

EXCURSION TRAIN THROUGH TRESTLE

The Collier Special, Carrying Cleveland People Wrecked in Georgia

ENGINE MEN ARE KILLED

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 Collier point, 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 89 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 ascending 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. Achtermann, 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. Achtermann here believes that the suicide may be his brother, William S. Achtermann, who was a student for the ministry at Sheboygan, Wis. The Rev. Achtermann'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 steamer 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 transacting 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.

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 Fooking 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."

Toronto Indictments

Toronto, Jan. 8.—This afternoon the grand jury returned true bills against Jacob Cohen, charged with attempted murder, George Chambers and Thomas Morgan, highway robbery, and George Chambers on two charges of attempted murder.

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 present Japanese ambassador to that city, 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 government to accept Baron Takahira as ambassador to Washington, it is not doubted that the general belief among the embassy attaches is that the resignation of Viscount 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 would very soon see fit to announce formally 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 eruptions. 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, originally imported. The year's 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. The iron 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 a bride other than crowns 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?" Continuing, 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 fails 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 trawling.

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 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 contemplates the construction of a postal line 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 United States in their 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 government has ordered until January 20, when the final plea will be made. The ball of \$50,000 was continued.

It was reported today that other men equally as prominent as Helme in Wall street operations were to be called before the federal authorities to plead to similar indictments. Who they are, however, is not known, but it is expected could not be learned at the district attorney's office. It is known that the grand jury is not yet through with its work on the banking conditions exposed by the recent financial troubles.

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 by a bullet fired from a revolver after the fact 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.

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

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 takeover, up to the last moment allowed him, Heinze fought to meet his obligations and so retain his banking interest. His failure was chronicled in the following statement, issued by Mr. Cromwell, after an afternoon conference of the parties concerned.

"The Heinze stock in the Mercantile National bank has been acquired by Mr. Gould in a satisfactory arrangement before Mr. Heinze was given every possible chance to pay for the stock, but because of his inability to do so in the time agreed upon, we have been obliged to take it over."

Later Mr. Cromwell added that the Gould interests would assume their proper place on the bank board at the meeting on January 14. This implies, of course, that the so-called Heinze directors will then retire.

This morning Heinze under bail following the indictment by the federal grand jury on a charge of over-certifying checks of his brothers' brokerage firm involving \$400,000, was arrested before Mr. Heinze was given a plea of not guilty was entered, with permission to alter or withdraw it or to make any desired motions later.

It was reported today that other men equally as prominent as Helme in Wall street operations were to be called before the federal authorities to plead to similar indictments. Who they are, however, is not known, but it is expected could not be learned at the district attorney's office. It is known that the grand jury is not yet through with its work on the banking conditions exposed by the recent financial troubles.

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.

Notes Were Forged

Ottawa, Jan. 8.—The action of the Banque Nationale against Alphonse Valiquette for \$16,000, the amount of notes held by the bank against him, was dismissed by Judge Hilditch in the high court today. It was thrown out on the ground that the name of Alphonse Valiquette on the notes disputed was forged by Edouard Valiquette, who absconded last spring, and the son of the man whose name he forged. The judge pointed out that the officers should make every effort to bring the forger to justice.

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 day before yesterday, reporting the policy of public ownership of telephones, he argued that the purchase of the Bell telephone system by the government before 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 consideration 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 ready to give judgment. Kelly brothers were contractors for the post offices at Vancouver and Winnipeg and other large buildings in western Canada.

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.

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 made by 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 bodies had been removed 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 fact of the proposed new rates, 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 valley 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

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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, passed through the city this morning on his way east. 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. Lem

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.

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.

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.

UNDERSIRABLE 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 the City Centre, Mayor Keary, representing the city, presiding.

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, of the Fraser 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.

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 300 special service jurors had been exhausted at that hour, and the customary night sitting was abandoned.

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; William McAdie, salesman; George Metzger, druggist; James S. Davidson, clerk.

Fernie's Fire Record. Fernie, Jan. 8.—The report of Chief D. McDougall, of the fire department, gives the number of fires in Fernie during the year 1907 as 10, and the loss sustained through that cause as only \$611. The insurance on the buildings damaged was \$11,900.

Customs Receipts at Fernie. Fernie, Jan. 8.—The customs returns for the port of Fernie for December show a very satisfactory increase and reflect the continued prosperity of the district.

In Hard Luck. Vancouver, Jan. 8.—Charged with vagrancy at the age of 19 years was the fate of Bert Scott, a young Ontario man, in the police court today.

Freight Ditch Near Fernie and Eight Cars Loaded With Goods Badly Smashed. Fernie, Dec. 8.—Traffic on the C. P. R. at this point was held up for nearly two hours recently owing to the wreck of a freight train which occurred at 7 o'clock in the morning about one mile west of Fernie station.

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 cars out of danger. The depot was cost \$150,000. It is estimated that it contained \$100,000 worth of freight, which was entirely destroyed.

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 \$840,000,000 and shows the enormous deficit of \$110,000,000. A loan is to be issued for \$68,000,000; \$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 revenues, 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 1853.

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.

HALF JURY CHOSEN FOR THAW'S TRIAL

Two Hundred More Talesmen—Insanity Line Taken by Defence

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; William McAdie, salesman; George Metzger, 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.

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 being capable 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 being capable of intelligently advising with his counsel, are now under subpoena by the defense.

The alienists who were the mainstay of the prosecution at the first trial, were Doctors William 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. Fernie today in the 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.

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

Old Railway Man Dead. New York, Jan. 8.—Samuel Carpenster, aged 73, general superintendent of the Pennsylvania railroad, died in this city at the Spencer Arms last evening. Mr. Carpenster was in the Pennsylvania railroad for forty years, and was eastern passenger agent at New York for more than thirty years.

Canadian Northern Rumors. Toronto, Jan. 8.—D. D. Mann, vice-president of the Canadian Northern railway, denies the Winnipeg story that President Mackenzie had secured \$16,000,000 in England for Canadian northern railway improvements in western Canada. Mr. Mann says the despatch is incorrect. "We never tried to get British money for the Atchafalca road or the road to Athabasca Landing. We are not trying to finance them." He would say nothing, however, of the object of Mr. Mackenzie's mission to England.

Ogilvie's Great Clearance

For Stock-Taking—Overpowering Reductions Sale 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 various sizes and prices.

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

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

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. Merlock McGregor. Centre ward—W. Fernie, W. Noble, South ward—S. E. Newton, F. B. Pemberton. Tomorrow night the big public meeting will be held in the Foul Bay schoolhouse, when the members of the council will speak to the ratepayers.

LONDON TIMES

Lord Strathcona Among Subscribers to Capital of Mr. Pearson's Company 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.

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. N. Parsons, but in their own hands, they can teach us the better. The example of the Rev. of Hanover, is one to every home in Canada. arduous duties, incidentally, the reverend gentleman severely with liver trouble and with constipation. But he luckily found a better, tells how. "I am a Fruit-a-tives very much troubled with Liver shall continue to use it. "Fruit-a-tives" are the ideal combination of ment of Biliousness, Headache and all St. Kidney and Skin Troub...

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 in early. They would WE WANT TO B three houses in Vi \$2,000 to \$3,000. Mr. right, and the terms sell your house for...

Have You Your... 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 CU AND COM 616 Fort S

WANTED—To hire, a... and February; must quiet. Particulars to der. APPLICATIONS for te Year's day, at St. Jus Athalia D. Chugranter of Demerius K. Ch 10 years; a native of...

BIRTHS, MARRIAGE... BORN. HUMBER—At Corona, Ave., on January 2, 1908, a daughter, to Mr. S. Humber, of a daughter. DAVIES—Jan. 6, at the land avenue, Victoria, Arthur Davies, a daughter. HARDIE—On Sunday, 1908, Mr. and Mrs. "Glendy," squillish. DIED. CHUNGRANES—In this year's day, at St. Jus Athalia D. Chugranter of Demerius 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.

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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.
DIED.
CHUNGGRANES—In this city on New Year's day, at St. Joseph's hospital, Athalia D. Chunggranes, second daughter of Demetrius K. Chunggranes, 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 with, 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 enjoyed 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 feast 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 service have been changed since she was built, and 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 long, 7 feet 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, and 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, and to get control of the 80 per cent of the guaranty fund in 2 per cent bonds and regain control in buying these bonds, the banks hold what they have paid their original purchase price, providing the bonds were bought before January, 1908, and providing their exact purchase price can be proved. It is Mr. Fowler's idea, as embodied in the bill, to have the new credit notes printed on a green background, in distinction from the old notes, and the background of the gold notes, and the background of the silver certificates.

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. At the time of the drop, the price of eggs was \$1.10 per dozen. The price of eggs has 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 eggs will be further reduced. In other lines of dairy products prices hold unchanged. A small quantity of fresh butter is being received from the local market and is being supplied at 15 cents per pound. 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, and the price of hay is the result of the scarcity of the article and the disposition shown by farmers to hold their hay for better prices 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, and the price of hay is the result of the scarcity of the article and the disposition shown by farmers to hold their hay for better prices in previous years.

Table listing prices for various commodities: Flour, Fruit, Eggs, etc.

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	Wheat, per lb.	30
Oats, per ton	\$34.00	Barley, per lb.	30
Hay, Fraser River, per ton	\$25.00	Almonds, Jordan, per lb.	75
Red Cornmeal, per ton	\$28.00	Almonds, California, per lb.	75
Chop Feed, per ton	\$28.00	Cocanuts, each	30
Whole Corn, best, per ton	\$28.00	Pecans, per lb.	30
Middling, per ton	\$28.00	Chestnuts, per lb.	30
Cracked Corn, per ton	\$28.00		
Vegetables.			
Celery, two heads	25	Cod, salted, per lb.	10 to 15
Lettuce, hot house, per head	10	Halibut, fresh, per lb.	8 to 10
Garlic, per lb.	10	Halibut, smoked, per lb.	10 to 15
Onions, local, per lb.	6 to 8	Cod, fresh, per lb.	6 to 8
Potatoes, local, per sack	1.50 to 1.75	Flour, fresh, per lb.	6 to 8
Green Peas, per lb.	15 to 20	Flour, white, per lb.	6 to 8
Cauliflower, each	15 to 20	Salmon, fresh, per lb.	10 to 12
Cabbage, local, per lb.	5 to 10	Salmon, smoked, per lb.	10
Red Cabbage, per lb.	5 to 10	Clams, per lb.	20
Rhubarb, hot house, per lb.	10 to 15	Oysters, Olympia, per pint	40 to 60
		Oysters, Toke Point, each	40 to 60
Dairy Products.			
Fresh Island, per dozen	40	Chickens, per lb.	20 to 25
Cooking, per dozen	40	Smelts, per lb.	10 to 15
Butter, per lb.	15 to 20	Herring, kippered, per lb.	8 to 10
Canadian, per lb.	15 to 20	Finnan Haddie, per lb.	8 to 10
Neufchatel, each	15 to 20		
Butter		Meat and Poultry.	
Manitoba, per lb.	15 to 20	Lamb, per lb.	15 to 20
Victoria Creamery, per lb.	15 to 20	Mutton, per lb.	15 to 20
Cowichan Creamery, per lb.	15 to 20	Lamb, per quarter	1.50 to 2.00
Delia Creamery, per lb.	15 to 20	Yeast, dressed, per lb.	1.25 to 1.50
Butter, cooking, per lb.	15 to 20	Geese, dressed, per lb.	12 to 15
		Ducks, dressed, per lb.	10 to 15
		Chickens, per lb.	20 to 25
		Chickens, per lb., live weight	12 to 15
		Chickens, broilers, per lb.	20
		Guinea Fowls, each	1.00
		Pigeons, dressed, each	1.00
		Rabbit, dressed, each	50 to 75
		Ham, per lb.	15 to 20
		Bacon, per lb.	25 to 30
		Beef, per lb.	15 to 20
		Pork, dressed, per lb.	15 to 20
		Judge Ermatinger, of St. Thomas, holds the fishermen are not so mean. 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.

