700,000 had already been secured against the road.

EXTENSION OF E. & N. Engineers of Canadian Pacific Railway Traveling Over the Proposed Route

The route of the extension of the E. & N. railway between Wellington and Nanossee bay is being inspected by C. E. Cartwright, chief engineer of the Pacific division of the C. P. R., and A. R. Bainbridge, assistant engineer. The two engineers left Nanaimo yesterday morning and will carefully inspect the ground upon which grading will be commenced as soon as the contracts for which tenders have been called for are let. Tenders must be in by January 20, and it is hoped to have the steel laid early in the year. Some 600 or 800 men will be employed in this work, which will bring up the total number of men employed on the extension of the road to nearly 1,200.

MISSION JUNCTION BRIDGE

Petition Asking Government to Co-Operate With Railway is Received

A petition has been received by the provincial government, signed by many hundreds of the residents of the district asking that the provincial authorities take steps to co-operate with the C. P. R. in the building of the bridge across the Fraser river at Mission Junction. The C. P. R. will build the bridge, and it is pointed out by the petitioner that provisions could be made when the bridge is constructed for vehicular and other traffic. Traffic bridge will ultimately be necessary, and by building in conjunction with the C. P. R. it can be done at a much smaller expense.

The proposal has been taken under advisement by the government.

HON. RICHARD MCBRIDE TOURS THE ISLANDS

Tendered a Dinner Last Evening by the Conservatives of Sydney District

Hon. Richard McBride, with A. E. McPhillips, K. C., M. P. P. for the island, yesterday on a tour of that constituency. Last evening dinner was tendered the premier at the Sydney hotel, Captain Clive Phillips, Volley, president of the Conservative Association for the district was chairman. Stirring addresses were delivered by the premier, Mr. McPhillips, the chairman and others. Today Mr. McBride with Mr. McPhillips leaves for Salt Spring Island. They return to the city tomorrow evening.

DUBLIN CASTLE THEFT

Commission Appointed to Investigate Matter, at Request of King Edward

Dublin, Jan. 8.—The government has at last appointed a commission which is to solve the mystery of the disappearance of a portion of the state regalia, valued at \$250,000, from Dublin castle. The authorities have been impelled to this step by reports that the jewels are known to have been deposited as security for a loan. It is understood that King Edward has insisted that the matter be cleared up.

Transformation of Energy.

The latest science recognizes at least nine different forms of energy into which a single force may pass and re-pass without diminution or loss. That of course, is the great discovery of modern science, that energy may be transformed from one form into another, but cannot be destroyed.

What we call death is not annihilation, it is only a change of energy. Death is simply the breaking up of life into new and more multiplied forms of life.

Not immediately was the bearing of this scientific law on the doctrine of immortality recognized. And yet, as the mind adjusts itself to the almost protean forms of energy, it becomes apparent that life itself, which is the highest form of energy we know, must inevitably become subject to this law. Death, when it touches a human life, is not destruction of energy, it is simply a change, through which life passes into some new form of activity.

Your candle, for instance, burns down to the socket and after a flicker or two, goes out. To the eye of sense that is the end of your candle, and it has been used over and over again as the image of death. But, according to the law of the conservation of energy, the light and energies of that candle are not lost. They have passed into other forms of energy, more subtle, but not less real.

A log is slowly consumed upon the hearth. Nothing remains but a heap of flimsy ash, but the light and energies of that log are not lost. The life which was in the log is deposited in that log certain forces, and the fire has liberated these forces in other modes of activity. The whole universe is a vast area of ceaseless, indestructible energy, of which life is the highest type.

Within the last half dozen years science has emphasized still another fact, namely, that the more powerful a force is the less visible it is to human sight, and the more important of recognition. The energy of radium, for example, is so tremendous that the hundredth part of a grain of radium dropped into its own weight of water will change the temperature of that water from the freezing point to the boiling point in a single hour.

It is, of course, admitted that this does not prove immortality of the individual soul by any means, but it does prove the indestructibility of life. Religion has surely gained a magnificent trophy from science when science tells her that life is an indestructible element in the universe.—North American Review.

Pithy Sayings
Love's sooner felt than seen.—Phineas Fletcher.
The great thing is to love—not to be loved.—Mrs. Craigie.

Love is something that begins in sensation and ends in sentiment. Valour is still valour. The first duty for a man is still that of subduing fear.—Carlyle.
Heaven sends us back to the burden. What a nice thing it is to think that it should be so, isn't it?
The rule for the giver and receiver of a favor is that the one should straightway forget that he has given it, and the other should never forget that he has received it.

"Never be doing nothing.—Sir Walter Scott.
No man can make a mistake without learning something.
He that lacks time to mourn lacks time to weep.—Sir H. Taylor.
Do more than you are paid for. Remember it takes some people a long time to pay their bills.
Some people make some people, and importance others, but indispensability attaches to no one.
All great men have been dreamers and have had dreams of the future. But not every dreamer has been a great man. The truly great man is a practical idealist.—M. W. Dunn Foster.

The Bishop of Oporto is said to be the only bearded Catholic bishop in the world.

SCHOOL TRUSTEES ADVISE GOVERNMENT

Delegation Submits Series of Resolutions Adopted at Convention

(From Thursday's Daily.)
Free text books and medical inspection of pupils in the public schools were the two chief subjects pressed by the delegation from the Provincial School Trustees association which met at Victoria, B. C., last evening. The list of resolutions is a long one. They were adopted by the association at its convention in September last.

The delegation of P. Peoples, president, New Westminster; C. H. Strutt, secretary, Kamloops; J. J. Douglas, secretary, Vancouver; H. N. Cousar, Revelstoke; Mayor A. E. Planta, Nanaimo; and Supt. W. F. Argue, of Vancouver.

The provincial government promised to give the suggestions full consideration.

The following are the resolutions offered:

1. Resolved: That the government be asked to provide a flag for all rural schools.
2. That the necessity be urged upon the government of a thorough and systematic medical examination of all public school children and teachers.
3. That the council of public instruction be urged to amend the regulations so as to permit teachers who have taught successfully a number of years to write on a part of the additional subjects yearly a first class certificate is obtained.

4. That the health conditions in our schools can be improved, and that generally the school surroundings can be beautified and improved.
5. That this institute strongly favors where practicable the centralization of school work.

6. That the government be urged to increase the grant to rural schools and to rural municipalities to a minimum of \$540 instead of \$480, as at present, or above the \$540 dollar for dollar, contributed by the district.
7. That our schools should teach more along industrial and agricultural lines; that education should centre more towards rural and less around the city.

8. That it is especially desirable that the children attending the public schools of this province should be fully instructed in the various forms of government—Dominion, provincial, municipal and school—in order that they may be fitted to fulfil their duties as citizens of this province.
9. That section 43 of the school act be struck out or so amended as to make it compulsory for the council to board up to the amount of their estimates as authorized by section 42 of the school act and passed by the council.

10. That the government be requested to provide equipment for manual training schools.
11. That in the opinion of this institute, the time is not far distant when the government will be called upon to arrange for pensions for long service teachers.

12. That the questions set at examinations for high school entrance be within the scope of the text books and on the subject under examination.
13.—That marks for drawing at the high school entrance examinations should be given on the work done in the presence of the examiner.
14. That the government of British Columbia be asked to provide free text books for the public schools of the province.

15. That the government be asked to assist in securing school libraries for rural and assisted schools by giving an equal sum for any amount levied by a district for such purposes.
16. That the government be requested to consider the advisability of establishing a technical school of education in the province.

17. That it is in the interests of education that the scope of the school of this province be broadened so as to include the support of night schools for the benefit of the population as might be thought advisable, and that direct subsidy to the existing boards of trustees or by subsidizing outside public effort.

GREATEST OARSMAN OF ALL IS LAID AT REST

Funeral of Ned Hanlan in Toronto is Attended by Numerous Friends

Toronto, Jan. 7.—Amid many tokens of public sorrow, the funeral of Edward Hanlan, the former champion oarsman of the world took place this afternoon in the Necropolis cemetery. The funeral procession was a very lengthy one.

All morning great crowds of people visited St. Mary's church, where the body of Hanlan lay in state preparatory to burial this afternoon. The city council, civic officials and athletic and rowing clubs attended the funeral, while many of his old-time sympathizers from all over Canada and the United States were also in attendance.

Edward Hanlan, who was regarded by oarsmen for so many years as invincible, was born in Toronto July 12, 1850, and early evinced a fondness for rowing. His first victory was gained in 1873, when he contested for the amateur championship of Toronto Bay against Williams and McKay. In 1874 he defeated London, of Toronto, for the championship of Burlington Bay, and at the same regatta was one of the winning double-scullers in the two mile race. In 1875 he again defeated London in a mile race. A victory followed victory, and after defeating all Canadian oarsmen he rowed in 1876, during the Centennial Exhibition in Philadelphia, in the contest between the professional oarsmen in the Centennial regatta he carried everything before him. Sept. 6, he rowed the final heat for the championship against Bradley, of St. John, defeating him and lowering his record to 21.09, which was the best time then on record for a three-mile race. By the breaking of an outrigger, Hanlan was defeated by Plaisted at the Silver Lake regatta, Boston,

June 13, 1877, and Oct. 3 of the same year famous race between Hanlan and Charles E. Courtney was rowed at Lachine, on the St. Lawrence river. The distance was five miles and the purse \$3,000. Hanlan winning by a length and a half. That year he defeated all the famous oarsmen in America, and in '78 set sail for England, where his lucky star did not desert him, and after defeating the English champion he returned to America and rowed the 24-mile course at Chataqua, Oct. 16, in 33.55, the fastest time on record. This was at the time when Courtney alleged that his boat was sawed and that he could not row. Hanlan, however, met his Waterloo in New South Wales, Australia, where he was defeated by Beach for the championship of the world, and again by John Teemer, of McKeesport, Pa., at Pleasure Island, N.Y., Oct. 24, 1885. No person who has any knowledge of rowing matters will dispute the statement that Edward Hanlan was the greatest oarsman that ever lived. To hold a sporting championship of any kind for eight years is an unusual achievement, and particularly in rowing, as the records of all other champions attest. The world has never had an oarsman so highly honored in various parts of the earth as Hanlan. He was the idol of the scullers of three continents for a period of years unusual in length, and was certainly in his day the most famous man there was.

After defeating all local oarsmen he went to the Centennial regatta in Philadelphia in 1876, under the most painful circumstances, very badly booted, without a trainer, and he relied upon his own resources. Yet he won the championship of America, defeating all the most prominent scullers in the world, and was the champion of the world for several years. In 1876 he was the champion of England from Elliot, returning to America he defeated Courtney on Matagosa Lake. In 1880 he went to England, again and defeated Trickett, the Australian giant, and also won from Elias Laycock, another Australian. During 1881 he did very well, rowing the world's greatest exhibition, but in '82 went back to England and rowed Boyd on the Tyne for the championship. He easily won from Trickett again on May 2, 1882. He visited Australia in 1884, where he met and defeated Elias Laycock, but was finally beaten by Beach, since when Hanlan has done very little rowing. In all he has rowed in over two hundred races and regattas and lost about fifteen in all that number. This marvellous record certainly entitled him to be considered the greatest oarsman the world ever saw. He was not only the greatest living authority on rowing, but probably the best versed individual on the methods of the last few years. His work as a coach in Toronto has been distinguished by his determination to have things his own way, to which was attributable his break with the Argonauts. Whatever value is to be had from the work of a coach, Hanlan was able to give better than any other person. He knew how individual rowing should be done by the best of all experience. He witnessed the work of the greatest eight in the world, and was a man of keen observation and vastly superior intelligence to the average oarsman.

World's Championships.
In connection with this subject the following history of world's champion sculling contests will be read with interest.
For about ten years prior to 1876 several races had been rowed between English and American champions, but in these nothing higher was aimed than the championship of America. No mention was made of the world's championship. In 1866, H. Kelly, the champion of England, defeated J. Hamill, champion of America, in two races, rowed on consecutive days. In 1869 J. H. Sadler rowed over the Thames course and claimed forfeit from W. Brown, champion of America, who was too ill to start. Other races took place between America and England, but they are not of much interest. In Australia several

Youngs January Sale Offers a Matchless Opportunity to Buy Lace Curtains

We have just opened up large consignments of Nottingham Lace Curtains received direct from the manufacturers. On these Curtains, at our regular figures, you would save the middleman's profit, but we have decided to reduce them still further, and offer them at our January sale prices:

NOTTINGHAM-LACE CURTAINS
All bound edges, 2½ and 3 yds. long, very handsome new designs.