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability 27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

One year \$1.00 Six months .50 Three months .25 Sent postpaid to Canada and the United Kingdom.

THE KING.

Mr. Haldane has set people talking all over the United Kingdom. He said substantially that the King gave his ministers the benefit of his advice. There has been considerable of an uproar over this and some people have asked if England is returning to the days of the Stuarts. It is surprising how the British people can work themselves up into a semi-panic about nothing, when there is no great question demanding consideration. A notion has grown up in some quarters that the monarch of the British Empire is only a figure-head or a means of registering the will of the sovereign people. Ultimately he is the latter, but he is also one of the people himself. He is an Englishman or, at least, for the term, a Britisher. As such he must have a certain degree of influence, and if, as happens to be the case at present, he is a very wise and very tactful and widely-experienced man, his influence is altogether too valuable to be set aside because of an imaginary fear that we are returning to days of absolute monarchy. He probably understands the rights, privileges and duties of his position quite as well as any one else, and he is not at all likely to go a step further than his duty to his fellow countrymen requires him to. If he has strong views upon any subject, it seems to us that he would be false to his kingly office if he failed to impress them upon his ministers. If they are unable to agree with him, either he must yield or his ministers must resign and another set find ministers who will undertake to justify his course to Parliament, which is the court of last resort, the popular voice finding expression in the House of Commons. We think those people who are alarmed at the influence of the King are needlessly disturbed.

CENTRAL EMIGRATION BOARD

The Central Emigration Board is an organization with offices at 76 Temple Chambers, London. The President is the Duke of Sutherland; the Chairman is Sir Clement Kinloch-Cooke, late treasurer Sir William Chance, Bart., and the secretary Mr. F. J. Hamilton. Associated prominently with the Board is Lord Hindlip. Mr. Clive Phillips-Wolley will represent the organization in this province. In a letter to Mr. Wolley, the secretary, after speaking of some matters of routine, says: "There is a further question to be raised, and we will bring it up shortly. It is a question of influence the sending out of younger sons of well-to-do people, who will eventually go to the Colonies, to go out when about 15 and 16, so as to grow up with the Empire and get a thorough knowledge of local surroundings. For this purpose we would wish a grant of land so that a certain amount of agriculture. The knowledge might be imparted to these boys, together with their regular education." This idea is an attractive one, although it is not in our province, would call for the exercise of a great deal of judgment. What is proposed is something in the nature of an agricultural college, concerning the benefits of which we have something to say a few days ago. We suggest to Mr. Wolley, of whose hearty interest in all things pertaining to the welfare of the country the public have had so many evidences, if it might not be feasible to establish an agricultural college, to which young British Columbians could go by paying proper charges. At least, we think it would be very easy to get a suitable site from the government, for the establishment proposed by the Board would have to be near some centre of population, but we fancy it would be unreasonable to expect assistance in some form from the province, if a practical plan were proposed. Let it be marked on a tract of considerable area, some of it in a state of nature, but fit for cultivation, and the remainder suitable for pasture or already under cultivation. In a locality near good means of communication and close enough to a city to make the procuring of medical attendance in case of necessity an easy matter. Suppose that the tract were established on the tract, where boys could receive the higher branches of an ordinary school education, and be taught agriculture and other things. The tract might be very well sent from the United Kingdom, and we have not the least doubt that many of our own people would be glad to bring out to send their own lads to it. It would be an excellent institution and one that the legislature would be disposed to assist in as far as could be expected. Possibly the Board has some other plan in mind. Possibly Mr. Wolley has given the subject sufficient consideration to be able to improve upon our suggestion. Be this as it may, we like the idea, and what we have said is only intended to demonstrate this more fully than could be done by a marked statement of approval, and at the same time advance what may be the nucleus of a workable plan.

THE ALL-RED ROUTE

The following from the Montreal Witness deals with a subject that comes very closely home to Victorians: The new issue of \$24,000,000 of new stock by the Canadian Pacific is causing a good deal of talk in financial circles, not only in this country, but in the United States and England, and there is much speculation as to the uses to which the money will be put. In this connection an interesting rumor comes from England to the effect that the money is to be used for the specific purpose of strengthening the company's fleets on the Atlantic and the Pacific as to bring into actual being the fast All-Red route, about which there has been so much talk lately—a development which would have the effect of rendering superfluous the proposed steamship line via Blacksea Bay. According to the story there is a probability of the British government renewing the contract with the C.P.R. for the carriage of mails to the Orient, which contract expires in April next. If this is done, however, the terms

will be radically revised, both as regards the time to be occupied in the carriage of mails, and in the amount of the subsidy to be paid. The British government is convinced that this time could be cut down considerably, and any new contract will likely call for much faster ships. Indeed there is talk of the C. P. R. building four new ships for the Atlantic service exceeding by five thousand tons any boats at present sailing to Canadian ports, and with a speed of from 23 to 25 knots an hour. This would be transferred to the Pacific-Orient route, and supplemented by two more vessels of the same size, so as to establish a fortnightly service instead of a monthly one with China and Japan. It is understood, according to some information received from London, that no important consideration in connection with this scheme will be the establishment of a new steamship service between Canada and Australia, and the belief is that the present C. P. R. boats now running between Vancouver and Japan will be utilized for this service. It need hardly be pointed out that if there is anything in these rumors—and as everybody knows, the C. P. R. certainly is about to greatly improve its ocean fleets—it will be the greatest step forward in Canadian development that has been made for a long time past, and will immediately result in an enormous increase in this country's shipping business. With such a fleet, Canada would hold the blue ribbon of the Atlantic, for no line running into New York would be able to compare with it in point of time, nor surpass it in accommodation.

Several prominent financiers, when spoken to about the matter this morning, expressed the hope that the rumors in favor of seeing the proposed fast line placed in the hands of such a company as the C. P. R., which not only understands Canadian requirements and possibilities, but has proved itself able to carry great enterprises to a successful issue. It would undoubtedly be very much to the interest of the people of Victoria to have the Canadian Pacific take hold of the All-Red line, as the result would unquestionably be the making of this port, or Esquimalt, the terminus of the ocean line. No other shipping company is at present in a position to handle the business, although it does not necessarily follow that a railway company must do so. We have seen several years before the Grand Trunk Pacific or the Canadian Northern can be in the field for trans-Pacific business and there will undoubtedly be a disposition on the part of the Canadian Parliament to favor the claims to the Canadian Pacific, if it is considered in connection with this great Imperial project.

ORIENTAL IMMIGRATION.

The Vancouver World says of the immigration: "Until lately we have been inclined to treat this as a British Colonial question, or as a Canadian one. Signs are not wanting, however, that it is now to take rank as a great Imperial problem to be settled by the Empire. We are very glad to find our contemporary in accord with the Colonist in this matter. We have from the beginning discussed it from the local standpoint, but the local aspect of the case is important, as casting light upon the general problem, but the man who formulates the question of immigration is not a local man, but one who has a wide knowledge of the world, and a few resolutions or holding a few grades, makes a serious error. We quote from our contemporary: 'Hitherto immigration has been regulated on haphazard lines with consequent friction not only between part of the Empire and foreign states but between one part of the Empire and another. What is wanted is a recognition of the principle that not all parts of the Empire are open to all the King's subjects. In short, an Imperial policy of immigration should be formulated under which white men's lands such as Canada could be closed to Orientals whether British or foreign government. Let representatives of Great Britain, Canada, Australia, and the other self-governing colonies and also of India meet on an equal footing and draw up immigration edicts which, coming from such an authority, could be promulgated with like authority of irritating either the colored races under British jurisdiction or the separate nations outside it. For the present, at least, we must have adequate protection from Ottawa, but until the sphere of the white man in the British dominions the world over has been opened, until the line is drawn which the Asiatic may not cross, a final solution of the problem is still to seek.'

We do not know that we can wholly accept the views expressed in the above paragraph, for we are far from being sure as to the ability of the white races to draw a line, "which the Asiatic may not cross." The Asiatic will have something to say about this. The intermingling of the Oriental and Occidental races cannot be prevented. The line initiated it and it is too late for them to attempt to stop it. It can be regulated, but in our attempts to regulate it we must disabuse our minds of the notion that, because a man has a different colored skin from our own, he is necessarily a benighted heathen, whose views we can disregard with impunity. We must treat the Chinese and the Japanese as they are, not as, in our ignorance of the facts, we assumed them to be half a century ago.

THE MAN OF THE TIME

If there is one man in public life today, who has resting upon him greater responsibilities than any other, it is John Morley, Secretary of State for India, journalist and author. The most momentous problem of the time is the Oriental question, and the most critical aspect of it is that which has arisen in India. The one bulwark against a racial onslaught, which will "stagger humanity," is the British or the Indian. If that were once shaken, we might expect the deluge. The danger point is not Japan, but Hindustan. Japan is a menace to the world, if not a great menace to the Pacific. If India, however, were to be governed by a dominant race, and the control of the country by the British is only the culmination of a long series of foreign rulers, although none of those that preceded us have stood in precisely the same attitude towards the country. But a change has come about in India, as a consequence of British rule. Although the natives of the land have been slow to avail themselves of

the opportunities afforded them, there has in recent years been a marked development of a desire for home rule. It is confined to a relatively small part of the population, but it may rapidly spread. Mr. Morley has exhibited great ability in dealing with the situation as far as it has developed, and he has undoubtedly been successful in restraining what promised to be a very hot and irritable situation. The deportation of unregistered Hindus from South Africa is likely to give rise to fresh difficulty, and increase the weight of his responsibility. It is very unfortunate that the Indian problem should be complicated by incidents occurring in other parts of the Empire, and we hope that so far as Canada is concerned, everything that can be done will be done to prevent needless friction from arising. Canadians must bear some of the responsibilities as well as enjoy the advantages of their Imperial connection, and while the Colonist is no more in favor of Hindu immigration now than it ever was, it urges that care be taken not to create the impression in the minds of the people of Hindustan that we are hostile to them. The first step to preventing difficulty is to stop the influx of Hindus, and this is surely not beyond the ingenuity of those, who have control of the policy of Canada.