January Sale Price Per Pair 65c, 75c, \$1.00, \$1.35 and \$1.50

Every pair of Lace Curtains in our store drops in price during this Sale, as does the price of Dress Goods, Whitewear, Millinery, Skirts, Petticoats, Fancy Linens, etc., etc.

Great Price-slashing in Blouse Department. All Lawn, Muslin, Cashmere, Mohair and Silk Waists reduced enormously. Lay out your money and lay in a stylish bargain; you will never regret it.

Henry Young & Co.
"The White House"
Government St.

good English scullers had met with defeat, notably J. Candlish and White. In 1873 R. Green, champion of Australia, rowed R. Chambers for the championship of England, and was easily defeated, but it was not until Trickett and Sadler met in 1878 that the higher title was definitely staked. The following is a summary of all the contests for the world's championships which have occurred since then.
1874, June 27.—Edward Trickett, champion of Australia, met and defeated J. H. Sadler, champion of England and America, in a race for the world's championship. Trickett won easily and thus became the first acknowledged champion of the world. He was not left in quiet possession of his laurels long, however, as J. Higgins, of England, who had been rapidly coming to the front, promptly issued a challenge. For some reason the race was ignored, and the champion returned to Australia, where, upon his arrival, he was accorded a splendid reception.
1877, June 30.—E. Trickett met and defeated Michael Rush on the Parramatta in a race for the championship. Rush used a fixed boat seat, Trickett a slide. The race was well contested and witnessed by a crowd on float and ashore which has seldom, if ever, been exceeded in number. It was known that was accorded a splendid reception.
1877, Aug. 23.—Trickett was called again to defend his title, the challenger being Elias Laycock, his fellow-countryman. Trickett was vastly Laycock's superior in point of skill and won rather easily. After this race there was little more rowing for Trickett in Australia, he having proved much too fast for his local rivals. Meanwhile, in America a wonderfully fast man had come to the front. This was Hanlan, the first man to find out the real value of the sliding seat. He issued challenges—quite absurd, challenges they seemed to those who knew the man—and Trickett, feeling nettled that so small a man should put forth such boastful claims, agreed to meet the Canadian on the Thames. The idea of defeat never entered the head of Trickett nor his Australian admirers. It wasn't possible—from their point of view—a big, powerful, finished oarsman, was nothing to learn in the hands of a little Yankee blowhard, as they termed Hanlan.
1880, Nov. 15.—Edward Hanlan, of Toronto, beat E. Trickett, of Sydney, on the Thames, for the championship of the world and \$5,000 a side. The race was easily won, and won all the way, and Hanlan had plenty of time on his hands to amuse the public by antics which at that time were thought objectionable. Trickett's defeat was more than painful to himself and friends. It was simply complete.
1881, Feb. 14.—E. Hanlan met and defeated Elias Laycock on the Thames for the championship of the world and \$5,000 stakes. Hanlan had just as easy a victory as against Trickett.
1882, April 8.—E. Hanlan defeated R. W. Boyd on the Tyne. The race was remarkable only for the fact that it was the last time that an Englishman was a claimant for the title, until the advent of Harding.
1882, May 1.—E. Hanlan, for the second time, and more easily than the first, defeated E. Trickett on the Thames for the championship of the world and \$5,000. At this time no one in America possessed temerity enough to challenge Hanlan in a race for the championship, so Hanlan decided to make a trip to Australia in search of laurels. Laycock challenged Hanlan and the defy was promptly accepted by the Canadian.
1884, May 23.—Hanlan defeated Elias Laycock on the Nepean, for the championship. Hanlan was anxious to row against any man Australia could produce, as his remarkable successes had given him unbounded faith in his ability to win. Beach for some time had been looked upon as a very promising man and there were many who firmly believed he could beat Hanlan, consequently a race was arranged as quickly as possible.
1884, Aug. 16.—W. Beach, of Dapto, defeated E. Hanlan on the Parramatta for the world's championship and \$5,000. The challenge was made, now passed to the keeping of the Austral-

BIG REDUCTIONS IN RAINCOATS TODAY AT FIT-REFORM WARDROBE 1201 GOVERNMENT STREET

ians, and so far it has been ably defended by a succession of first-class men. Hanlan, however, was not prepared to take his place among ex-champions without another trial, so a match with Clifford was arranged, but a match with Clifford was a prior fixture for Beach.
1885, Feb. 28.—Beach defeated Tom Clifford, also of Dapto, and an old rival. The race was a close one and proved Beach to be a very determined man over any course or distance. Clifford was a good man, but he had one weak spot—a want of staying power.
1885, March 28.—Beach again beat Hanlan on the Parramatta for the championship and \$5,000. Hanlan's defeat was decisive, but he was not quite satisfied, as the heat of the Australian summer had weakened him and made his training difficult. He soon after returned home, leaving Beach the recognized champion of the world.
1887, Nov. 26.—W. Beach, for the third time defeated Hanlan, the race being rowed on the Nepean, at Penrith. The stakes were again \$5,000 and many were the good wishes that accompanied him.
1887, Nov. 26.—Peter Kemp easily defeated T. Clifford on the Parramatta for the title and \$5,000. This quite settled Clifford's claims—Hanlan's turn came next.
1888, May 6.—Peter Kemp met Hanlan for the championship and \$5,000. Kemp won but Hanlan was not satisfied and quickly challenged again. Beach, who had just won the title, defeated Hanlan for the title and \$5,000. It was a fairly good race, but much in favor of Kemp. Hanlan was crestfallen; his money, his friends and his great reputation were almost gone.
1888, Oct. 27.—Henry E. Searle defeated Kemp with ease for the championship and \$5,000. It was a great surprise to Kemp after his followers for Searle, at that time, was almost unknown. One race satisfied Kemp, and Hanlan had no desire to meet the new man, neither had anyone else in that part of the world.
This was the close of Hanlan's remarkable career as a champion sculler. A few years later he went to Columbia university to coach, where he remained for three years, returning to Toronto where he remained until his death.

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BILL PRESSED

California Representative Japanese Emigration

ISHI SPEAKS

Reiterates His View of De-ure

7.—Representative of California President Roosevelt Immigration question for Japanese expressed by the Call although it is un-identical has not been of discouragement in view of the negotiations between the United States.

reply to a cable-gram sent to Count Ito by the Japanese government's sentiment American situation. The Canadian governmentized by eminently here are no insur-ances in the nego-iations to believe that ment will soon be

While the selection of Japanese Ambassador succeed Viscount has not been of- it is admitted at the appointment Press understands have been forwarded large d'affaires at the state-ment of Baron y in making the ably due to the government of Ambassador

Jan. Departs. 7.—Viscount ambassador to Amer- recalled from Wash- ington, called for on the Pacific a. Before he sail- ed not discussed or upon immigra- diplomatic matters from Washington, contrary notwith-

and several local were at the dock and his party off. Congress Designated Change in Emigration

7.—A navy re- garded to put the basis both as a "dustry." It was introduced by Mr. Daw- son of the house of affairs. The bill measure the result exhaustive investi- gation by several committee on naval ideas the navy into the latter by the hon- orary secretary to the assistant secretary, I officer not below the latter by the hon- orary secretary, who shall

CARDINAL ent That Red Hat on Archbishop Quebec is semi-officially Archbishop Begin, of the cardinal at the 1898. He had then administrator of coadjutor to Car- tholic title of

n. 7.—The direct- Northern railroad rterly dividend of r. Bryan. 7.—The Demo- cratic committee here- torted W. J. Bry- ce presidency.

Fire. 7.—Damage to 6 was done by a last evening on peckerby and Mc- rook's target, pit- roofer's supplies- antity of rat, pitch ummable materials es, and the flames at on fire. The most destructive dose proximity of to the large gas and Power com- The fire in progress from spreading to

Quebec judgment has been of the province of arbitrators ap- the claims of On- regard to the The amount of \$100,000, which Ontario lied upon to pay in favor of the The arbitrators d no jurisdiction

AN INVITATION TO SIR HIBBERT

Deputation Requests Him to Become Candidate in Vancouver

DEFINITE REPLY NOT GIVEN

Venerable Sir Charles Tupper Speaks Strongly on the Party's Position

Vancouver, Jan. 6.—A deputation of Orange Conservatives of Vancouver, not as representing the Orange body, but as electors in an independent capacity, interviewed Sir Charles Hibbert Tupper at his residence late tonight, asking him to become a candidate in Vancouver at the next federal election.

Sir Hibbert in reply did not give a direct answer, but after indicating the growing prospect of a Conservative victory at the next election, declared he was in the hands of the party as to where he should run. He stated that he had already accepted the nomination, but said it would be quite unique if he ran in both constituencies, because one was on the Atlantic shore and the other on the Pacific. He gave no further indication of his intention except that in a political review of events since the advent of the Laurier administration and his own retirement, he declared that the country had been de- feathered from one end to the other. He referred to the differences that came over the Remedial Bill, but stated that the signs of the day were pointing to a reunion of the Con- servative party from one end of Can- ada to the other.

But the feature of the evening was the speech of half an hour, in which he reviewed politics since his last con- sideration. He declared the Liberal government had adopted practically the entire platform of the Conservative party, which they formerly despised. He instanced the opposition which the Liberals made to the building of the C. P. R. to British Columbia, and the Conservatives, before the face of possible defeat, had championed the building up of the west. Referring to the 1900 election, the former Premier declared that Sir Wilfrid Laurier went to the country with a majority of twelve seats in Ontario, but that he, Sir Charles, in the face of the oppo- sition of the Ross and Laurier Govern- ments of that day worked a revolution, securing eighteen seats majority for the Conservatives in Ontario. If he could do that, then Mr. Borden can, with the help of Ontario, Manitoba and British Columbia, do the same for the Conservative party, which he saw on all sides, win in the next election.

The aged statesman made a wonder- ful speech. Joseph Martin in Winnipeg. 7.—Joseph Martin, K. C. is in the city. Winnipeg's Good Health. 7.—The report on the infectious diseases in Winnipeg during the month of December shows the health of the city in remarkably good con- dition, there were only two deaths during the month.

First Immigrants of Year. 7.—The first im- migrants of the year will arrive to- morrow at the country, and they landed a few days ago on the Empress of Brit- ain. C. P. R. Warehouse Burned. Humboldt, Sask., Jan. 6.—The large warehouse on the C. P. R. used for storing repairs and oils was burned to the ground today. The estimated loss is \$5,000. The fire started from an overheated stove. Killed by Dynamite. Kenora, Jan. 6.—Two brothers named John and Joseph Dwyer, aged 35 and 25 respectively, were instantly killed by an explosion of dynamite at Sullivan's mine at Hawk, on the transconti- nental work.

Inherits Estate. St. John, N. B., Jan. 6.—Ada V. Bay- ard, niece of the late Dr. W. Bayard, is heiress to his entire estate, which is valued at \$27,300. Centre York Toronto, Jan. 6.—There will be no recount in Centre York. There are 19 spoiled and 18 rejected bal- lots, and even should all these be ac- cepted, the Liberal, would still have a majority of 8. Fatal Fire in San Francisco. San Francisco, Jan. 6.—Three persons lost their lives by a fire which destroyed the building at the French hospital used as a laundry and elec- trical power plant, early today. The third body was discovered after the flames had subsided. It is believed to be that of the wife Michael Fernie. The latter and John Hons, two laundry employees, were found by the firemen on their first search of the burning building.

FUND DWINDLES Vancouver Likely to Need Another Loan for Completion of Water Works Extension Vancouver, Jan. 6.—Civic officials are at the present moment making a calculation when the city stands with reference to the expenditure un- der the \$750,000 by-law for the exten- sion of the city waterworks, the chief work of which is comprehended in the Seymour creek system now un- der way. The plans for next year's work are being laid and the question of the amount of money remaining is being discussed. It is estimated that the amount of money remaining is about \$100,000, which is not suffi- cient to complete the Seymour creek system. The by-law received a heavy blow when the recent sale of bonds at 85 cents was made, this rate necessitating immediately striking off of \$90,000 from the available funds. In addition, it is pointed out that the price of labor and material has advanced 20 per cent higher than at the time when the original estimates were prepared, thus making another unexpected large debit. The accounting now in progress is

numbering thirty-two, reached a near- by lighthouse. The Housatonic was built at Barrow in 1893. She was owned by the Anglo-American Oil Company of London, and was formerly named the Northern Light. Seven Men Drowned Leavenworth, Kas., Jan. 6.—A skiff containing nine workmen was being rowed across the Missouri river near Kickapoo, Kas., today when it over- turned and seven of the party were drowned. Electric Power in Ontario Toronto, Jan. 6.—Fourteen western Ontario cities and towns today voted on the cheap power system of the hydro-electric commission, and the re- sult in nearly every case was over- whelmingly in favor of the establish- ment of civic powers.

Another Battleship Accident. San Diego, Cal., Jan. 6.—In an ac- cident on the United States battleship Nebraska, now at this port, several men were injured. Only meagre in- formation is at present obtainable. The accident appears to have been caused by loss of control over a crane, which swept through a group of sailors. One report is that two were killed and their bodies swept overboard. Japanese Colony Vancouver, Jan. 6.—A Japanese colony will be established along the line of the Canadian Pacific railway twenty-five miles east of Calgary. That was the statement made by Mr. Nag Tany, a prominent Japanese, and one who is in close touch with the present council of the Japanese Em- peror. He was in Van- couver this morning on his way to Victoria, and will take boat there for the Orient. Mr. Nag Tany has purchased 10,000 acres of irrigated lands east of Cal- gary, and the sugar beet industry will be undertaken. The pick of the agri- cultural land will be brought out to populate the land, and the work is ready for occupation some time this year. It is proposed to bring out one hundred in the first detach- ment, and this will be enlarged, and is opened up. In connection with the importation of these people, Mr. Nag Tany has organized a company with a capital of \$250,000. While the growing of sugar beets will be the principal industry, garden produce will also be grown, and every effort made to establish an agricultural district that will be lacking in nothing. A big sugar refinery is amongst the plans of the project, but this will not be built until the production of sugar beets is ample to justify the undertaking. Mr. Nag Tany is a graduate of the Ontario Agricultural College at Guelph, Ont., and is con- siderably well equipped in the matter of scientific agriculture.

JAPANESE COLONY

What was the source of this report. Many Japanese newspapers com- mented on this, especially following the publication of the interview with Hon. Mr. Lemieux in which he stated that Canada had been led to under- stand by the consul-general that there would be a limitation of emigration. The Japan Gazette in its "Current Topics" column says in this regard: "We note in the Jiyu Tushin, Lib- eral News Service, that its report of Mr. Lemieux' declaration, to the effect that the Canadian government had been led to understand that a limita- tion of Japanese emigration would be enforced after the conclusion of the United States-Japanese treaty, is dis- counted as a rumor. For to return the government is not apt to base its action on unsound premises."

THOUGHT TO BE MOUNT ROYAL

Steamship Resembling Miss- ing Lined Off the Irish Coast LAKE MANITOBA TO SEARCH Canadian Pacific Officials Feel Confident of Vessel's Rescue Montreal, Jan. 6.—A despatch from A. Piers, manager of the steamship lines of the Canadian Pacific railway, says: The steamer resembling the Mount Royal has been reported in a position 250 miles west of Fastnet light, south- west corner of Ireland. The Canadian Pacific railway steam- er Leake Manitoba, which has been held in readiness at Liverpool for the past ten days, was immediately de- spatched to the assistance of the Mount Royal. This latter steamer is now thirty days out from Liverpool, bound for St. John, N. B., and the anxiety which has been felt is greatly relieved by this news from Liverpool. The Canadian Pacific railway officials are very hopeful that in a day or two they will be able to announce that the missing ship with her passengers and crew have been safely towed to port. No details are as yet available as to the cause of delay, but it generally believed to be due to a breakdown of her machinery or propeller.

REPORTED BY SPANARD

Liverpool, Jan. 6.—The Spanish steamer Vivian, which arrived here to- night from Pensacola, reported sight- ing on Jan. 3, 250 miles from Fastnet, Ireland, a steamer resembling the long overdue Canadian Pacific railway liner Mount Royal. The Vivian was unable to ascertain the name or to read the signals of the supposed Mount Royal. Officials of the C. P. R. are confident that the steamer sighted is the Mount Royal, and have decided to send a steamer Lake Manitoba in search of her, assuming that she is a cripple be- cause of broken machinery. The Mount Royal was from Antwerp Dec. 7 for Halifax, and is about twenty days overdue at that port. She carries a passenger list of 304 per- sons, made up of immigrants princi- pally from southern Europe, and also had a crew of about one hundred men.

LOCAL OPTION IN ONTARIO

Toronto, Jan. 6.—Voting on local option took place in 95 Ontario munici- palities today, which arrived here to- night from Pensacola, reported sight- ing on Jan. 3, 250 miles from Fastnet, Ireland, a steamer resembling the long overdue Canadian Pacific railway liner Mount Royal. The Vivian was unable to ascertain the name or to read the signals of the supposed Mount Royal. Officials of the C. P. R. are confident that the steamer sighted is the Mount Royal, and have decided to send a steamer Lake Manitoba in search of her, assuming that she is a cripple be- cause of broken machinery. The Mount Royal was from Antwerp Dec. 7 for Halifax, and is about twenty days overdue at that port. She carries a passenger list of 304 per- sons, made up of immigrants princi- pally from southern Europe, and also had a crew of about one hundred men.

TITLED GERMAN IS OCCUPANT OF CELL

"Baron Von Gassendorf" to Face Charge Laid By Restaurant Proprietor If his claims to social distinction and birth are correct, the police cells last night contained an inmate who failed to "mix" with the usual crowd of human derelict incarcerated there- in. Baron Von Gassendorf, as he styles himself, as if his story can be believed, was a German nobleman, a man who was forced to fly his native country because of the fatal termination to a duel in which he mortally wounded his op- ponent, and who only survived in Victoria until he received several thousand marks with which to con- tinue his stay in the city, how- ever, Von Gassendorf, it is alleged, obtained a long line of credit with several merchants and also lodging at the Victoria Hotel, until he was ex- pected to be arrested by the police. During his stay in the city, how- ever, Von Gassendorf, it is alleged, obtained a long line of credit with several merchants and also lodging at the Victoria Hotel, until he was ex- pected to be arrested by the police. During his stay in the city, how- ever, Von Gassendorf, it is alleged, obtained a long line of credit with several merchants and also lodging at the Victoria Hotel, until he was ex- pected to be arrested by the police.

WILLIAM WAINWRIGHT MEETS GOVERNMENT

Questions at Issue Between the G. T. P. and the Province Under Debate William Wainwright, second vice- president of the G. T. P. and C. M. Tate, assistant solicitor of the com- pany, are in the city and are discuss- ing with the provincial government the various questions at issue between the railway company and the province. This is preparatory to the commence- ment of the new transcontinental line. The chief issue to be settled is the question of the province's reversionary interest in the Indian reserve lands at Prince Rupert. Wainwright ex- pressed the opinion that the outstand- ing questions will be settled favorably. The railway company are prepared to commence work from the Pacific coast as soon as the province has con- sidered the financial arrangements have all been made and contracts for construction of the first 100 miles will be let at once. This work will be the most expensive of the entire route. Within the last few days the railway has let the contract for 118 miles west of Edmonton. This will bring the rail- road right up to the Yellow Head Pass.

SMALLPOX IN BROOKVILLE

Brookville, Ont., Jan. 6.—Owing to the increase in smallpox cases, the health department has been advised by a doctor has been specially appointed to vaccinate the pupils.

MR. LEMIEUX IS BACK FROM JAPAN

He Refuses, However, to Dis- cuss the Result of His Mission

HISTORY OF NEGOTIATIONS

Japanese Refused to Discuss Question Until Commission- er Ishii's Return

Hon. Rodolphe Lemieux, minister of labor and postmaster-general, who went to Tokyo in October to enter into negotiations with the Japanese govern- ment with regard to the restriction of the emigration of Japanese to Can- ada, returned to Ottawa this morn- ing. He was accompanied by Mr. Em- peror's palace at Kuden. The chrysanthemum were in full bloom in the magnificent conservatories of the Japanese Emperor. To return the hospitality of the Japanese, Hon. and Madame Lemieux gave a dinner at the Imperial Hotel, where the party made its headquarters in Tokyo. This says a Japanese newspaper, "was a very brilliant affair, the large private dining room of the Imperial Hotel, Tokyo, being used for the occasion, with two long tables facing each other, down the room, decorated with baskets filled with flowers which glow in Can- ada, the sweet pea, glory-of-the-valley, gladiolus, and the like, and a change from the usual bamboo and chrysan- themum Japanese effect, while wax candles in multi-scooped candelabra, lighted the room."

NEGOTIATIONS OPENED

It was not until after the return of Mr. Ishii, the Japanese commissioner sent abroad to investigate conditions affecting Japanese in Canada, the result of the mission was inconclusive, notes between the two governments, a verbal agreement will be reached whereby Japan will agree to restrict emigration to the Dominion. Hon. Mr. Lemieux stated that the following statement for publication was given out by Capt. Verret, his private secre- tary: On being asked what was the re- sult of his negotiations with the Japanese government, Mr. Lemieux said: "Much as I would like to speak, I cannot do so until I have had the re- sult of the negotiations. Any state- ment I have to make belongs first to the government. My mission will be completed after my return to Ottawa, where I expect to be in the course of a few days. My colleagues will then be in a position to fully consider the whole ques- tion. I have every reason to believe that the negotiations will be soon reached. I am pleased to say that the negotiations at the foreign office in Tokyo have been carried on in a very friendly spirit. My visit to Japan has been very agreeable, in- deed, and I carry back home none but pleasant recollections. The Canadian Pacific railway has been a great advertisement for Canada in the Far-East. I cannot say too much for the services of the Scotchman, Capt. Archibald, the C. P. R. has no more trustworthy, zealous and courteous officer on its whole sys- tem. Mrs. Lemieux returns to Canada with Mr. Pope, under-secretary of state, and Mr. Baker, vice San Fran- cisco. She sailed January 3 by the Empress of Britain."

DAMAGES THE DALLAS ROAD BREAKWATER

Some Eighty Feet Swept From Position During Storm on Sunday

The gale which commenced Saturday with a wind of high tide, and raged all day Sunday and the greater part of yesterday, did down last evening. So far no damage to ship- ping has been reported, but the storm played numerous tricks with piers and trans and rendered walking no pleasure for several hours. The heavy southwest gale combined with the extremely high tide of the past few days in one particular did no little damage. This was the cement wall built by the city on the Dallas road. Some eighty feet of this wall, damaged by the impact of the waves and floating debris which washing in- ward, cut the clay from beneath, and the wall has been reported to be in places three feet. The city engineer, who has in- spected the damage and was instructed to have it repaired at once. I regret to report that a portion of the cement wall on Dallas road has been damaged by the action of the sea- vey storms of the last few days, the extent of which is impossible to yet estimate, owing to the extreme height of the tide during the day time. The damage was caused principally by a large quantity of floating timber which were driven by the storm, and the tide being high, the logs cut the clay down to the bottom of the wall, and a depth of 30 feet. The wall, which was about 80 feet in length. I would recommend that repairs be made as soon as possible, as the dam- age is favorable, the estimated cost of which will be reported later.

FRANCO-AMERICAN CONVENTION

Paris, Jan. 6.—The government has been assured, the French Ambassador at Washington, that the Franco-American tariff nego- tiations at Washington have been successfully terminated, and that the agreement probably will be signed in that city today or tomorrow. Evidence of Disaster New Orleans, Jan. 6.—Henry Alex- ander, who brought the steamer Dan- iel, and his assistants, who were on board last night, reports having passed close to a small vessel floating bottom up, on January 3rd in the Gulf of Mex- ico, between Fort Mexico and the mouth of the Mississippi river. On the same day the Alexandria passed within a short distance of a water- spout.