In view of the prominent and responsible position occupied by Mr. Morley, the following estimate of the man for a London despatch will be read with interest: London, December, 30.—Silhouetted distinctly against England's political and literary scene, the figure of John Morley, the Great Indian secretary and author, who reached one short of the thirtieth and tenth milestone on Christmas eve. If the role of Britain's great men be viewed from a proper perspective, Morley would possibly prove to be the only "double first" since the time of Burke, having raised himself to the front rank alike both in literature and statesmanship.

It has been only a few weeks since the most pronounced evidence of his attainments in the latter sphere were given when the world's newspapers printed his ringing and far sighted speech on India, which alone succeeded in raising the present government several notches in the estimation even of its many enemies, while it proved the despair of those members of the Opposition who wished to answer it in the House of Commons. But it is thirty odd years since Morley's works on Burke and Voltaire won for him an undoubted place in the world of literature. The intellectual foundation of these and other literary efforts was laid, instead of diminished, with years. Twenty-five years ago Morley belonged to that powerful triumvirate of British politicians, which Chamberlain furnished the driving power and made the popular appeal; Dilke, the grasp of detail and of affairs, and Morley the intellectual foundation of these three. Morley alone remains active, the combination having separated owing to differences, long ago. It is Morley's position as the creator of the present day in England. He stands for home rule and political liberty, and his motto is, "Eternal vigilance is the price of liberty." He often admits that he is actually realizing the irony of events that have placed in his hands the burden of despotic control of a vast subject people. He is a man of high character, and was born in Blackburn in 1832, and educated at Cheltenham college and at Lincoln college, Oxford. Before he turned to politics he had done literary effort he edited several publications, including "The Fortnightly Review," "The Pall Mall Gazette," and "The Morning Star."

NO MISQUOTATION Sir Wilfrid Laurier has sent a letter to the Vancouver World and Victoria Times in which he refers to an editorial in the Colonist of December 15, and Mr. McBride's speech at New Westminster. In the article and the speech, reference was made to the words attributed to Sir Wilfrid Laurier at the meeting held in the Runcie Hotel, when he was reported to have said in regard to public opinion in this province on the Oriental question, "I do not care for your sentiments, and I am bound to respect them." He said that if we had read the words immediately following, which he said were "I do not care for your sentiments, and I am bound to respect them," he would have seen that he was misquoted. So far as the Colonist is concerned, if Sir Wilfrid had read his whole article, he would have seen that we desired to treat the subject with the utmost fairness. We drew attention to the fact that our first report said that he used the words, which he now says he used. We quote from the editorial to which Sir Wilfrid refers: "It is such an extraordinary statement for any one, and especially the Premier of Canada, to make, that if we had not found it quoted editorially in the Mail and Empire, we should have given it as a statement of an inaccurate reporter. I do not share in these sentiments," but it is almost incredible that the leading Conservative paper of Canada would editorially attribute such language to him without warrant. If we are forced to accept it as correct, then in the words within the quotation marks in the above extract we have the message of Sir Wilfrid Laurier to the people of British Columbia. We shall watch with a great deal of interest to see whether or not this astounding declaration is qualified in any degree by what the Prime Minister shall say in the House in the course of the discussion which has arisen on Mr. Ralph Smith's resolution relating to Oriental exclusion. If it is not qualified to a degree that will amount substantially to repudiation, an issue will be precipitated in this province, which there can only be one outcome. We intend to refrain from extended

comment until we have more information as to Sir Wilfrid Laurier's position, as he will define it in the House of Commons. For the present we shall only say that if he is correctly reported in the Mail and Empire as having said that "we are as far as he and his supporters from this province are concerned." At the time the editorial was written we did not have before us a report of the speech in which the language was said to have been used. We had only the extract from the Mail and Empire. Up to that time we had supposed that the Premier had only declared his dissent from the views of the people of this province, not his contempt for him then. The words attributed to him by the Mail and Empire were so astonishing, that we left the way open for an explanation, and we are very glad to have it on authority that cannot be questioned.

So far as Mr. McBride is concerned, our information is that he read from the report of the speech published in the Ottawa Free Press, and we venture to think that any one ought to feel justified in looking to the home organ of the Dominion government when seeking to learn what the Premier of Canada said upon a vital public question. There has been no misquotation of Sir Wilfrid, as far as the Colonist and Mr. McBride are concerned, but there certainly has been gross misreporting so far as the Free Press and the Mail and Empire are concerned. In the discussion of the Oriental question, our only aim has been to reach the best possible conclusion, and if we can, to contribute something to the solution of an issue, which in our humble judgment is of great importance. We have declined to treat it from a party standpoint, and we are quite as well pleased as any one else to know that Sir Wilfrid is a man of high character and of great public importance. We have declared that he feels bound to respect the opinions of the people of British Columbia in respect to it. We treated the quotation from the Mail and Empire as we did in the hope that it would secure from the Premier an exact definition of his attitude towards the people of this province, and this has now been secured.

As was to be expected, the Victoria Times indulges in characteristic coarseness, in its reference to this subject. There was no attempt to reach the part of the Colonist and Mr. McBride to "garble" the remarks of Sir Wilfrid Laurier. This paper and the provincial press, which are of reputable periodicals, one of them a Liberal and the other a Conservative daily paper. The Mail and Empire, which the Colonist quoted, professed to be a Liberal paper, but at the moment of the Premier's remark; the Free Press professed to give a verbatim report of the whole speech. If there was any "garbling" done, it was in the office of the Free Press, where we understand the only verbatim report of the speech was got up, although we do not suppose that the Ottawa paper imagines for a moment that it was misreporting the Premier. In fact it is not difficult to understand how a stenographer might easily misread notes so as to make "share in" read "care for" when they came to be transcribed.

IN THE RIGHT DIRECTION. It is announced that the Dominion government will make a new immigration regulation, requiring all immigrants to Canada, to come from the land of their birth or adoption direct to Canada, and that a new and more general application. One effect of it will be to prevent any further Japanese immigration from the Hawaiian Islands.

This is a step in the right direction, and now that it has been taken, perhaps it is not unreasonable to hope that the government will go a step further and ask the authority to restrict all immigration by such means as are provided in the Natal Act. We ought not as Canadians to lose sight of the fact that Japanese immigration is only one phase of a more general Oriental invasion, and the government ought to place itself in a position to put up the bars against Chinese, Hindus and all other Oriental people. We would like to see the Premier of the Natal Act passed and be brought into effect at once, but if this is more than the Dominion government cares to do at the present time, we venture to suggest that the government be empowered to bring it into force whenever or wherever it might be found necessary. Canada ought to be prepared for all eventualities and ought not to be dependent upon the favor of any other nation as to how many people of an undesirable class shall be allowed to enter the country.

Of particular interest and importance is the announcement that during the past year, not less than 70,000 people passed through the Pacific coast museum. As only a very small portion of this number were permanent residents of the city, or people who had previously visited the place during the course of the year, it is safe to assume that the total number of visitors to the city during the course of a twelve months period, assuming huge proportions. This would bring home to many an appreciation of what a great asset we possess in our various museums, and a tourist resort. We feel confident that the record for 1908 will break that of the year just closed.

And now it is admitted in diplomatic circles that some misgiving is felt as to "the settlement of the ultimate issue—that of commercial supremacy in the Pacific. All who have had eyes to see and ears to hear have for a long time entertained a similar conviction, so this announcement does not come in the nature of a complete surprise. That there are clouds on the horizon and rumblings of a storm can no longer be doubted, and perhaps it is as well that there should be an attempt to deny their existence.

Your Health. Should have your careful attention at all times. Our store is known for the purity and freshness of our drugs. We also supply all requisites for the toilet table except the water. CYRUS H. BOWES, Chemist, Government St., near Yates

HANDSOME ORIENTALS

A CHOICE SELECTION OF CAREFULLY CHOSEN RUGS HERE



OUR BIG ORIENTAL RUG SHOWING has been attracting considerable attention of late, and many have been the compliments, both verbal and tangible, in the shape of orders-received. There is gathered together here a very choice collection of carefully chosen rugs—"genuine" rugs. These have been purchased direct, and this means much to you if you anticipate purchasing an "Oriental." By buying direct, we get the first and best choice, and we save all the profits of several "middlemen." All this saving of ours means money-saving for you. We are in a position to offer you the highest grade of genuine Orientals at the price often asked for the imitations manufactured quite close to home.

You are protected in buying Oriental Rugs, or any carpets or rugs, at this store by our guarantee of quality and satisfaction. This store with its fine record for honest merchandise, stands back of every rug or yard of Carpet sold here. We are ready to make good any misrepresentation or defect. You're safe in trading here.

Chief among the excellent values in Oriental rugs is our fine showing of Mirzapore rugs from India. This is a splendid rug, with wearing qualities unexcelled. The handsome design, the fine colorings, the rugged surface combine to make it a most suitable rug for dining room, library, hall or hearth. Come in, and let us show you these and other "Orientals."

- MIRZAPORE RUG, size 7 ft. 3 in. x 10 ft. 2 in. \$35.00
MIRZAPORE RUG, size 8 ft. x 11 ft. 4 in. \$50.00
MIRZAPORE RUG, size 9 ft. 3 in. x 12 feet \$60.00
MIRZAPORE RUG, size 10 ft. 2 in. x 13 ft. 2 in. \$65.00
MIRZAPORE RUG, size 10 ft. 5 in. x 14 ft. \$75.00
MIRZAPORE RUG, size 11 ft. 2 in. x 15 ft. 4 in. \$80.00

"Room-Makers"—These Beds. We have a fine assortment of new styles just in. These are pretty designs. The folding mechanism is the simplest and best known. Beds are strongly made from best materials, and the finish throughout is of the finest quality. Let us demonstrate to you these excellent "space makers." Shown on Fourth Floor—take elevator.
FOLDING BED—In mahogany finish, polished. A very pretty style. Price, each \$25.00
FOLDING BED—In mahogany finish, polished. Has fine bevel mirror. Price, each \$30.00
FOLDING BED—In golden oak, finely finished throughout. Price only \$30.00
FOLDING BED—In golden oak. This style has first quality bevel mirror. Price, each \$35.00

THE IDEAL TABLE FOR THIS TIME OF YEAR. The "Sidway"—A Table of Many Uses—Get One Now. The Sidway Adjustable Table, because of its adaptability to so many uses, the ease with which it is adjusted, moved or put out of the way, has become a necessary article of home furniture, for which there is no substitute. It is strong, handsome and costs little, and has been so perfected in construction that we may fairly claim it to be the best table of its class on the market. To comfortably serve a meal to one in bed, is a problem which at some time has to be considered in every home, and but few homes are provided with suitable tables with which this can be done. The Sidway is perfectly adapted for this purpose. The top projects over the bed without touching it, and may be adjusted to any convenient height. When not in use the table can be made to occupy less than four inches of floor space, by setting perpendicularly, and at right angles to the feet, and shoving the front feet under head or foot of couch or bed. It is a table of many uses, and you often have a use for it. For the Sick Room A Writing Desk As a Card Table A Music Stand A Sewing Table A Book Rest

OUT-OF-TOWN ORDERS PACKED AND SHIPPED PROMPTLY. Don't hesitate to send us your orders for China and Glassware from your country home. Matchings for sets or other needs, the selection of which you may confidently leave to us, will have most careful attention. Just give us a price limit and a general description. No matter how small or large the order, the packing will ensure safe carriage to any distance. Selections made of articles suitable for card prizes, the best value being assured.