NEW CATHOLIC SCHOOL

Vancouver, Jan. 6.—The formal opening and dedication of the new St. Mary's school building in connection with the Church of Our Lady of the Holy Rosary, took place yesterday afternoon. Several hundred members of the congregation assembled at the church at 3 o'clock, when the Ven- erable Father, who presided, after which a procession, headed by the cross-bearer, two acolytes, His Lord- ship Bishop Donnelly, and the Sisters of St. Ann, proceeded to the building, where an impressive cere- mony was held, the bishop and his assistants invoking blessing first on the outside and then on the inside of the building. An address to the new school was then read by J. D. Byrne.

A WIFE'S COMPLAINT

Vancouver, Jan. 6.—A warrant has been issued for the arrest of An- drew Soper, formerly proprietor of the Leland hotel. He is charged with the support of his wife. The information is laid by Mrs. Maggie Soper, and she charges that her husband has not been living with her for some time, and that he does not contribute to her sup- port. A summons was first issued for Soper, and he was to appear in the police court today. He failed to ap- pear and then it was that the crown asked for a warrant. The court granted it on condition that the police charge that Mrs. Soper had good reason for not attending court, and left the Leland hotel three months ago, and it is understood that he is not doing anything at the present time.

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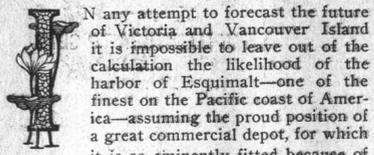
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Victoria City and the Island of Vancouver

Some Reasons Why It May Be Anticipated That the Magnificent Harbor of Esquimalt Will Shortly Be the Scene of Commercial Activity



Any attempt to forecast the future of Victoria and Vancouver Island it is impossible to leave out of the calculation the likelihood of the harbor of Esquimalt—one of the finest on the Pacific coast of America—assuming the proud position of a great commercial depot, for which it is so eminently fitted because of its commodiousness and accessibility to the ocean. To the close observer of the trend of events bearing on the transportation problems pressing for a solution in this quarter of the globe, there would seem to be legitimate grounds for anticipating that some recent announcements are calculated to force a reconsideration of the position of Esquimalt as a point which must, out of sheer necessity, be called into utilization at a very early date in order to provide needed facilities to meet new commercial demands.

Before proceeding with some speculation as to what one may reasonably anticipate in this direction at no remote date, it will perhaps prove of interest to recall some early opinions of Esquimalt harbor and what was anticipated would be its ultimate position amongst the chief ports on the Pacific seaboard.

Bancroft, in his history, referring to copulations on Vancouver Island in 1842, says:

At the extreme south-eastern end of Vancouver Island is a large open bay called Royal Bay, directly back of which is Esquimalt harbor, some three miles east of which is Victoria harbor. That part of Royal Bay leading more directly into Esquimalt harbor, and beginning at Albert Head, is called Royal Roads. Vessels may there anchor in ten or twelve fathoms, safe from all winds save those from the east or south-east. Esquimalt harbor may be entered at all times, and there vessels of any size may find safe anchorage. "It appears not a little remarkable," says Murray, West Coast of North America, 233, "that with the excellent harbor of Esquimalt within two miles, Victoria should have been continued as the commercial port of a rising colony." About a league west of Camosun was a spot known to the natives as Esquimalt; that is to say, "a place for gathering camas," great quantities of which vegetable were found there, where it was now well known was a better harbor; indeed, Camosun could scarcely be regarded as a suitable rendezvous for whalers; but that did not prevent it being a better place for a fort. When once the shoals and covered rocks were known, the channel would be found sufficient for the small vessels of the company; and as for whalers, the other harbor was quite near enough for their not always too pleasing presence. Little thought was then taken as to which should be the great commercial city. Even should the station ever assume such pretensions, Esquimalt would assuredly still be the proper place, and Camosun would still be near enough to it. For the present, favorable surroundings, good open lands, clear fresh water, and a beautiful periscope were far weightier considerations than the accessibility to shipping, which they did not care to have too near them.

In reference to Esquimalt, Sir James Douglas says:

Esquimalt is one of the best harbors on the coast, being perfectly safe and easy of access, but in other respects it possesses no attractions. Its appearance is strikingly unprepossessing, the outline of the country exhibiting a confused assemblage of rock and wood.

In the report on "Surveys and Preliminary Operations on the Canadian Pacific Railway up to January, 1877," by Sandford Fleming, engineer-in-chief, we find the following under the sub-head "Deductions from Naval Testimony":

That the approach to (Burrard Inlet) by the south of Vancouver Island is through passages more or less intricate, between, or at no great distances from, islands known as the San Juan group. That the most important islands of the San Juan group are in the territory of a foreign power, and that from their position they hold the power of assuming a threatening attitude towards passing commerce. Accordingly, it is held important, if practicable, that the railway should terminate at a harbor to gain which these islands need, in no way, be approached. The unbroken line of railway from the railways of the eastern provinces of the Dominion to one of these harbors on the outer coast of Vancouver Island would be exceedingly desirable. All the difficulties of navigation in reaching the mainland from the ocean would then be avoided. . . . If it be considered of paramount importance to carry an unbroken line of railway to one or more of the harbors on the coast of Vancouver Island, and there is a likelihood that the project will, regardless of cost, hereafter be seriously entertained, then route No. 6 (via Bute Inlet) becomes of the first importance.

Extract from the statement of the late Capt. John Devereux, respecting the accessibility of Burrard Inlet:

There are three months in the year, viz., from part of August to the same time in November, when this coast is subject to dense fogs, rendering it unsafe, if not utterly impossible, to navigate Haro Strait and the Gulf of Georgia with large steamers, such as the Royal Mail, Cunard, and Pacific Mail Co.'s ships. In my opinion Esquimalt must be made the terminus of the ocean steamers, or else a harbor must be sought north of Vancouver Island altogether.

It would appear to have been made abundantly clear that the harbor of Esquimalt is immeasurably more advantageously situated in respect to its strategic position on the seaboard than any port on the lower mainland of British Columbia; and we may now attempt a general survey of the present situation in the hope of discovering reasons which appear to justify the belief that at a very early date it will be the scene of considerable activity resultant upon the inauguration of new enterprises.

Of supreme interest to all who are at all watchful of the trend of events bearing upon the future of this city and Vancouver Island is the recent action of the board of directors of the C. P. R. in determining to transfer to these waters at an early date the vessels of the Atlantic Empress line of steamships—Empress of Britain and Empress of Ireland. There is complete unanimity of opinion amongst those best in a position to speak with knowledge of the subject, that it is extremely unlikely that vessels of such mammoth proportions will proceed to a port on the mainland which would necessitate the navigation of intricate passages notorious for the existence of dangers which have in the past resulted in the occasional loss

of and not infrequent serious damage to ships of much smaller dimensions.

For our present purposes, let us assume, then, that there are some grounds for the belief that the Atlantic Empresses will choose some port on Vancouver Island for a terminal point on this side of the ocean when operated (as has been stated by the C. P. R. they will be) on the route to the Orient. In previous articles some argument was attempted to show that Victoria would be, or ought to be, the point chosen for such terminal port, rather than a harbor on the west coast of Vancouver Island, but we may dismiss this point from immediate consideration, as not material to the question of the future of the harbor of Esquimalt.

Whatever point may be chosen by the Empress of Britain and the Empress of Ireland as a terminal port on this coast, the task of coaling them will constitute a problem which will necessitate a departure from existing arrangements for the placing on board of the necessary amount of fuel to complete the long

fancy they detect preparations to haul large quantities of coal to bunkers to be erected at Esquimalt.

It is within the prerogative of people not so fortunate as to enjoy the confidence of the greatest transportation company in the world to occasionally recognize commercial opportunities which must apparently be embraced at a very early date by the C. P. R. To many it must be obvious that there is no enterprise connected with the development of Vancouver Island which offers better inducements to the C. P. R. than the establishment of large coal bunkers at Esquimalt.

In three particulars there are conspicuous advantages attendant upon the erection and equipment of such facilities.

1. The problem of how to quickly coal the Atlantic Empresses when they take up their new run on the Oriental route would be solved.

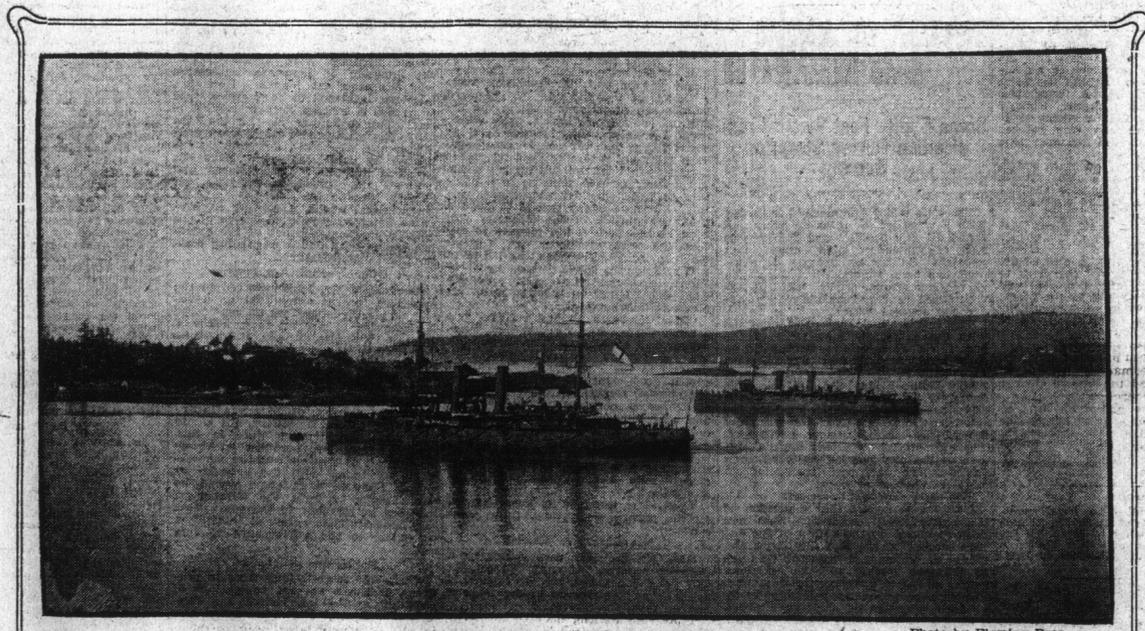
2. To many vessels seeking cargoes of coal, and others requiring but to fill their bunkers, the navigation of intricate waterways

and pilotage dues, and avoid all the dangers attendant upon the navigation of intricate passages on the East coast of the Island, does it not appear that the slightly increased cost would be more than off-set by the gains mentioned?

Of Esquimalt's future in other respects than as a possible great coal depot—why, "that is another story."

—C. A. GREGG.

I do not know how many Americans have stood on the great stone causeway leading over to the noble parliament buildings, wondering how it came about that in their own city or state, after most reckless spending of money, they had not managed to erect something equally splendid, writes W. S. Hardwood in "The World of Today." I doubt not, though, there has been ample cause for such wonderment. This building stands as one of the finest, though not one of the costliest, public buildings on the continent. It is the pride of



View Showing Entrance to the Magnificent Harbor of Esquimalt—One of the Finest on the Pacific Coast.

Photo by Fleming Bros.

voyage across the Pacific; and it is because of this circumstance that I am seized with the conviction that the harbor of Esquimalt may be called upon to play a new role—and this is as the site for great coal bunkers capable of accommodating a large proportion of the shipping of this coast.