FURNISHERS OF HOMES CLUBS Complete and Good. Weiler Bros. THE "FIRST" FURNITURE STORE OF THE "LAST" WEST GOVERNMENT STREET, VICTORIA, B.C. MAKERS OF FURNITURE AND OFFICE FITTINGS That Are Better.

RAILWAY TROUBLE BY MONEY

Chicago Great V Placed in Har ceive

London, Jan. 8.—The ing of the note-holder Great Western railway A. B. Stickney, president, was held this decided to appoint a company, to maintain during the time necessary first mortgage bond indebtedness of the vote of the stockholders. There were many the meeting. Application for the temporary receivership of the circuit court in without delay. Mr. Stickney in addition holders dwell upon tions in America, with the payment of notes that matured during the year.

The decision of the ee met with the approval holders. After the the stockholders to a re- sulted from the re- sult of the Chicago Great Western railway. The Chicago Great Western railway has a large amount of notes which are due during the year. The Chicago Great Western railway is a very large company, and its notes are very valuable. The Chicago Great Western railway is a very large company, and its notes are very valuable. The Chicago Great Western railway is a very large company, and its notes are very valuable.

St. Paul, Minn., Jan. 8.—The Chicago Great Western railway is a very large company, and its notes are very valuable. The Chicago Great Western railway is a very large company, and its notes are very valuable. The Chicago Great Western railway is a very large company, and its notes are very valuable. The Chicago Great Western railway is a very large company, and its notes are very valuable.

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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 \$450,000 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 of 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.

Applications for employment should not be made to the local offices of the E. & N. All men needed will be engaged by the contractors securing the contracts.

The Bell memorial fund at Brantford totals \$40,000.

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 the islands. Last evening a dinner was tendered the premier at the Sydney hotel, Captain Clive Phillips, M. P., 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 reappear 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, until 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 less susceptible 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 France.—Caryle. Heaven suits the 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. 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 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. Cousens, 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 urban life.

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 act 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.

The value of the world's railways is about \$27,500,000,000. Building operations in Montreal this year total \$4,403,129.

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 Ned 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, 1870, 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 in 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 100-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

NOTTINGHAM-LACE CURTAINS All bound edges, 2 1/2 and 3 yds. long, very handsome new designs. January Sale Price Per Pair 65c, 75c, \$1.00, \$1.35 and \$1.50

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

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

ably, the most insupportable as well as the luckiest sculler Canada ever possessed, and when, early in 1887, he again departed for Australia to endeavor once more to recover his lost laurels, no one was surprised and many were the good wishes that accompanied him.

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 title 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.

1888, Sept. 23.—Peter Kemp again 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.

ALS... considerable at-... here a very... have been... an "Ori-... save all the... y-saving for... Orientals at... ne... at... its... of... or... ng of Mirza-... unexcelled... to make it a... and let us... t. 2 in. x 13 ft... \$65.00... ft. 5 in. x 14... \$75.00... 2 in. x 14 ft... \$80.00... ble Linen... few items... interesting... Ever visit-... If you... d at the very... You'll be... K TABLE... x 2 yds... \$4.00... K TABLE... x 2 1/2 yds... \$5.00... S, to match... and \$6.00... WN WORK... carfs, Centre... Cloths, at... \$1.75... es, the ease... y article of... ruction that... he has to be... with which... projects over... E IN USE... LY... ur country... confidently... a general... re safe car-... the best... MAKERS... OF... FURNITURE... AND OFFICE... FITTINGS... That Are... Better

ENSES AND LOGGERS

ment Acts in Spirit of For-in-Council

Government has decided on the issue of... The most important of the matters expected to come before the council of the board of trade at their meeting yesterday could not be discussed at length as the report from Expert Howe sent out by the Canadian board of fire underwriters to report on fire protection conditions here, has not yet become available.

IMPORTANT DISCUSSION ON FIRE PROTECTION

Board of Trade Takes Matter Up at Quarterly Meeting Next Friday

(From Wednesday's Daily) The most important of the matters expected to come before the council of the board of trade at their meeting yesterday could not be discussed at length as the report from Expert Howe sent out by the Canadian board of fire underwriters to report on fire protection conditions here, has not yet become available.

The secretary reported that he had written Hon. William Selkirk regarding his finding him of his suggestion that there was still time enough to place this year's Dominion estimates a vote providing for a proper exhibit to be made at the Alaska-Yukon-Pacific exhibition. The report was laid on the table for further information.

The following letter was also read from the United States revenue cutter board to send early information of any shipping disasters in order that a revenue cutter might be despatched to the scene without the delay which at present prevails.

COMPETITION

Kaisha Corralled Riving Cotton

allegation of unfairness in the part of the British steamship company... The agreement, penalty clause, to the agreement between Yusen Kaisha and the other people on board.

Freight is to be paid to the N. Y. K. in the service before in India and the kinds of the cargo on. Freight is to be paid to the N. Y. K. in the service before in India and the kinds of the cargo on.

RIFLED CASH BOX

Discovery at Vancouver Indicating Theft Either in Los Angeles or Victoria

Vancouver, Jan. 7.—What may prove to be the largest find made by Joseph Porteus in the one of the bathing houses at English bay this morning. He discovered a metal cash box containing a number of papers, but broken into pieces of its cash deposit. If it had any of the papers bearing the name of Albert George Franklin, and bear marks of having been used in Los Angeles and Victoria.

TROUBLE HERE

Noon Yesterday

At a meeting of the Victoria Poultry and Pet Stock association held last evening at the Queen's hotel arrangements were perfected for the big show which will be held in the market building next week, starting on Tuesday and winding up on Saturday evening. It was decided to hold over the closing of entries until this evening as a number of telegrams indicating a desire to be permitted to enter make belated entries were received.

ARRANGEMENTS FOR BIG POULTRY SHOW

Already There Are Over One Thousand Entries and Success is Assured

(From Wednesday's Daily) At a meeting of the Victoria Poultry and Pet Stock association held last evening at the Queen's hotel arrangements were perfected for the big show which will be held in the market building next week, starting on Tuesday and winding up on Saturday evening. It was decided to hold over the closing of entries until this evening as a number of telegrams indicating a desire to be permitted to enter make belated entries were received.

ENDS HIS TROUBLES

Suicide in New York of Young Englishman Who Had Lived in Canada For a Time

New York, Jan. 7.—A young man believed to be H. Grey Duberly, son of Capt. H. Grey Duberly, Eng., the Cannons, Westcastle, Yorkshire, was found dead in bed, evidently from the effects of narcotic poison, in the Hermitage hotel last night. Six letters were found in the dead man's room. One of the letters was addressed to his father, and another to Earl Grey, governor-general of Canada. A letter was addressed to the Hermitage hotel, and said: "Kindly communicate with my father, Capt. Grey Duberly, the Cannons, Westcastle, Eng. He will defray all expenses. Also communicate with Earl Grey, Ottawa, and request, but all expense will be paid. (Signed) H. Grey Duberly. Duberly arrived on Sunday evening.

A letter written by H. Grey Duberly to his father, Earl Grey, governor-general of Canada, found in the room after Duberly's death, was opened by the coroner today. In it he writes and reproaches the governor-general for not granting the request which he had made, and the nature of the request was not discovered. To Miss Amy Hamshire, of Niagara Falls, Ont., Duberly wrote the following letter, that he had taken poison and that he was begging her to take effect. He asked her to pray for his soul.

Yarnouth, Eng., Jan. 7.—The news of the suicide of H. Grey Duberly, who was found dead in bed yesterday in New York, evidently from the effects of poison, was first communicated to his father, Capt. J. Grey Duberly, by a press despatch. When seen at his home today at the village of Calster, Capt. Duberly said he had no reason to suppose his son was not disreputable, although he was quite confident that he was the victim of a cruel and unprovoked attack. He said that Harry was his eldest boy and was twenty years of age. He sent him to Canada three years ago to remove him from bad influences. Harry obtained employment with the G. T. railway, holding a position near Niagara. When he wrote home last fall his father understood that he was doing well, but since then the only communication received was a card to his father on the latter's birthday.

PRESELY IN A BAD SHAPE

Stanford Coach Must Undergo Operation at Vancouver Today

Vancouver, Jan. 7.—George Presley, coach of the Stanford team, who went into the general hospital here on New Monday night suffering from acute appendicitis, is in a very serious condition. Late yesterday the doctors held a consultation and decided that the kidney troubles, probably induced by the long journey in the disabled vessel, and to the people on board.

TREMONT ARRIVES FROM THE FAR EAST

Reached Port Yesterday Morning—Brought News of Increased Fortifications of Philippines

(From Wednesday's Daily) The steamer Tremont, Capt. Garlich, of the Boston Steamship company, reached the outer dock yesterday morning, bringing news of the latest reports of call in the far east, bringing 15 saloon, 9 intermediate and 85 steerage passengers. These included 23 Japanese and 23 Indians who were retired soldiers, one a Resaldur, who had served in the Uganda campaign at the battle of Chitral, and, as Resaldur of the 15th Sikhs and had been one of the colonial contingent from India at the coronation of the king. With bright striped turbans, red tunics and a row of medals on his breast, he was as proud an arrival as has landed from any vessel. The steamer brought a large cargo, including heavy shipments of ordnance, and a large number of engineers and mechanics.

TANGO MARU LEAVES FOR ORIENTAL PORTS

Consul General Nasse Among the Passengers—Stated Officially of N. Y. K. Here

(From Wednesday's Daily) The steamer Tango Maru, of the Nippon Yusen Kaisha, reached port yesterday morning and proceeded shortly after noon for Yokohama and the usual ports on route to Hongkong. She had a large cargo of general freight, including a large shipment of motor cars for China. Among the saloon passengers was Consul General Nasse, who is returning to Japan. A large number of Japanese gathered on the dock to witness his departure.

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MOUNT ROYAL ARRIVES SAFE AT QUEENSTOWN

C. P. R. Steamer's Boilers Were Crippled and She Put Back to Port

A month after she started from Antwerp for St. John, N.B., and twenty days overdue at the latter port the C.P.R. steamer Mount Royal reached Queenstown, Ireland, yesterday morning. The first news of the missing steamer's safety came in a despatch to the local C.P.R. office from G. M. Cl. Brown at Montreal, and was followed by the following telegram to the Associated Press from Queenstown: "The long overdue steamer Mount Royal steamed slowly into Queenstown today. She had not been heard from in many days. The Royal being in the Lizard on December 10, and watch was being kept for her on both sides of the Atlantic as far south as Bermuda. The Royal being reported to the Canadian Pacific railway company's Atlantic service. She left Antwerp on Dec. 7, for St. John, N.B., with 300 Bulgarian emigrants and a crew of about 100 men."

TWO MINERS BURIED IN BANK OF SNOW

Meet Death While on Their Way to Spend Christmas With Friends

Nakusp, B. C., Jan. 7.—The news of a very sad accident, with unquestionably fatal results, reached here yesterday from the town of Nakusp, 25 miles south of here, on the Arrow lake. Two men, W. McDavitt, aged 40, a resident and land owner of Burton City for several years, and Norman Crisfield, 25, an Englishman, were working for the winter at the Millie Mack mine, 14 miles east of Burton City. In the mountains, the property of Mr. Porter, of Wilmer, B. C. They started from the mine on December 24 to spend Christmas in town, where Mr. McDavitt has two sisters. From their home they took the usual route, their absence from both the mine and the town was only discovered when Mr. Porter, of Burton City, made a trip to the mine two days ago, and learned that they had left as above. The mine manager, Mr. Washburn, had reason to believe they had stayed in town, while their friends decided they had not returned. The two men were hurried towards Burton City, where they arrived yesterday, carefully searched for, but not found. The only conclusion is that, at a point about a mile from the mine where the trail follows along the edge of the deep ravine, the two men were overtaken and they ventured too close to the edge and fell down 150 feet, bringing a heavy snowslide of snow with them and burying them under it. After a period of nearly two weeks their death is certain. A search party of fifteen men started from Burton City this morning at 7 o'clock to look for the bodies of the two men in Medicine Hat, and McDavitt is originally from Ontario.

HOSPITAL SHIP BUFFALO

United States War Vessel Put Into Esquimalt Yesterday Afternoon

(From Wednesday's Daily) The United States hospital ship Buffalo, formerly a cruiser, reached port yesterday afternoon from Bremer Bay, and is now being used as a hospital ship for the sick and wounded of the United States army. The ship was built in 1892 and is one of the best equipped hospital ships in the world. She has a complement of 100 men and is capable of carrying 1000 patients. She is now being used to transport sick and wounded soldiers from the front lines to the rear.

GOOD WORK DONE ON HARBOR IMPROVEMENT

Inner Harbor Association Holds Annual Meeting and Reviews Year's Work

(From Wednesday's Daily) There was a good attendance at the annual meeting of the Inner Harbor Association, held last evening at the city hall. The annual report was taken as read and considerable discussion took place relative to the work done during the past year in the matter of improving the harbor. The chairman, G. A. Kirk, explained what had been accomplished, and the members present endorsed his remarks. Several resolutions were passed, and it was shown that this year's work has exceeded that of any previous year.

TREASURY RECEIPTS

Large Amount of Dredging Work Has Been Done During the Summer in the Way of the Removal of Rocks Between Songhees Point and the C. P. R. Reclamation Work Along the Harbor

(From Wednesday's Daily) The capital of old Canada, with few rivals for situation among famous places around the world, is among all the cities of the American hemisphere, by far the most picturesque and historic. Next summer it will be a city of the future, and its position on the great Republic to the south is so utterly unlike anything that exists under the Stars and Stripes, seems still to breathe antiquity. Samuel Chalmers, a pioneer equal to any of our own, sailed in 1603, up the river which always most attracted the imagination of the French, and planted a permanent settlement on the narrow point where the St. Charles and the St. Lawrence flow together at the foot of the rock of Quebec. He was not only the founder of the city, but the founder of Canada. Fired with the spirit of adventure, he was sent out far and wide, making his way across vast wildernesses to the Great Lakes and to the white peaks of the Rocky Mountains. When the seven years' war broke out, a century and a half later, the whole number of Frenchmen in Canada was a mere handful—some 10,000 all told. But the English and the French were determined to fight for the superiority of their numbers. They had most influence with the Indians. Not one Englishman in a thousand even remotely resembles a Frenchman. The French race was the fight that the French race made for North America, and how far they were from their original position, they were, upon the banks of the St. Lawrence, a permanent superiority at sea. The population of our own colonies was infinitely larger than the number of their French neighbors. While France was fighting for the superiority of the French race, we were fighting for the superiority of the English race. We were fighting for the superiority of the English race, and how far they were from their original position, they were, upon the banks of the St. Lawrence, a permanent superiority at sea.

AMERICAN CRICKET TOUR

Philadelphia Team Will Visit Old Country This Year

(From Wednesday's Daily) Philadelphia, Jan. 7.—After a lapse of five years the cricketers of this city are to visit the old country. The team, although the team has not yet been chosen, all those whose selection places are in the hands of the selectors have signified their willingness to go. The trip will not have been undertaken since the team last visited the old country in 1911, for the Australians will be in England in 1908, and the South African tour is on for a trip in 1910. The schedule of games for the Philadelphia team was drawn up at the last meeting of the American Cricket Club in London, December 9. It embraces all fifteen matches, of which thirteen will take place in England and two in Ireland. The opening match will be played July 6, and the concluding contest August 27. The following is the schedule: July 6, South Wales at Cardiff; July 13, Hampshire at Southampton; July 15, Hampshire at Folkestone; July 16, Hampshire at Folkestone; July 17, Hampshire at Folkestone; July 18, Hampshire at Folkestone; July 19, Hampshire at Folkestone; July 20, Hampshire at Folkestone; July 21, Hampshire at Folkestone; July 22, Hampshire at Folkestone; July 23, Hampshire at Folkestone; July 24, Hampshire at Folkestone; July 25, Hampshire at Folkestone; July 26, Hampshire at Folkestone; July 27, Hampshire at Folkestone; July 28, Hampshire at Folkestone; July 29, Hampshire at Folkestone; July 30, Hampshire at Folkestone; August 1, Hampshire at Folkestone; August 2, Hampshire at Folkestone; August 3, Hampshire at Folkestone; August 4, Hampshire at Folkestone; August 5, Hampshire at Folkestone; August 6, Hampshire at Folkestone; August 7, Hampshire at Folkestone; August 8, Hampshire at Folkestone; August 9, Hampshire at Folkestone; August 10, Hampshire at Folkestone; August 11, Hampshire at Folkestone; 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BILL PRESSED

California Representative... Japanese Emigration

ISHI SPEAKS

Reiterates His View of De-ure

Representative of California... Immigration question

Reply to a cablegram... sent to Count Ito

Embassador.

While the selection... Japanese Ambassador

Jan. 7.—Viscount... Ambassador to America

and several local... were at the dock

CONGRESS DESIGNED

Change in Immigration

A navy... put the basis upon a study

CARDINAL

ent That Red Hat on Archbishop Quebec

is semi-officially... Archbishop of Quebec

Dividend.

The direct... railroad

r. Bryan.

The Demo... committee here

Fire.

Damage to... done by a fire

Quebec

judgment has been... of the province

Two Drowned in Steamer Wreck

London, Jan. 6.—The British tank steamer Housatonic

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

Sir Hibbert in reply did not give a direct answer, but after indicating the growing prospect of a Conservative victory at the next federal election

But the feature of the evening was the address by Sir Charles Tupper, Bart., who, contrary to the advice of his physician, made a characteristic speech of half an hour

Jan. 7.—Viscount

and several local... were at the dock

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The direct... railroad

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The Demo... committee here

Fire.

Damage to... done by a fire

Quebec

judgment has been... of the province

Two Drowned in Steamer Wreck

London, Jan. 6.—The British tank steamer Housatonic

numbering thirty-two, reached a near-by lighthouse. The Housatonic was built at Barrow in 1893

Seven Men Drowned

Leavenworth, Kas., Jan. 6.—A skiff containing nine workmen was being rowed across the Missouri river near Kickapoo, Kas.

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

Another Battleship Accident

San Diego, Cal., Jan. 6.—In an accident on the United States battleship Nebraska, now at this port

FLAGS ON THE SCHOOLS

Provincial Secretary Communicates With Manitoba Government on the Subject

Winnipeg, Jan. 6.—The government of British Columbia, through its provincial secretary, Hon. H. E. Young

OUTLAYS IN WINNIPEG

Gang of Burglars at Work—Clerk in Store Held Up and Money Taken From Till

Winnipeg, Jan. 6.—A gang of burglars is operating in the city, and the police are sparing no pains in an endeavor to place them behind the bars

Winnipeg's Good Health.

Winnipeg, Jan. 6.—The report on the infectious diseases in Winnipeg during the month of December shows the health of the city in remarkably good condition

First Immigrants of Year.

Winnipeg, Jan. 6.—The first immigrants of the year will arrive tomorrow to the country

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

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

Inherits Estate.

St. John, N. B., Jan. 6.—Ada V. Bayard, niece of the late Dr. Wm. 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 ballots

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 electrical power plant, early today

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 under the \$750,000 by-law for the extension of the city waterworks

Resumes Work

Deseronto, Jan. 6.—The Rathburn Co.'s saw and door factory, closed for repairs since December 23, resumed operations today

John Boyd to Hang

Toronto, Jan. 6.—John Boyd, negro murderer of a restaurant keeper, will be hanged Wednesday morning

Two Drowned in Steamer Wreck

taking up another phase of the matter through the statements of water-works officials that amounts have been charged against the city

MR. LEMIEUX IS BACK FROM JAPAN

He Refuses, However, to Discuss the Result of His Mission

HISTORY OF NEGOTIATIONS

Japanese Refused to Discuss Question Until Commissioner 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 government

Mr. Nag Tany has purchased 10,000 acres of irrigated lands east of Calgary, and the sugar beet industry will be undertaken

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 Ontario Agricultural College at Guelph, Ont., and is considered a well-equipped in the matter of scientific agriculture

On being asked what was the result of his negotiations with the Japanese government, Mr. Lemieux said: "Much as I would like to speak, I cannot do so at present because of the result of the negotiations. Any statement I have to make belongs first to the government"

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

The question of immigration has become acute in the last few years. In fact over twenty bills have been passed against oriental immigration

When the R. M. S. Empress of China arrived at the outer wharf, T. Nozse, Japanese consul-general for Canada, was to sail for Tokyo on the steamer "Yango" Maru today

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what was the source of this report. Many Japanese newspapers commented on this, especially following the publication of the interview with Hon. Mr. Lemieux in which he stated that Canada had been led to understand by the consul-general that there would be a limitation of emigration