The steamers which the C. P. R. is at present operating to the Orient—the Empresses of India, China and Japan, are coaled at the dock at Vancouver. The fuel is towed over from Ladysmith in a hulk, from which it is taken in barges alongside the vessel to be supplied, into which it is hoisted by means of a steam winch and buckets—the operation being at once crude and tedious. Now, assuming that the Atlantic Empresses, when they are brought to these waters, will not go to Vancouver, but make their headquarters at some port on this Island, does it not appear that the most favorable point that could be chosen at which to coal them would be Esquimalt? The idea that they would proceed to the bunkers at the mines may be dismissed at once, as the course to be followed in reaching those points is quite as intricate as that to Vancouver. Esquimalt, then, seems to be the one point likely to be used by these ships as a coaling port. But there are additional reasons, as we shall presently see, why we may anticipate the early erection of bunkers of large capacity at that point.

At a very considerable outlay, the road-bed of the Esquimalt & Nanaimo railway (C. P. R.), has recently been greatly improved—stone and steel structures replacing the wooden bridges and culverts, and the whole line made capable of handling heavy traffic. We are only permitted to guess at the reasons which actuated the company in embarking upon this policy. On the surface, it would appear that they were moved to do so because of the fact that such improvements were desirable, in any event, and demanded in view of the increased traffic promised on the completion of the extension to Alberni. But the circumstance that this work has been done with some evidence of an apparent desire to be ready for business which will be offering before the Alberni branch shall have been completed fits in very conveniently with the deductions of those who

on the east coast of the island would be avoided and time and pilotage dues saved.

3. The E. & N. railway would earn a large revenue by transporting coal to Esquimalt, where now it does not earn a single cent from such traffic.

In regard to the first point, the coaling of the Empresses of Britain and Ireland, it has probably been sufficiently dwelt upon to indicate its bearing on the question in hand; but in respect to the others something further may be said. Local shipping men who were asked for an opinion on the matter of the feasibility of establishing bunkers at Esquimalt said that beyond all question such an enterprise would not only appear, from all standpoints, to be a good business proposition, but would undoubtedly prove a boon to the shipping interests in these waters. The saving in time and pilotage dues, not to mention the lessening of the risks of navigation, would no doubt induce many vessels to forego the trip to the mines on the east coast of the Island, and induce them, instead, to take their cargoes, or fill their bunkers as the case might be, at Esquimalt. Then, again, it was pointed out, the fact that the coal obtainable at Esquimalt was of a superior quality to that available at the Sound ports would induce many vessels plying to the American ports to call at the former harbor for their fuel. At present many ships which would otherwise give a preference to our coal do not do so, because the bunkers at the mines are so much out of their way.

In respect to the question of increased revenue which would flow to the C. P. R. as a result of the establishment of bunkers at Esquimalt, it may be said that this one consideration alone ought to be sufficient to ensure the success of the undertaking. At the present time the E. & N. is handing but the most infinitesimal portion of the output of the Island collieries, whereas, if the foregoing deductions are warranted it is clear that the line might handle, via Esquimalt, a very considerable proportion of it. It may be said that ships could obtain coal cheaper at the mines than at the bunkers at Esquimalt. This would seem a reasonable contention; but inasmuch as they would save time, a considerable sum in

Victoria indeed, I fancy it is the pride of all Canada.

Lying down in one far corner of the great island of Vancouver, Victoria is alone, set apart from her neighbors, Seattle and Vancouver, and wholly unlike either of them in municipal type. She loses much in a commercial and a business way by not being on the mainland, by not feeling the touch and impact of the things of today. And yet she has not the railroads to blacken her blue sky and make bedlam of her streets; only the white steamships from her sister cities and those that reach out to the war-stirred lands across the sea to make bridges for her to other civilizations.

Without any huge manufacturing enterprises or any vast industrial establishments it is a charming life these Victorians lead, full of delightful, even if caste-marked, society, as many a garrison town is marked, rich in real culture, soberly aggressive in material development, willing to let the other fellow make part of the money, passionately devoted to uplifting sports, intensely British but unconsciously American after all. I wonder sometimes if these loyal Canada folk realize how much they are being influenced by the great neighbor to the south. I said to a ruddy-cheeked Victorian with the very dawn of an English morning upon his brown head and the blue of a Canadian sky above him:

"I hear that the Canadians of the great middle West beyond the Selkirk and the Rockies and this side of Winnipeg are being much influenced by the so-called American invasion of Canada. Do you think these American farmers are going to make these people over so that they will want to come into the United States one of these days?"

He looked at me in indignant silence for a moment. Then with his British choler rising he burst forth:

"Let them go, if they want to, let 'em go to —" mentioning a place I have not been able to locate on the map. "British Columbia stands by the Union Jack to the death!"

It is a motley crowd, as the afternoon sun is striking the distant snowclad peaks of the Olympians, that gently ebbs and flows through the streets of this old city: now and again a

bronze-faced Indian; frontiersmen come in from the forests; jaunty city chaps in haste to a tennis tea; men in green with white belts and dark blue caps, men in scarlet coats with natty red caps tipped over their ears, men in handsome dark blue with brilliant red stripes or even more conspicuous white ones running down the trousers, men in white, men in yellow, men in khaki—so many of them you wonder where the rest of the garrison may be; while around the corner swarthy fishermen are chatting; sealers for the Arctic are swapping lies; a pair of wondering-eyed Chinamen stand watching a pudgy black bear, who is alternately running up a telegraph pole as far as he can for the tethering chain and again dashing down and along his few feet of leeway at the street gamin who is making his life a burden with a sharp stick, all in a vain attempt to cuff the lad with his powerful flat paw.

Round about Victoria are delightful places to visit, while inland upon the great island are opportunities for the royal sport of gun and rod. Of course the people of Victoria do not brag about their climate; nobody on the Pacific ocean from Mexico to Alaska ever does that! But they are willing you should draw your own inferences from their cleverly prepared tables and their ingeniously worded comparisons; and, before you are aware of it, especially if it be such charming weather as that which greeted the writer, you are seeing the year through an aureole of climatic glory.

Historically there is much of interest in Victoria from the early days when it was a fort of the Hudson's Bay company. I can never forgive somebody, I am sure I do not know who it was, who let the good ship Beaver go out upon a voyage that wrecked her, the most interesting craft upon any sea. It was this little ship, long stationed at Victoria, which a number of years ago went to pieces on the rocks of Brockton when she ought to have been preserved for all time as a precious relic, the first steamer to cross the Atlantic ocean, the first to round Cape Horn, the first to ride the Pacific.

The farmers of Vancouver Island are very proud of their herds of cattle. The Jersey is the favorite, and cattle from the Island farms can always meet those from other parts of the west—and win out, or at any rate take their share of the prizes awarded. There are many of these dairies where the herds would even compare favorably with those of the Old Country. There is no longer any need for British Columbia to send east for its pure bred stock, unless it be for the purpose of introducing new blood now and then for the purpose of preventing too much inbreeding. The opposite is becoming the case. Dairymen on the Island are commencing to export their thoroughbred stock, and they are being recognized as the best in all the west.

The quality of the butter made in the Island creameries is the best made anywhere. This is evidenced by the fact that in the Victoria market the Island butter realizes from five to ten cents a pound more than any other brands, and even in Vancouver many expert buyers call for Island butter in preference to any other on the market. It is not a question of winning a prize with a specially prepared pound or two, but it is winning the market with the daily output at every season of the year.

Vancouver Island has within itself the source of immense wealth if that is only developed. A commencement has been made sufficient to prove the value of the part yet undeveloped. It has been shown that the best possible butter can be made, and that in paying quantities. Those who have large dairies are among the most wealthy and influential members of the Island communities, and the influence of such people is bound to increase as the years roll by.

Between Nanaimo and Comox, on the E. & N. railway belt, there are thousands of acres of the best land in the world, which needs only the stumps and timber cleared away to make it a country of exceeding richness, where farmers and fruit growers will go in and make sufficient wealth to keep up another large city. North of Comox there is even more, and the wealth of the Island in those places in cultivatable land is untold. But that is nothing like all. Across at the west coast, at Alberni and numerous other points there are large agricultural areas which have only just been touched, and where very little of the land is cleared. At the north end of the Island, too, the land is almost all level and fit for agriculture. The attention of the world is being drawn to these lands, and the timber is already in the hands of capitalists who intend to develop it. Following the logging off will come the clearing of the land, and these large areas will be more or less contingent to the city of Victoria, with which they will be connected by rail and steamboat.

Cultivate all the lands above mentioned, and there will be enough produced to feed all the people in British Columbia and fruit to supply a considerable part of the population of the prairies. With this agricultural development will come, however, the development of the mining areas of the Island, and these will take the produce of the farmer, thus ensuring for the farmers for ever a ready market right at their doors.

Chemistry

By G. G. White, B.S. Physic



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the possession of wealth, is not all properly cared for much land is available productive, there is wastefulness to beco value of any land generation or two of aim is to reap the least possible expense results which must country has had its and free, democratic The number of far and over all parts of pay a reasonable of cultivation. In our practice has been go ish conception that haustible. It has o of such an idea, and lands of this country Such a practice is tem of national robbi asset which any ne be no more short-si the present generati ing, than the reckless without any effort. Now we can scarcely a morbid greed for we believe it is rather ing of the nature ar we are dealing. C composed? Which plants? What quan How are they taken plant get the rest going on in the soil the soil bringing al few of the many que come to the minds the understanding o more rational and able constituents of

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A chemical study in view. First to i and know how it m give the largest cas what is going on b we are turning ove will have a lesson a be filled with an int into an enlightening this latter feature n the first considerat the agricultural sci two blades of grass

Up to near the lury, little was kno plant food. The sci vious to 1800 had c baser metals into g water of the soil w by some mysterious that when mixed o a beneficial effect u pected the plant tak On the other hand, certain "spirits" wi and aided the grow crude superstitions growth of plants co after the composite stoned, and some of ired, that chemistry, light on plant gro century, however, s By the untiring lab and Boussingault i and Davy in Englan big, Lawes and Gilbe plant growth has b parts played by th fully determined. S the general food req these constituents a able information ha those who are tillin conscious or unconc ciples and facts, ou has been modified, strange spirits to u tion. We know tha soil we have less of in that plant rema continue to draw fr time become exha until that food is re learn this lesson by and a knowledge o plants will teach us

Plants draw the soil. From the colorless gas, conta the soil they get w gen and oxygen, an salts containin phur, calcium, magr when sown in the ture plant imbedded until it has had tim the bright sunlight send down another the water and soil s As soon as these t little rot draws up it requires dissolved the stem to the le with the carbonatio from the air, and b substance are brok complex forms, wh the plant. Each co place to fill in the r how small the qua may be used. The dwarfed growth an these essential ele form by far the g others, with the in the ash. As the the carbonioxide of oxygen in the wate

REFUSES REQUEST OF OAK BAY BOAT CLUB

Council of Municipality Turns Down Application For Site at Turkey Point

The request of the Oak Bay Boat Club to remove a boathouse to a location on Turkey Point, which was recently acquired by the municipality for public purposes, was turned down at the regular meeting of the Oak Bay municipal council, held last evening. The council considered the petition of a number of ratepayers at a committee meeting recently, and decided to refer the matter to the council for an opinion. This was to hand last evening, and was to the effect that the council had no power to acquire land to be dealt with in the manner proposed by the petitioners for the boat club. Acting on this Council Henderson moved that the petition be not granted, and Councilor Newton being the only dissenting member.

Later on in the evening Councilor Newton moved that the petition be referred back to the committee for them to say in what manner it should be amended, so as to make it legal for the council to grant the request of the club. His motion was carried, and the matter was under a misapprehension as to what was wanted by the club. Councilor Noble was of the opinion that as far as the council is concerned the matter was ended, while Councilor Sutherland held similar thoughts. Nobody seconded the motion, and it was then that Councilor Henderson stated that he was not through with the matter, however, and would bring it up again for consideration at a future meeting in a different manner.

Reeve Oliver was in the chair and the other members of the council present were Messrs. Fernie, Newton, Sutherland, Noble and Henderson. The meeting was the last of the 1907 council, and there were few matters of importance up for discussion. The session was a short one.

Councilor Fernie moved that the opinion of the solicitors be obtained as to the power of the council to enact a by-law to prevent children carrying and using firearms of any description. He believed that in the light of recent events it was necessary for the safety of the municipality. Councilor Newton seconded the motion and it carried unanimously.

Councilor Henderson presented plans he had prepared himself for the new municipal buildings on the Oak Bay avenue site, recently acquired, and these were referred to the roads and bridges committee. On motion of Councilor Newton a hearty vote of thanks was tendered to Mr. Henderson for the plans.

Reeve Oliver suggested that a special committee be appointed to look into the water question. He thought it was time for the council to take action in regard to securing a supply of water, seeing that the city was going to carry on its present makeshift policy without taking into consideration the outside municipalities, which were looking to it for their supply of water.

"We look for them to give us water," said he, "and allow us to own the water works with them jointly, along with North and South Saanich."

It was decided to take up the question at the next meeting of the roads and bridges committee, when the council will consider some definite line of action in the regard.

Councilor Newton proposed a vote of thanks to the reeve for his capable services as chairman of the council during the year, and the vote carried unanimously.

Councilor Henderson moved, seconded by Councilor Newton, that the clerk be instructed to notify the city that it proposed to buy 100 acres of property on Cadboro Bay on the terms stated, two acres at \$1,200 per acre, provided the by-laws were carried by the ratepayers.

"I have been a user of DIAMOND DYES for many years and consider them perfect in every respect. A few days ago I dyed an old and faded cream cashmere dress a handsome shell pink with the DIAMOND DYE FAST PINK for WOOL. My friends were charmed with the appearance of the dress after it was finished. The dyeing work cost me only twenty cents. DIAMOND DYES save me a great many dollars each year."

Mrs. P. W. Lynch, Quebec, P. Q. DIAMOND DYES are the greatest money savers of the age, as any woman with one or two ten cents packages of some fashionable color can renew her faded or spotted dress, suit or skirt, making them look like new creations and bringing joy to herself and family.

The DIAMOND DYES, the world's most famous dyes for home coloring, give to the ladies special dyes for Wool and Silk (animal materials), and special dyes for Cotton, Linen and mixtures in which Cotton or Linen (vegetable materials) predominate.

All these special dyes produce rich, fast, fashionable colors that can possibly be obtained from the crude and poorly prepared dyes sold by some dealers for the sake of large profits.

DO NOT BE DECEIVED or led to believe by either unscrupulous merchants or deceptive advertising that Wool and Silk (animal materials) can be dyed equally well with the same package of dye; it is a chemical impossibility.

Send us your name and address at once, and we will send you free of cost the famous Diamond Dye Catalogue, Teddy Bear Booklet and Diamond Dye Color Book.

WELLS & RICHARDSON CO., LIMITED
MONTREAL, P. Q.

Councillor Sutherland being the only one opposed. It was decided to install a surface drain on Oak Bay avenue from Northwood to Hampshire road of second class ten-inch pipe at a cost of about \$220. In this connection it was pointed out that it would be necessary to put in a service water main, as well, and this was ordered.

A report from the finance committee ordering the payment of accounts aggregating \$785.37 was adopted. An application from V. C. Maddock, asking to have a sewer on lot 18, drain, was referred to the roads and bridges committee.

The engineer reported on the referendum of the council regarding drainage on Monterey avenue, and suggested a plan at a cost of \$50 for a surface drain through lots 15 and 16, which was adopted.

The collector will be asked for an opinion as to whether the municipality owns the narrow road which has been closed as Todd's road, which has been closed.

After the council had adjourned, the roads and bridges committee held a meeting for the discussion of the municipal issues for Friday evening at 8 o'clock in the Poul Bay schoolhouse.

LIFEBOAT STRIKES A FLOATING LOG

Crew Took Motor Boat into Port San Juan With Serrated Repair Broken Blade

The Banfield creek motor lifeboat is at San Juan making some repairs on account of an accident due to striking a log when making her way down the west coast. The lifeboat left Saturday morning and ran into a fresh breeze. While plunging on her way in the rollers she hit a log which broke a blade of her propeller causing the bent blade to interfere with the rudder. The boat was in consequence taken in to San Juan with the crew at the wheel. The rudder was altered so that the broken blade did not catch. It was expected that the lifeboat would be able to continue yesterday on its way to Banfield, but a gale blowing 65 miles an hour kept her at Port Renfrew, from where she will proceed when the weather moderates. It is expected she will reach Banfield today.

MIND IS AFFECTED

Man Injured by a Fall Grows Violent at the Hospital

His mind affected by the injuries which he sustained when he fell from off the tressel of the E. & N. Railway on the reserve early last month, Daniel O'Connell, who has been confined to the Jubilee hospital ever since, has become quite insane. Yesterday he grew so violent that it was found necessary to remove him from the hospital to the police station where he was confined in the padded cell. O'Connell, who came to this city from the east two months ago, was found early in December lying on the ground at the side of the tressel. He had apparently fallen off and had rendered unconscious by his fall of nearly twenty feet. For several days his identity was unknown until a friend, with whom he resided in a cabin on Pandora street, called at the police station and identified him. It appears that O'Connell had started out in the early morning looking for work and had wandered across the railway bridge. How he fell off the tressel is not known.

HOLD-UP FELL DOWN

John Stout Gets Away From a Highwayman Operating on Menzies Street

John Stout, when confronted by a footpad the other night, vindicated his right to the name he bears, by smashing the highwayman and getting off scot free. The robber chased him for a while, but just as he was close behind him, Stout dropped on his knees with the result that his pursuer went sprawling over him, an old ruddy Irish word remembering when being chased by a faster man. Being thus foiled twice the thug became discouraged and made off. The incident occurred on Menzies street after Mr. Stout had seen some friends off on the early morning boat. It was a tempestuous morning and the lights were not working, but with all the advantages in his favor the hold-up artist found the Victoria method of dealing with such a guy a little too much for him.

SEALERS GETTING READY

Allie I. Alger and Libbie Will Carry White Crews on Southern Cruise

Two of the Victoria Sealing company's schooners have started to fit out for a sealing cruise. Capt. A. E. Whidden is getting ready the Allie I. Alger and Capt. A. Balcom is preparing the Libbie. Both vessels will ship full crews of white hunters and will start about a week hence for the California coast to follow the seal herds northward until the end of April, when they will probably go to the Copper Islands sealing grounds. The schooner Jessie, Capt. Voss, and the little pink schooner Ella G., Capt. Pound, are already out having sailed some weeks ago. The Thomas F. Bayard, one of the independent fleet, is also being made ready for sea.

GOT SLOW DESPATCH

Schwarzenbek Delayed 77 Days at Callao Before Cargo Was Discharged

Loading lumber on the Frazer river last spring, the Schwarzenbek sailed for Callao in May and made a good run down to the Peruvian port of seventy days after arriving there was no berth for the vessel and for thirty-two days she lay outside awaiting a chance to discharge. When this work was commenced it took forty-five days to take the lumber out. After this was completed, the vessel had to load ballast so that it was three months from the time the Schwarzenbek arrived until she departed for Tacoma. On her return to Callao, the Schwarzenbek sailed in close to Pitcairn island. At Callao the German bark Steers and British bark Jordanhill Captain Flint states that both will come to Puget Sound shortly, the German vessel being under charter to load lumber at Callao and the Jordanhill to load lumber at the Jordanhill will take a return cargo of lumber for the west coast.

SEEKING TO RAISE OVER HALF MILLION

Methodists of City to Co-Operate With Church Through-Canada

In accordance with the three weeks' campaign for missions held by the Methodist churches of this city, a missionary social evening took place last evening at the Victoria West Methodist church. The Methodist church of Canada last year raised \$450,000 for missions, and the missionary society has asked that an increase of 40 per cent be made this year. The increased cost of the work at home, in China, and Japan has necessitated this. The society requires about \$600,000 this year.

The three weeks' campaign in this city will be concluded next Sunday, when the final appeal will be made and the collections taken up. Last evening in Victoria West Methodist church, an address delivered by Miss Martin, superintendent of the Chinese rescue home here. Miss Martin told of her work amongst the Indians at Kitchikan. Rev. Dr. White, superintendent of the Chinese mission, told of his work, while the last speaker was G. D. Kumar, the follower of Dev Samal. At the close of the address, tea and cake was served by the ladies of the congregation.

On Sunday last A. E. Hetherington, of New Westminster, preached in Victoria West Methodist church, and Dr. White, in the Centennial Methodist church, while the same two gentlemen occupied the pulpits of the James Bay and Metropolitan churches respectively the evening of the 10th.

Next Sunday Rev. T. W. Kirby, of Calgary, and Rev. Dr. Woodsworth, of Winnipeg, will occupy the pulpits of the local churches. On Sunday afternoon a mass meeting will be held in the Metropolitan Methodist church, and in the schoolroom of the same church a tea voyage and the Governor's last trip showed a loss of \$1,200.

CRIPPLED SHIP COMES FOR REPAIRS

Port Patrick Which Collided With Lightship Puts Into Victoria Leaking

Leaking and in distress as a result of collision on Friday last with the Columbia river lightship, the British ship Port Patrick, Capt. Santy, loaded with a full cargo of wheat for the United Kingdom, passed Alouet at 4:35 p. m. on Saturday morning. The tug Sea Lion, bound to Victoria for repairs. The ship was reported passing up toward the roads at an early hour this morning. Port Patrick was towed from the Columbia river by the tug Wallia. The pilot left her when well outside the bar and as a strong ebb was running the vessel put off shore and to the southwest.

When near the lightship and about 400 yards from the tug, the tug, which was caught aback and swung around, struck the lightship a glancing blow about midships on the port side. The lightship's bulwarks, covering boards and lifeboat were smashed the latter being cut in two. Her smokestack, fore try sail and mast were carried away. The Port Patrick lost some of her head gear, but whether any other damage was done, is not known. After the collision, the ship ran in toward the bar, where she was being towed in the loaded French bark Guthery against a strong current. She set signals saying the lightship was in need of assistance and the tug was towing a pilot, but she is not thought to have been seriously injured as she flew no signals for a tug. When last seen the Port Patrick was headed off shore with light sails set.

As soon as the bark Guthery was towed inside, so that she could be handled by one tug, the Tatooch went out to assist her. She was towing the vessel was lying at her anchorage, the report that she was adrift became an error. Capt. Olsen, master of the bark, reported that the damage to his vessel and to the Port Patrick so far as he knew.

As soon as the accident was reported, Capt. Stuart and the Cape Desappointment lifesaving crew went out to the lightship and on Saturday morning the tug Tatooch took the lightship in tow and took her to Portland.

The Port Patrick is one of the Port line of sailers owned by Crawford & Rowat of Glasgow. She is a steel ship of 1740 tons gross, 1,575 tons net, built by Russell & Co. of Glasgow, and is 260.2 feet long, 38.2 feet beam and 23 feet deep.

QUADRA WAS DELAYED

Steward Went to Get Provisions But Got a Cargo—New Steward Was Secured

The government steamer Quadra was to have sailed for Uclulet and other ports and lighthouses en route yesterday afternoon, but when the hour came for sailing the steward could not be found. The vessel was gone off with a list of provisions needed for the cruise, and after a search Capt. Hackett discovered that the police had taken him to the Victoria police station for utterance. The steamer was delayed until this morning, while another steward was secured.

The government steamer Quadra will leave by the Victoria on the 16th in inspection and will superintend the housing of the Banfield creek lifeboat and inauguration of the life-saving service. He will also endeavor to secure a crew.

D.M. FERRY & CO'S SEED
Illustrated and Priced Annual
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Ferry's Seeds
Grown and the most reliable seeds grown.
Every package has behind it the reputation of the highest standards are the highest in the trade.
Ferry's 1908 Seed Annual will be mailed FREE to all applicants. It contains full descriptions, prices and directions for sowing and growing of all the best seeds. Invaluable to all. Send for it.

for the Uclulet surr lighthouse. Surf boats were placed at Uclulet and Cloose some months ago and efforts were made to secure crews of Indians for them at the rate of \$15 per month, which the Indians would not accept. It is probable that the surfboat placed at Banfield, will be taken to Clayoquot.