Series of Entertainments

The Canadian envoy and his party were entertained on numerous occasions at banquet and other fetes and were received in audience at the Emperor's palace at Kuden

Negotiations Opened

It was not until after the return of Mr. Ishii, the Japanese commissioner sent abroad to investigate conditions affecting Japanese in Canada

Offer Verbal Agreement

Meanwhile Mr. Ishii reported to the Japanese foreign office that as a result of his investigations he considered it necessary to question him regarding the proposed arrangements

While the negotiations were in progress at Tokyo several delegations of Japanese politicians visited the Japanese minister to inquire of him regarding the proposed arrangements

Some interesting comments are made by Japanese newspapers regarding the negotiations. The Nippon Nichi of Tokyo says it believes that "the understanding is to the effect that Japanese immigrants should be restricted by administrative means to not exceeding one hundred and fifty per month

Secondly, the Canadian commission wished to have a formal agreement, stipulating a sincere promise to enforce the understanding to its full extent. This relying on special relations between Canada and Japan resulting from the Anglo-Japanese alliance and Japan's good faith, it should be content with an exchange of memoranda only

The Kokuon, a semi-official Tokyo paper, says the provincial Japanese government chiefly based on the report of Mr. Ishii, returning from America and Canada, to the effect that the sending of immigrants to Canada is inadvisable for the interests of the home country and immigrants abroad, proved concurrent with Mr. Lemieux's declaration that the government is not prepared to accept the Japanese terms

That Verbal Declaration

The Japan Gazette, printed in English, says in its issue of December 31: "It has been reported that a satisfactory agreement has been arrived at, but that the Japanese side is at once. This agreement will be recorded in the Japanese party to these negotiations to be sufficient to make a verbal declaration as to the intention of the Japanese government to accept a responsible Japanese state official might be regarded properly as 'glittered' or as good as gold, but with the common day standards now obtaining in the west—and so the Japanese is concerned, it may be hoped it may be said, in the East also—no verbal declaration can be properly considered a legal contract binding upon the parties. If, therefore, there should have been evinced a desire on the part of the Canadian envoy, Mr. Lemieux, to obtain from the Japanese party to the negotiations a written form of contract in lieu of merely a verbal declaration, the Canadian government had trust on the part of Mr. Lemieux that merely a natural, overwhelming acquiescence in and recognition of the custom of the people, there could have been sententia. It may be, however, we have not all realized it personally, that written contracts are not necessary in transactions between Japanese in ordinary business. But we submit that some authentic, permanent record is desirable in international cases, such as that which appears from the fact that Mr. Lemieux would naturally be subject to the law of change, and that whereas, so long as the present incumbent holds office, there could be no occasion for even a breath of suspicion on either side regarding the implementation of the most casual verbal declaration, the Japanese government, with destructive instead of constructive tendencies, might resort to a policy of quite conceivably minimizing, if not repudiating, the obligations imposed by a declaration, which, being only oral, would necessarily hold good in the eyes of the Japanese. We think it obvious—that there should be arranged some indisputable jointly recognized record of these negotiations, very interesting and important international negotiations.

Is There a Way Around

There is no obligation, perhaps, in order that the result be achieved, that the representatives of the Japanese government should necessarily give Mr. Lemieux a formal protocol, or a formal note for public promulgation, much less conclude a new treaty. A via media has been indicated on many similar occasions. Notably in the case of the Japanese government's agreement to deposit \$1,000,000 in the Japanese government as a guarantee of good faith. At that time, we recall, the Japanese companies had agreed to the imposition of a duty on the question of foreign insurance companies, but naturally demanded some material assurance that the amount of duty thereafter arbitrarily increased. The Japanese government representatives at first absolutely declined to put on international record any formal declaration of the effect desired, but willingly declared that a formal agreement would be made. This was considered satisfactory in theory but unsatisfactory in practice by the foreign representatives, who suggested a "way out." The declaration was entered on the official records of the present case. If, as is alleged, the British legation and the incident was immediately closed to the satisfaction of all concerned. There was no "consultation" on either side, there was no reason for sensational publicity of any kind. But the fact of an international agreement in the place of a loose international declaration, secured through a proper diplomatic solution of the problem. Possibly the incident in the present case, if, as is alleged, the conditions are all similar.

Not to Be Taken Literally

In another article the same paper writing with regard to the refusal of Japan to accept a written agreement said: "This is probably a statement taken literally, for such international negotiations would almost necessarily be made the subject of an exchange of notes. What is meant is that while meeting the Dominion government in a recognition that some restriction and regulation of immigrants to Canada is advisable for the mutual interests of the two countries concerned, will not stultify her rights under the treaty or formally relinquish any part thereof. So far as can be judged from the outside, Canada would not expect any such action on Japan's part. It is sufficient that Japan's diplomatic credit is accepted as a guarantee. The nearest approach to any foreign misunderstanding as to the government's intention is its performance of late years as a result of connection with the flotation of the South Manchurian railway loan, with its implied purpose of expanding a great part of the loan in England and other countries, whereas the bulk of the orders went elsewhere; while, domestically, the government's prominent instance of doubtfully promising to give up the relation to the nationalization of railways with the concurrent dispossession of the individual rights. But, as a whole, despite its admission of a low state of Japanese commercial morality, it will be admitted that Japan's diplomatic name stands unassailed, and if she should obtain an arrangement with the high representative of the Canadian government regarding immigration she may be deemed upon to maintain it."

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 company, are in the city and are discussing the various questions at issue between the railway company and the province. This is preparatory to the commencement of the new transcontinental railway. The chief issue to be settled is the question of the province's reversionary interest in the Indian reserve lands at Prince Rupert.

The railway company are prepared to commence work from the Pacific end as soon as the agreement is concluded. The financial arrangements have all been made and contracts for construction of the first 100 miles will be let at once. This 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 railroad right up to the Yellow Head Pass.

Smallpox in Brookville

Brookville, Ont., Jan. 6.—Owing to the increase in smallpox cases, the verbal declaration made between a doctor has been specially appointed to vaccinate the pupils.

THOUGHT TO BE MOUNT ROYAL

Steamship Resembling Missing Liner Sighted 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, southwest corner of Ireland.

The Canadian Pacific railway steamer Leake Manitoba, which has been held in readiness at Liverpool for the past ten days, was immediately despatched 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 Spaniard

Liverpool, Jan. 6.—The Spanish steamer Vivian, which arrived here tonight from Pensacola, reported sighting 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 dispatch a steamer Lake Manitoba in search of her, assuming that she is a cripple by reason 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 persons, made up of immigrants principally from southern Europe, and also a crew of about one hundred men.

Local Option in Ontario

Toronto, Jan. 6.—Voting on local option took place in 95 Ontario municipalities last night, which arrived here tonight from Pensacola, reported sighting 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 dispatch a steamer Lake Manitoba in search of her, assuming that she is a cripple by reason of broken machinery.

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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.

Baron Von Gassendorf, as he styles himself, as if his story can be believed, is a German of noble family, a man who was forced to fly his native country because of the fatal termination to a duel in which he mortally wounded his opponent.

During his stay in the city, however, Von Gassendorf, it is alleged, obtained a long line of credit with several merchants and also lodging at a hotel. He was expected to be in Germany. That he was believed in indicated by the lengthy list of those who gave him credit. Finally, however, he succeeded in obtaining \$38 from W. S. D. Smith, one of the proprietors of the Poodle Dog cafe, who, when the coin was not forthcoming on a charge of obtaining money under false pretences.

While being questioned by the detectives, Von Gassendorf, almost broke down and wept. He declared that he had just a few days ago no home for money, that he had no intention of defrauding anyone, and that he only stayed in the city so that he should be in a position to pay his money arrived, to pay all his creditors.

Baron Von

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 camosun," 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.

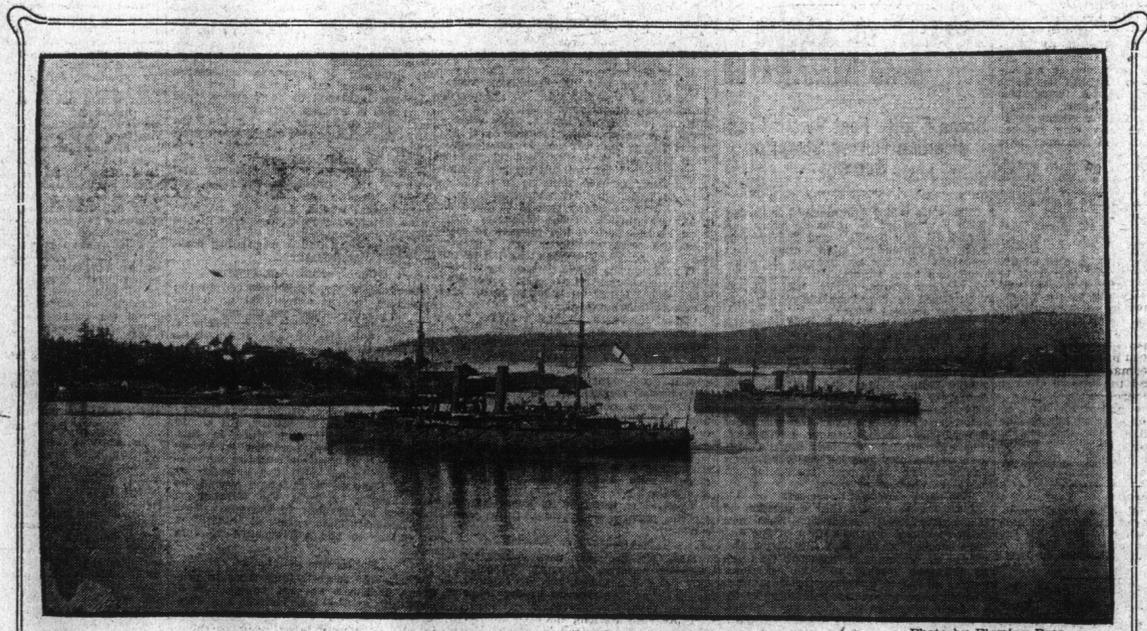
2. To many vessels seeking cargoes of coal, and others requiring but to fill their bunkers, the navigation of intricate waterways

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-starred 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

HE pr

the possession of wealth, is not all properly cared for, much land is available productive, there is wastefulness to be corrected, and the generation of two or three times the present possible expenditure which must be made, and free, democratic. The number of families and over all parts of pay a reasonable price for cultivation. In our practice has been goodish conception that has been. It has come of such an idea, and lands of this country. Such a practice is a term of national robbery which any one who is no more short-sighted than the present generation, than the reckless without any effort. Now we can scarcely a morbid greed for we believe it is rather the nature of are dealing. Composed? Which plants? What quantities? How are they taken plant get the rest going on in the soil the soil bringing a few of the many come to the minds the understanding of more rational and able constituents of

It is with such of been working for so far removed, from work and in his science, latter has looked up and even aversion. The scientist is with terms and meet the is now a man who work of the scientific understanding and app available.