PRINCESS MAY BACK

C. P. R. Skagway Liner Has Stormy Trip—Encountered Snow Storm in North

The steamer Princess may reach port on Sunday from Skagway via the usual ports of call, after a stormy trip. In Wrangell narrow heavy snow storms were encountered and the steamer was obliged to anchor. She will be again for Skagway tomorrow night.

News was brought by the Amur that Indian Agent Morrow of Metlakatlah has resigned his agency.

A new buoy and beacon for Swiftsure bank to replace that recently lost will be taken to the bank in a few days by the tug William Jolliffe.

PACIFIC COAST LINERS WERE LOSING MONEY

City of Puebla Brought News Showing Why President and Governor Were Tied Up

The steamer City of Puebla, Capt. Shea, of the Pacific Coast Steamship company reached port on Sunday and the City, sailed for Victoria, starting the new weekly service. The President was recently withdrawn from the route and it is stated the two new steamers have been running at a considerable loss. On the last trip before she was laid off the steamer President's expense account showed a loss of \$1,400 on the voyage and the Governor's last trip showed a loss of \$1,200.

The City of Puebla had a very rough trip northward, encountering the severe gale of Saturday night. She reported that the Umatilla reef lightship was missing, and it has been learned that the vessel had broken from her mooring. She was reported yesterday morning passing Neah bay bound to Port Townsend. The steamer had a very small complement of passengers, but 44 in the saloon and 20 in the steerage. Among the passengers were Capt. Rinder, the retiring general manager of the company, bound to Seattle on visit; C. P. Hunt, surgeon of the U. S. ship Buffalo; R. H. Hunt, surgeon of the U. S. ship McArthur, and O. C. Peterman, J. Hogan and Miss Thomas, who departed here.

THE BRITISH FLAG

Predominates Among Ships which Visit Puget Sound Port

The Seattle Post-Intelligencer says: The statistics show that more British ships than those of any other nationality call in Seattle. During the year ending last September, 107 British ships, 100 of which were British, and 7 of which were American, visited the port. The British flag predominates among ships which visit Puget Sound port.

EXPECT TO WIN HERE

Vancouver Rugbyists Counting Upon a Victory Next Saturday

Vancouver fifteen will journey to Victoria next Saturday for a scheduled match with the Capital fifteen. In the event of Vancouver winning and there is every reason to believe that they will, Victoria will then be out of the running for the Mackenzie cup. The Vancouver team will be a strong one and will include every man who played the final match against the Strollers. Practices will be resumed tomorrow evening, when Coach Morrin will again take charge of the men and put them through their various paces in preparation for the victory contest. Nanaimo will play the local team here on January 18.

Hal Chase Signs Life Contract

San Jose, Jan. 6.—The wedding of Hal Chase, 1740 tons gross, 1,575 tons net, built by Russell & Co. of Glasgow, and is 260.2 feet long, 38.2 feet beam and 23 feet deep.

The couple were married at St. Joseph's church for a second time. The bride was Miss Ellen Hefferman, of New Jersey, took place here. The couple were married at St. Joseph's church for a second time. The bride was Miss Ellen Hefferman, of New Jersey, took place here. The couple were married at St. Joseph's church for a second time. The bride was Miss Ellen Hefferman, of New Jersey, took place here.

New Peruvian Railways

Lima, Peru, Jan. 8.—The government has countermanded the contracts awarded to Alfred McCune, of New York, for the construction of the new Peruvian railway. Work at Cerro de Pasco and at Ancon will be begun next August. The undertaking is considered of great importance, as the new roads will give facilities for bringing the enormous wealth of the interior to the coast.

Tommy Burns Signs

London, Jan. 8.—The articles for the Burns-Roches fight were signed by Tommy Burns, who recently defeated "Gunner" Moir before the national sporting club. He is to fight Jack Palmer on the 16th at two rounds for a wager of \$2,500 a side and a purse of \$7,500 offered by a Dublin syndicate. The fight will take place in the City of London, unless Burns is defeated on February 16th, when it will be held at Newcastle.

The steamer Wellington, Capt. Cutler, arrived on Sunday from San Francisco and proceeded to Esquimalt where she was tied up near the steamer Leslanaw. The Wellington spent the night at San Francisco and is waiting to load.

INDIAN HUNTERS WIN FIGHT FOR EXTRA PAY

Magistrate Holds That Their Contract Could Be and Was Varied

The adjourned hearing of the suit brought by the Indian, Constant, against Capt. Jacobson of the sealing schooner Eva Marie, resulted yesterday in a victory for the Indian, and there are sixteen other hunters whose claims are of the same nature and who will also succeed.

In giving his judgment, Magistrate Jay said that he had no doubt but that the men had signed to serve for the whole year, but the question was whether this could all parties went before the shipping master who made an entry in the ship's articles of the change.

The magistrate thought it might be unfortunate for the shipping masters that there should be two sealing seasons, as the return might give the Indians an opportunity to take advantage of them, but he was not prepared to say that any unfair advantage had been taken here. There was strong evidence to show that the captain took the crew to the shipping master of his own volition. If he had been held up by the Indians, he had a remedy under the act, had he cared to avail himself of it.

With regard to the counterclaim put in by Victor Jacobson for freight brought to Constant, his worship thought that the evidence showed that this was an afterthought and was not substantial. Constant had made two trips with the defendant, but no mention of this indebtedness had apparently been made until the claim for it at the rate of pay had been presented.

In telling his side of the story Capt. Victor Jacobson said he had returned to Haida Gwaii on the evening of June 30, or July 1, and anchored in front of the mission. He had brought his wife and children with him for the trip with the intention of their camping on the west coast till he returned. They had not been at anchor long when a storm sprang up forcing him to go further up the stream for safety. Everybody helped to anchor with the result that this boy caught cold and fell ill. He had a rash and an inflamed throat. He took the child to the priest to show him it was not measles but he was told he was not a doctor and was not sure, and advised him to go to Clayoquot and get a doctor's certificate, which he did. On his return with a certificate that the illness was not measles he went to Chief Eustace, who told him to see the priest. Father Brabant, however, said did not know anything about the affair, and he returned to the Indians. They wanted \$10 a skin per canoe, which would be \$5 per man. They had signed on for \$5.50 a canoe or \$25 per man. He told them he would not pay it but would have them all arrested and put on his schooner and take them out to sea.

After the receipt of the certificate of the short season in the Bering sea, the witness said the boat ought to sail not later than July 10, the date he returned from Clayoquot, but the Indians kept him till the 14th when it was a case of sail or lose the season, which would have entailed a loss of about \$3,000. Finally he made the offer noted in the book and he sailed.

With regard to the boss money claimed by Constant, he did not dispute he had a right to it, but thought it should be set off by the freight. He said he had carried two shipments for him this year and had paid out about \$20 in getting it aboard.

WANT BETTER INSPECTION

Stationary Engineers Wait Upon Hon. F. J. Fulton to Ask for Legislation

Delegation from the local branch of the British Columbia Association of Stationary Engineers waited on Hon. F. J. Fulton, chief commissioner of lands and works, yesterday afternoon with request that the number of changes the society would like to see in the inspection act. The delegation consisted of Messrs. Hutchinson and Ross of the local body. John Peck, the chief provincial inspector of machinery of Vancouver, is in the city, and was also present.

The delegation asked that the law be changed to provide for the inspection of all low pressure, gravity heating systems. Under the existing act, it is only for those where the boiler is over two h. p. that an inspection is necessary. The proposed change is opposed on behalf of the trade by William Leek, of Leek & Co., manufacturers of heating appliances, Vancouver.

WILL GET REPORTS

How Merchants' Exchange of Seattle Will Be Served from Victoria

The Seattle Times says: Wireless telegraphy will in the future be employed to forward news of shipping in charge the west coast of Vancouver Island to the Merchants' Exchange in this city, as the result of arrangements made by Secretary W. T. Isted with the Minister of Marine and Fisheries. W. T. Templeman, of Canada. Secretary Isted took the matter up personally with the minister and also wrote the man stationed at the Cape Breton and Carmanah lighthouse. He has now received word from the minister that the keepers have been instructed to forward reports of all passing vessels to Victoria, where the agent of the Seattle exchange will receive and send them to this city.

This will enable the Merchants' Exchange to issue information regarding ships from Alaska some hours before their arrival at Tootoosh or Port Townsend and will also insure a full report of the Oriental liners making Victoria or Vancouver. The improvement will be appreciated by local shipping men.

The reinsurance on the Japanese steamer Goshu Maru, which was from Hakodate for San Francisco, has been advanced to 90 per cent. On the overdue C. P. steamer Mount Royal which departed for St. John, 45 per cent is quoted.

The Dictionary Says Cheese Is "Perhaps Allied to Squeeze."

We have certainly squeezed into stock an immense variety of Cheeses; more even than this list:

Oregon Brick Cream Cheese, per lb.	30c	MacLaren's Cheese, per jar, at.....	20c, 35c and 65c
Edam Cheese, each.....	\$1.00	MacLaren's Roquefort, per jar, at.....	25c and 50c
Limburger, each.....	50c	New Can Cheese, per lb.....	25c
Camembert Cheese, each.....	35c	Very Old Canadian Cheese, per lb.....	25c
Primrose Cream Cheese (entirely new to Victoria and very delicious), each.....	20c and 35c	Swiss Cheese, imported, per lb.....	60c
French Brie Cheese, per glass jar.....	50c	Gorgonzola, per lb.....	65c
Parmesan Cheese, per bottle, at.....	35c and 50c	Roquefort, per lb.....	65c
Tilister Cheese, per lb.....	25c	New Canadian Stilton, per lb.....	25c
		Old Canadian Stilton, per lb.....	25c

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Up-to-Date Grocers
Tels. 52, 1052 and 1590. 1316 Government St.

SWEEPING REDUCTION IN RANGES

Lasts Until December 31st

	Reg. Price.	Sale Price.
"HER MAJESTY" RANGE, No. 8, with warming closet....	\$65.00	\$47.50
"HER MAJESTY" RANGE, without closet.....	\$50.00	\$39.50
Guaranteed satisfactory. They are asbestos lined and are manufactured by the Buck Stove Co., Brantford, Ont.		
	Reg. Price.	Sale Price.
"BLACK BEAUTY" STEEL RANGE, with high shelf....	\$16.00	\$14.50

B. C. HARDWARE COMPANY

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NOTICE

CHAS. DAY & CO., LONDON,

Are the Sole Export Bottling Agents For

John Jameson & Son's Whiskey

And on each LABEL must be found the following Notice and Signature: "In order that Consumers may feel assured of genuineness, we would request the attention to this our Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and Cases, also to age mark."

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Season XIII Park, VICTORIA, B.C. Select High-Class BOARDING College for BOYS of 8 to 15 years. Redemptive of well-appointed Gentleman's home in lovely BEACON HILL PARK. Preparation for University Entrance Examinations, Business Life or Professional or University Entrance Examinations, and strictly moderate. L. D. Phone, Victoria, A743.

Sooke Rifle Association

The Annual Meeting will be held in Charter's Hall, Sooke, at 7.30 p.m., Wednesday, 22nd January.

NOTICE

RAYMOND & SONS

7 PANDORA STREET

Wish to inform their numerous patrons that they have in stock a full line of SATIN FINISH ENAMEL AND AMERICAN ONYX TILES. The latest old and new styles in MANTELS, FULL SETS OF ANTIQUE FIRE IRONS AND FENDERS. Copied from designs that were in use during the seventeenth century.

SAILS BLOWN AWAY.

Schooner Endeavor Returned Damaged by Recent Gale.

The schooner Endeavor, which left Port Townsend Saturday, put back on Sunday with sparker and two jibs gone and badly battered by the wind and waves during Saturday night's gale in the straits. The storm blew hard from the southwest causing a break in the cemented embankment at Dallas road for over sixty feet.

BLUTNER GRAND PIANO

The Beauty and grandeur of his magnificent playing will be enhanced by the fact that his accompaniment will be played on a beautiful

Truly the world's greatest piano—preferred by all the world's greatest artists.

SOLE AGENTS
93 GOVERNMENT STREET

FOR SALE
Estate of Whitfield Ch...
Sealed tenders for the above estate, address of the Chase Estate, c/o F. J. Fulton, Barrister, will be received until the 17th inst. 1908.