A chemical study in view. First to know how it is give the largest case what is going on by we are turning over will have a lesson be filled with an into an enlightening this latter feature of the first consideration the agricultural science two blades of grass

Up to near the tury, little was known plant food. The science of 1800 had c baser metals into water of the soil by some mysterious that when mixed over a beneficial effect expected the plant take On the other hand, certain "spirits" were added the growth crude superstitions growth of plants after the composition of the soil, and the light on plant growth, however, By the untiring labors and Boussingault and Davy in England big, Lawes and Gilbert plant growth has been parts played by the fully determined. S the general food require these constituents a able information has those who are tilling conscious or unconscious and facts, out has been modified, strange spirits to nation. We know that soil we have less of in that plant remain continue to draw in time become exhausted until that food is relearn this lesson by and a knowledge of plants will teach us

Plants draw the soil. From the colorless gas, contain the soil they get water and oxygen, and salts containing nitrogen, phosphorus, calcium, magnesium when sown in the future plant imbedded until it has had time the bright sunlight send down another the water and soil s As soon as these little root draws up it requires dissolved the stem to the le with the carbon dioxide from the air, and by substance are broken complex forms, which the plant. Each co place to fill in the now small the quantity may be used, the dwarfed growth an these essential elements form by far the others, with the in the ash. As the carbon dioxide of oxygen in the water

Chemistry and Its Relation to the Soil

By G. G. White, B.S.A., Lecturer in Chemistry and Physics, M.A.C., Winnipeg.

THE progress and prosperity of a nation largely depends upon the productive powers of the soil. The nation is made up of people and the people must depend upon the products of the soil. In many parts of the Orient countless millions have been supported on the same soils for almost five millenniums. As to fertility, the soil of our own Canadian West is not far behind the best the world can show, and were fertility all, we might rival in production the Oriental empires. But the possession of fertility, like the possession of wealth, is not all. Unless both be properly used and properly cared for, their value is lost. Where so much land is available and where that land is highly productive, there is a great tendency for greed and wastefulness to become dominant factors. The latent value of any land may readily be destroyed by a generation or two of "soil robbers"; men whose sole aim is to reap the greatest possible returns with the least possible expenditure, regardless of the results which must inevitably follow. Nearly every country has had its share of these transient settlers, and free, democratic America has been no exception. The number of farms throughout Eastern Canada and over all parts of the United States which do not pay a reasonable rent are the result of this reckless cultivation. In our own Western country the same practice has been going on under the worst than foolish conception that the fertility of the soil is inexhaustible. It has only taken time to show the fallacy of such an idea, and already some of the older wheat lands of this country are plainly showing its results. Such a practice is not farming, but a wholesale system of national robbery, robbing the future of an asset which any nation could possess. There could be no more short-sighted policy in existence, even for the present generation, not to speak of those succeeding. How are the farmers to prosper? What changes are without any effort to return something to the soil? Now we can scarcely believe this always springs from a morbid greed for gain. In many and most cases we believe it is rather the lack of a proper understanding of the nature and make-up of the soil which we are dealing. Of what constituents is the soil composed? Which constituents are of use to the plants? What quantity of them does the soil contain? How are they taken up by the plants? Where does the plant get the rest of its food? What changes are going on in the soil? What agencies are working in the soil bringing about these changes? These are a few of the many questions which have time and again been asked by intelligent farmers, and in the understanding of these questions lies the key to a more rational and judicious handling of those valuable constituents of the soil.

It is with such questions as these, the chemist has been working for many years, but often he has been so far removed from the farmers in the nature of his work and in his scientific methods that the latter have looked upon him with a degree of suspicion and even aversion. But the time for this is passed. The scientist is willing to throw aside his technical terms and meet the farmer on his own ground. There is now a man who is more able to understand the work of the scientist and who sees the need of understanding and applying the scientific truth which is available.

A chemical study of the soil may have two objects in view; first, to understand the nature of the soil and know how it may be most profitably handled to give the largest cash returns, and secondly, to know what is going on beneath the surface, so that while we are turning over the black furrows every clod will have a lesson and a meaning, and the soil will be filled with an interest that can turn mere drudgery into an enlightening occupation. However important this latter feature may be, it has ever overshadowed the first consideration, and the efforts put forth by the agricultural scientists have been to produce the two blades of grass where one grew previously.

Up to near the beginning of the nineteenth century, little was known of the sources or nature of plant food. The chemists, who for many years previous to 1800 had known of the existence of the baser metals into gold, put forth the theory that the water of the soil was transformed into plant tissue by some mysterious process. It was seen, however, that this theory was not applicable to the soil they had a beneficial effect upon the soil they had suspected the plant taking up any portion of the manure. On the other hand, they said the manure contained certain "spirits" which entered into the soil and aided the growth of the plants. So long as these crude superstitions held sway no correct idea of the growth of plants could be formed. It was not until after the composition of air and water was understood, and some of the common elements were discovered, that chemistry began to throw much light on plant growth. Throughout the nineteenth century, however, there was a rapid development. By the untiring labors of such men as De Saussure, Boussingault, France, Schuber in Germany, and Davy in England, followed by such men as Liebig, Lawes and Gilbert, and Warrington, the plant growth has been fairly well explained, and the parts played by the air, the water and the soil carefully determined. So today we are quite certain of the general food requirements of plants, and where these constituents are derived. Much of this valuable information has been slowly diffusing down to those who are tilling the soil, and as a result of a conscious or unconscious recognition of these principles, has been modified. We no longer hope for any strange spirits to undo the evils of careless cultivation. We know that when we take a crop from the soil we have less of it, and that if we continue to draw from this supply the store will in time become exhausted and no crop can be grown until that food is returned. It is needless to wait to learn this lesson by experience, when common sense and a knowledge of the composition of soils and plants will teach us.

Plants draw their food from the air and from the soil. From the air, they get carbon dioxide, and from the soil they get water, hydrogen, oxygen, nitrogen and oxygen, and dissolved in the water various salts containing nitrogen, potassium, phosphorus, sulphur, calcium, magnesium and iron. The little seed, when sown in the ground, contains a small immature plant imbedded in a store of nourishment until it has had time to send up a tiny leaf to gather the bright sunlight and the gases of the air and to send down another small arm into the soil to gather the water and salts which it requires for growth. As soon as these two parts are ready for work, the little root draws up the water with the various salts it requires dissolved in it. This water is carried up the stem to the leaves, where it comes in contact with the carbon dioxide gas which has been absorbed from the air, and by the energy of the sun's rays, substances are broken up and are reunited into more complex forms, which go to build up the tissues of the plant. Each constituent of the food has its own place to fill in the making of the plant, and no matter how small the quantity of any one of these substances may be used, the absence of it would result in a dwarfed growth and final death of the plant. Of these essential elements, carbon, hydrogen and oxygen form by far the greater bulk of the plant, while the others, with the exception of nitrogen, being found in the ash. As the carbon is found in abundance in the carbon dioxide of the air and the hydrogen and oxygen in the water, it is plain the bulk of the plant

is derived from inexhaustible stores. Among these elements taken from the soil, only four are not present in comparatively unlimited amounts. These are nitrogen, potassium, phosphorus and calcium, or as they are more commonly called, nitrogen, potash phosphoric acid and lime.

Most virgin soils, such as are found in this country, contain an abundance of these constituents for several crops, but the most fertile soil has its limit. With continued cropping without returning anything to the soil, there comes a time, and that usually about ten or fifteen years, when most of the available food has been used up and the crop returns become so small the land will scarcely pay for cultivation. It is therefore obvious that while we must take something from the land, we should aim from the very first to return to the soil that which is possible a practice which unfortunately has not been carried out in this country as much as it should have been. The two largest returns of plant food which could be made to the land without interfering with the sales of produce are the straw and the manure produced by the stock on the farm. It has been the practice to burn the straw and to allow the manure to decay in the barnyard. When the straw is burned all the nitrogen is lost, as well as a part of the potash and phosphoric acid. A good crop of wheat, say thirty bushels per acre, would contain straw included, approximately 50 lbs. nitrogen, 29 lbs. potash and 10 lbs. phosphoric acid. If we value these constituents at the regular market prices, the loss is about \$10 per acre. If, however, the straw is returned to the soil after being used for feed and litter, the loss would be reduced to about \$7.50 per acre, or a saving of \$2.50. Where the manure from the stock kept was returned to the soil, the loss would be much diminished, and the productivity of the soil prolonged. Besides adding plant food, the straw and manure so to form humus which greatly improves the physical texture of the soil, increases its power to retain water, and forms a more suitable place for the small organisms to live and prepare food in a form suitable for the plant.

Good land to say which is absolutely the best. Some, however, are rather more suitable than others for certain purposes. When, for instance, early spring chickens are to be raised, the Plymouth Rock or English game cock is probably the best. The Plymouth Rock or English game makes a good cross, the birds produced will be quick growers, carrying a good breast, and the flesh is well flavored. They are rather small, but they are also lacking in breast development, and this latter defect being particularly noticeable in the young birds. They are, therefore, not in demand for the high-class broiler trade, nor for roasting chickens. Wherever there is a market for this class of poultry they should be raised to supply it, and this can be done without in any way impeding the winter laying qualities of a flock of hens, by judiciously mating them with a male of a breed possessing the requisite breed development and fitness of flesh and bone.

For laying, cross-bred birds have no advantage over the pure-bred utility breeds at any season of the year. In fact, are decidedly inferior. The pure-bred utility breeds, which should be disposed of as soon as they are ready for market during the first season, for if pullets of this cross should be kept and bred from, deterioration in both laying and table qualities will certainly result.—Farming World.

WITH THE POULTRYMAN

First Crosses For Table Poultry

HERE are some people possessed of the idea that in order to be successful with farm animals the first thing they should do is to monopolize them, the object being apparently, to unite in one individual all the qualities of several specialized types. This never works out satisfactorily in practice. In fact, about the very worst thing that a keeper of live stock can possibly do. On the other hand, there are some few cases in which the progeny of a first cross of two pure breeds may under certain circumstances be more desirable than either of the parents, or the production of table poultry from the common American types of fowls this method of breeding is very effective and profitable, while it enables the poultry keeper to supply the market with birds of high quality, he can, at the same time, keep a flock of good winter laying hens.

Among the best winter layers to be found upon the average Canadian farm are the Plymouth Rocks, Wyandottes and Orpingtons. These are all good general utility birds, attaining when mature, a large size and carrying flesh of medium quality. They are, however, too coarse in flesh and bone for the best markets, and are also lacking in breast development, and this latter defect being particularly noticeable in the young birds. They are, therefore, not in demand for the high-class broiler trade, nor for roasting chickens. Wherever there is a market for this class of poultry they should be raised to supply it, and this can be done without in any way impeding the winter laying qualities of a flock of hens, by judiciously mating them with a male of a breed possessing the requisite breed development and fitness of flesh and bone.