The Estate consists of (more or less) situated as follows:—580 acres—less right of way at Shuswap from the station to the high state of cultivated water privileges, and is productive. There are in course of erection of property.

220 acres pasture land, meadow, back of Shuswap 488 acres pasture land, long river frontage, on South Thompson River 550 head of cattle, a horse, farm implements, etc. At present the estate is being exploited by the D. G. Macpherson or Shuswap, or to G. B. M. Department, Victoria.

The highest or any ten acres accepted.

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TAKE NOTICE that V...
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teasels to apply for ad...
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Commencing at a post...
west line of H. Gray's...

Some Very Attractive Bargains in Our January Sale News for Friday

The following very attractive sales which we have booked for tomorrow should make Friday a very busy day. Everybody in the vicinity knows full well the advantage of attending our sales, as our prices are brought down so low as to make it worth your while laying in a good stock at a substantial saving. Articles that you have long wanted but deferred getting on account of price may be included in this sale, and it will pay you to be at the big store as soon and as often as possible, even if there is nothing which you wish in this advertisement, we suggest that you come down anyway as you will find the store fairly aglow with January sale tickets on articles which are of daily use. A visit will pay you.

Friday Bargains in Trimmed Millinery

Regular Values were \$4 to \$10 Friday \$2.50 each

Friday we are placing on sale another lot of beautifully trimmed hats. These are trimmed with feathers and flowers and included are shapes that will suit all faces. The regular values were \$4.00 to \$10.00.
Friday, each..... **\$2.50**

A Good Time to Buy Children's Hosiery

Regular Values Per Pair 25c Friday 10c

You could not wish for better bargains than we are offering tomorrow in Children's Cashmere Hose. These are all A1 quality in assorted ribbed, and have double knees, just the kind that you need for the little ones. Sizes run from 6 1/2 to 8 1/2. Regular price per pair was 25c, but in order to clear these out quickly we have marked them down to the remarkably low price of, per pair..... **10c**

Our Sale of Men's Suits Makes a Tremendous Hit



The sale of Men's Clothing which is now in full swing, has thus far attained remarkable success, large numbers of eager and enthusiastic purchasers have taken advantage of this great event, and the remaining days of this sale will undoubtedly make further records for itself. When once you see one of these fine suits you won't leave the store without taking one away with you.

Men's Fine Fit-Rite Suits for \$15.75

Regular \$25 to \$27.50

These splendid suits possess all that one could desire in high grade clothing, the materials used in their construction being the best obtainable and are made of worsteds and tweeds in single and double breasted styles. Regular value \$25.00 to \$27.50. January sale..... **\$15.75**

The Boy's Clothing Dept. Offers Many Excellent Saving Opportunities



The Section devoted to Boys' Clothing is an interesting place these days for mothers who wish to outfit their boy cheap. Every Suit or Overcoat included in this sale is perfectly flawless.

A splendid line of Boys' Fine Norfolk Suits go on sale today. Any mother would be delighted when seeing her boy dressed in one of these fine Suits. They are made of best quality Tweeds and Worsteds and well tailored. The regular values were \$5.00 to \$7.50. January sale..... **\$4.00**

BOYS' NORFOLK SUITS, in Tweeds and Worsteds. Regular \$3.50 to \$4.50. January Sale..... **\$2.90**

When Feeling Fatigued After a Hard Day's Shopping Remember our Tea Room—Third Floor. A Good Cup of Tea Is Refreshing Indeed.

Raincoats Marked at Prices That Touch Your Purses Lightly

Reg. Values \$6.75 to \$8.50. Friday \$3.75



Just fancy getting an \$8.50 Raincoat for \$3.75! Some people would hardly believe such stirring news, but by visiting the mantle department, Second Floor, you will be doubly paid for your trouble in coming down. These raincoats are made of good quality heptionette, in shades of fawn, green, and light grey, with box backs, double-breasted, with outside pockets, and have rolled collars and cuffs. Regular values \$6.75 to \$8.50.
Friday..... **\$3.75**

Special Sale of Ladies' Dressing Gowns

Tomorrow we are placing on sale a special line of Ladies' Dressing Gowns. These are made of German and French Flannel, also fancy muslins, in colors of navy, pink, blue, red, white and mauve, beautifully trimmed with silk lace and embroidery, full bias backs with girde at waist, bottom finished with deep flounce, also a number in the latest kimona style.

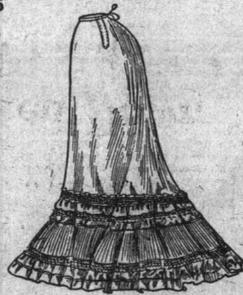
Regular values \$2.50 to \$4.75. Friday..... **\$1.50**
Regular values \$5.75 to \$6.75. Friday..... **\$3.50**
Regular values \$8.75 to \$15.00. Friday..... **\$5.75**

Ladies' Underskirts Marked Down

Reg. Values \$1.75. Friday \$1.25



This is another one of our popular Underskirt Sales, and which means good news to all the women folk. They are made of extra good quality black sateen and are finished with deep tucked flounce and 2 small ruffles, which gives a very full effect. The regular price of these fine underskirts was \$1.75, but for Friday's selling they are marked down to..... **\$1.25**



Stirring Economies From the Men's Furnishing Department

The men's furnishing department heads the list tomorrow with a multitude of splendid bargains, and affords every opportunity of laying in a good season's supply at a very small figure. Bargains like we have booked for tomorrow are not of daily occurrence and by reading down these items you will readily be convinced of the remarkable savings which are to be made.

January Sale of High-Grade Underwear for Men

Men's English Wool Underwear Reg. Values \$2.00, Friday \$1.35

This is a splendid quality of Men's High-grade Underwear, and is direct from England's foremost manufacturers, all well made and were made to sell at \$2.00, and consists of best quality English wool, in natural shades, all sizes, and is marked for Friday's selling..... **\$1.35**

Men's Heavy Striped Underwear Reg. Values \$1.00 Friday 50c



This is a splendid opportunity to procure good strong heavy striped wool underwear at a great saving. You would hardly believe that such bargains as these could be offered, but by coming here Friday you will find that they are just as represented. Reg. price was \$1.00.
Friday..... **50c.**

Men's Heavy Ribbed Underwear Marked Extremely Low Reg. Price was \$1.25, Friday \$1.00

This is a specially good line of Men's Heavy Ribbed Natural Wool Underwear, and is a bargain at the regular price, but for Friday we have marked it down to... **\$1.00**



Men's Fine Wool Sweaters

Not a bit out of time to buy a good sweater; the coming months will necessitate one of these splendid wearables; they are extra heavy; in colors of red, and navy.
Special Price Friday..... **\$1.00**

Men's Heavy Working Shirts. Reg. Values \$1.25. Friday 65c

Tomorrow we are placing on sale a splendid line of Men's Heavy Working Shirts. These have collars attached, and are in shades of blue and grey, and will no doubt be snapped up very quickly. We therefore advise prompt action if you wish to share in these remarkable bargains, as there are only 11 dozen left. Regular price was \$1.25.
Friday..... **65c**



Something for the Little Tot's in Tomorrow's Sale

Every mother will have an excellent opportunity tomorrow to get Children's Bear Muffs and Stoles at a great saving, as they are marked at one-half and more off regular prices.

Children's Bear Muffs and Stoles, regular prices \$1.00 and \$1.25. Special for tomorrow.....	Children's Muffs and Stoles, regular values 35c and 50c. Special on Friday.....
50c	25c

Most Unusual Sale of Ladies' Aprons

Regular Values 75c, Friday 50c

These fine aprons are made of white lawn, with fancy bibs of embroidery, and will undoubtedly go quickly at prices like these, every lady wishing to get a good apron at a greatly reduced price will be here tomorrow. There are also a quantity made with wide frill around bottom and extra large embroidered bibs.
Regular price 75c. Friday..... **50c**

Our January Sale of Men's Fit-Rite Suits at \$11.75 Causes Much Interest

The Saving which is to be made on these suits runs from \$3.25 to \$6.25, which is sufficient inducement to make any man who needs a good strong serviceable suit. But to get one you will have to hurry, as they are going quickly. Come today or tomorrow, and look them over, compare them, and you will come to the conclusion that these are the best values ever offered.



Men's Fine Fit-Rite Suits, Reg. \$15 to \$18 for \$11.75

These, like the \$27.50 Suits, embody all the leading fashion features that the fashion world knows, and are made of all imported tweeds and worsteds, carefully selected and cut so as to retain their shape. The regular price was \$15.00 to \$18.00. January sale... **\$11.75**

Special Bargains in Men's Suits at \$6.75

For an All Round Suit you could not wish for better values than what is to be had in this line of Clothing. They are made of excellent quality Tweeds and Worsteds, and are strong and durable, while the tailoring and workmanship put into them cannot be excelled. They are from our regular stock of Men's Clothing, and come in single and double-breasted styles. The regular prices were \$10.00 and \$12.50. January sale price..... **\$6.75**



Exceptional Bargains Await You in the Staple and Dress Goods Department. Remember—No Charge Orders During the Month of January.

EXTRA SPECIAL

50 Dozen Men's Grey Army Socks, regular value 25c. Friday..... **15c**

DAVID SPENCER, LTD.

EXTRA SPECIAL

50 Dozen Men's Grey Army Socks, regular value 25c. Friday..... **15c**

MOROCCO ROYAL FOR A HO

Mulai Hafid Proclaims as Sultan of the Country

ABDEL FORMALLY

New Situation Causes Anxiety to Govern France

Tangier, Jan. 11.—Mulai Hafid proclaimed sultan of Morocco, and been declared. Unreliable this effect have been a day or two, but today's firmation of them was by Hafid, who some months ago had been proclaimed sultan at Fez, and his uncle Mulai Carag viceregent pending Hafid's arrival. Hafid, of record, was formally the sultanate.

These things occurred. The proclamations were principal mosque, and formalities attending were scrupulously observed, and body of Moslems interpreted the Koran, the Chouffas tribes, and they were the principal leaders. The followers of Mulai Hafid, made decision of Abdel Aziz to France and Spain in the terms of the Algece and the installation of a police force in the Morocco to arouse the the southern Moors, represented as having the invasion of the Morocco by Europeans, ready to turn the count foreigners.

Further advices received that Mulai Hafid was in an condition that he would make an alliance of Turkey and suppress the European interest. Cortiers have been Morocco City to summit Fez. That city is in an uproar. The residents are fearful lest another massacre occur.

French Forces at Casa Blanca, Jan. 11.—The policy of a more paign, General D'Arma ceased Gen. Druce in a French forces in Morocco City under his taken Fidalia, a town southwest of Rabat, marching on Rabat, occupy one or two other way to that city.

French Government Paris, Jan. 11.—The ment is greatly wrought proclamation of Mulai Hafid, and the declaration war at Fez. France an officially for the power cognize Abdel Aziz as sultan, so long as the ment remains in his hands. Hafid, in the past year, expected strength in of his forces, and the tion means the indefinite of the stay of the French troops in Morocco. Mulai Hafid has been aroused against Europeans, and it was friendly association that and his followers were the faatatics of the sou. It is said that the imp Fez have announced to the newly proclaimed French and Spanish therefore, already are to increase the policing various coast cities, which would be in the most d tion.

Telegraphers' V Montreal, Jan. 11.—As hiration the Grand Trunk who are now receiving wage will get an incre cent. Those receiving will have distributed annually a grant of \$10.00 Sunday work will be p rates.

Abyssinian Rome, Jan. 11.—Ad here from Italian. Son give brief details of the Abyssinians on Lugh. vinnia, the commander sarrison at Lugh, who ly against the Abyssinians in the final encounter. lan officer withdrew fr with a number of natty. It is not known what was. Only fifteen nattered Lugh, it is st Abyssinians withdrew.

Famous Singer New York, Jan. 11.—Ad razzini, the prima don to America to fill an the Manhattan Opera here today on the stea raine. The steamer hit age across the Atlantic Tetrazzini suffered sev sickness. Her first New York will be n night, when she will a role in "La Traviata" appear in the same ope urday's matinee.

The C.P.R. has pur block of land south of Havelock.