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Shade and Shelter for Chickens

An exceedingly useful and simple device for providing chickens with both shade and shelter, says the Irish Homestead, consists of two ordinary chicken coops, set down adjacent to one another, at any desired distance, and with their fronts facing each other. Both coops face the same direction, and the space between them is sheltered by an awning, supported by a light frame, which extends from one coop to the other. The coops may be each about two and a half feet square, and the awning may be made of any light material, such as canvas, unbleached calico, oil cloth, or tarpaulin, and may be supported by a few inches hanging over the top and back, with their broods, the sheltered space being used in common by both broods. The awning may be of any light material, such as canvas, unbleached calico, oil cloth, or tarpaulin, and may be supported by a few inches hanging over the top and back, with their broods, the sheltered space being used in common by both broods. The awning may be of any light material, such as canvas, unbleached calico, oil cloth, or tarpaulin, and may be supported by a few inches hanging over the top and back, with their broods, the sheltered space being used in common by both broods. The awning may be of any light material, such as canvas, unbleached calico, oil cloth, or tarpaulin, and may be supported by a few inches hanging over the top and back, with their broods, the sheltered space being used in common by both broods.

AROUND THE FARM

Concrete Floors in Stables

SO much care cannot be exercised in preparing the foundation for a concrete floor. This should always be well drained and cleared of all rubbish, and the surface should be at least six inches below the concrete. It pays to thoroughly tamp this foundation before putting on the mixture. If the soil contains a great deal of clay, it is necessary to place a layer of sand or gravel four or six inches of the proposed finished surface, depending on the thickness of the floor. Blind drains of coarse gravel or tiles may be laid from the lowest points of the floor to carry off any water that may accumulate beneath the structure.

For the construction of the ordinary stable of barn floor, which is not to carry any great weight, the following proportion is to be recommended for the concrete base: 1 part cement, 2 1/2 parts clean, sharp sand, and 5 parts of loose gravel or broken stone. This should be finished on the surface with a 1 to 1 1/2 inch layer of a mixture of 1 part cement and 1 1/2 to 2 parts of sand. It would be good to farm with concrete in the floor must be from 5 to 8 inches, depending upon the load it has to carry.

For engine foundations, floors or drive-ways over which heavy loads pass, the following proportion is to be recommended: One part cement, two parts sand, and four parts broken stone or gravel.

For all large floors, it is advisable to place the concrete in sections not to exceed six feet square. This may be done by placing a two-inch plank of wood equal to the desired thickness of the floor on edge as a box in which the concrete is tamped until water begins to show on top. Make several of these forms, holding the plank in place by means of stakes driven into the ground. The concrete is then to be driven on the outside of the form so that it may be easily removed after the concrete has set and the planks have been taken out. Fill alternate forms at first, tamping the concrete thoroughly, especially the corners. On the next day, when the concrete has set, remove the crosswise plank and fill in the form not filled at first. Mark the side plank to show exactly where the points come.

edge may be run. Smooth with a trowel for a smooth surface, or with a wooden float for a rough surface. Groove exactly over the joints of the concrete so as to bevel the edges of the block.

Do not trowel the surface too much until it has begun to stiffen, as it tends to separate the cement from the sand and injure the wearing surface.

The floor should be constructed with slope enough to carry all liquids to certain points from which it may be drained. Protect the new floor from the direct rays of the sun, currents of air and frost and keep constantly moistened for several days. Water is very important in the curing of concrete constructions and must be used liberally.

Use nothing but the best cement that can be obtained. The sand should be clean, sharp and not fine; it should be free from loam or clay; as these will tend to destroy the adhesive quality and retard the setting. Use clean, pure water for mixing. Mix thoroughly; tamp thoroughly; water thoroughly. —H. M. Bainer, Prof. Farm Mechanics.

The Eye of the Horse

The eye of the horse differs in some points from that of man, and it has some appendages not possessed by the latter, required by the habits of the animal.

The horse has no eyebrow, and his eyelashes are arranged in a peculiar manner, the longest hairs being on the upper lid, probably that the eye may be defended from excess of light and from insects which would naturally endeavor to annoy the horse in that part. His eyelids are, therefore, not in demand for the high-class broiler trade, nor for roasting chickens. Wherever there is a market for this class of poultry they should be raised to supply it, and this can be done without in any way impeding the winter laying qualities of a flock of hens, by judiciously mating them with a male of a breed possessing the requisite breed development and fitness of flesh and bone.

For laying, cross-bred birds have no advantage over the pure-bred utility breeds at any season of the year. In fact, are decidedly inferior. The pure-bred utility breeds, which should be disposed of as soon as they are ready for market during the first season, for if pullets of this cross should be kept and bred from, deterioration in both laying and table qualities will certainly result.—Farming World.

When in a darkened stable, the iris or brownish curtain around the centre of the eye expands, so as to admit the passage of sufficient rays of light for distinct vision; but on emerging into the glare of day the same aperture immediately closes or grows less, a smaller quantity of light being necessary under these altered circumstances. Any person who has felt the pain and inconvenience of coming suddenly from a dark room into the full blaze of day will readily conceive the necessity for lighting a stable in the proper manner. This is too often neglected in connection with the consequences of coming suddenly from a dark room into the full blaze of day will readily conceive the necessity for lighting a stable in the proper manner. This is too often neglected in connection with the consequences of coming suddenly from a dark room into the full blaze of day will readily conceive the necessity for lighting a stable in the proper manner.

Where the Profit of Cattle Feeding Comes In

A few months ago the North Dakota Agricultural College published a bulletin on steer feeding, written by Prof. McPepper and Richards. We will not at this time go into the details of the feeding experiments discussed, but we believe that the last paragraph of the bulletin is worthy of reproduction by itself. It touches on a point in connection with live stock keeping that is often overlooked, and it refers to conditions that are very similar to our own. Here it is:—"The farmers of North Dakota can afford to feed cattle for market if they do not get the full value for their grain because the market is so low that makes for the roughage they can raise in such abundance. To convert the forage crops raised on the farms of this state into money, it is necessary to feed them to live stock as they consume it readily. On many farms where stock is bred and raised, the young stock consumes most of the forage grown, but where there is an excess raised, above the needs of this class of stock, it would be good to farm with cattle for market in order to dispose of this excess even if the feeding was done at a small margin of profit, above the cost of production. This practice means more barnyard manure available to apply on the lands, the value of which is commonly considered sufficient to offset the cost of labor in feeding the cattle, but which, if carefully figured into the economy of farm management, is worth more than the cost of the labor in feeding the cattle that consume the forage. It also means the encouragement of the growth of forage crops, such as legumes, and corn fodder, a practice that is becoming absolutely essential on every farm in the state when the land is expected to net a profit year after year."

Handling a Vicious Bull

If a bull has once shown the least disposition to be vicious, he should never again be taken out of his stall without a ring in his nose and a staff of first-class tough wood, with a strong, safe, spring snap, or spring, attached to the ring, and a strong, safe, spring snap, or spring, attached to the ring, and a strong, safe, spring snap, or spring, attached to the ring.

Dehorning Calves

I have dehorned many calves and have had no failures yet. My method has been as follows: Clip the hair from the top of the horn when the calf is from two to five days old; slightly moisten the end of the stick of caustic potash with water, or moisten the top of the horn firmly with the potash for about a quarter of a minute or until a slight impression has been made on the center of the horn. The horns



should be treated in this way from two to four times at intervals of five minutes. If, during the intervals of five minutes after one or more applications, the blood appears in the center of the horn, it will then only be necessary to give another very slight rubbing with the caustic. The operation is best performed when the calf is under five days old, and should not be attempted after the ninth day. Caustic potash can be obtained from any druggist in the form of a white stick; when not in use should be kept in a stoppered glass bottle in a dry place, as it rapidly deteriorates when exposed to the air. One man should hold the calf while an assistant uses the caustic. Roll a piece of tinfoil or broken paper around the end of the stick of potash, which is held by the fingers so as not to injure the hand of the operator. Do not moisten the stick too much, or the caustic may spread to the skin around the horn and destroy the flesh. For the same reason keep the calf from getting wet for some days after the operation. Be careful to rub the caustic in the center of the horn, and not around the side of it. Caustic potash is poisonous, and must therefore be kept in a safe place. Thirty months old and no signs of a horn have appeared on any of them.

Bear in mind that the potash burns after you are through with the operation and that some calves have their horns and others thick, so that it takes a little experience to determine just how much to use. The application of the potash.—J. F. Brown, in Hoard's Dairyman.

Feeding Dairy Cows

Experiments have shown that 60 per cent. of all the food a dairy cow can eat is appropriated to sustain her body. If cow is fed to 70 per cent. of her capacity, only 10 per cent. of the ration can be used for milk production. Liberal feeding is necessary, but its profitable extent depends on the individual cow. Successful dairying depends fully as much on the feeder as on the cow. A proportion of two-thirds concentrates to three-fifths roughage is widely and successfully used. Of course feed stuffs must be chosen to balance well and with an eye to their market value.

Fall Pigs

There is a great deal of adverse criticism heard against the raising of fall pigs. No one will deny but that in this climate of fall pigs will do better during the summer than during the winter, but that is not the point. The point is that pigs should not be raised during the winter. We have in mind a farmer who told us recently that he preferred raising pigs in the winter time to raising them in summer if he could only get the one litter each year. This is perhaps taking a very much stronger view of the matter than most people would take. The farmer who told us that he preferred to raise winter pigs had more time to care for his pigs during the summer, and as he had good warm barns, he found winter pork making very profitable and that the pigs were absolutely fat and well conditioned. The pigs were well surrounded by a grove, and the pig house was the most protected place of all, behind the other buildings, and the south, with runways to let the snow and pigs out to keep themselves warm. Each morning a warm, sloppy feed is given, the beds are kept dry with lots of straw, and the pigs come through all right.

The sows must be kept over if litters are to be had in the fall. If the sows are allowed to raise a fall litter and money can be made, the owner is just that much ahead. On the other hand, there is no question but that winter pigs will eat their feed more readily than summer pigs. The pig hog can stand less exposure to the elements than any other animal. And then they must have dry beds and be fed regularly. There is nothing that will so soon exhaust a pig as to keep them unthrifty and unprofitable as to keep them in dark, damp pens and to overfeed them. They will get the scours and the "thumps" and die.

Sticking to One Thing

A man should not stick to one thing after he finds out that he cannot make a success of it. The man who is not adapted to the kind of pursuit he is following. But, on the other hand, one of the greatest obstacles to success in agricultural pursuits is the strong tendency of men to keep on doing the same thing, year after year, and to change to something else. Professor Eugene Davenport recently referred to this in relation to the breeding of dairy cows. "That," he said, "is the reason why more of our best dairy herds has not occurred. If 100 men, say, will go into the grading up with Jersey bulls, at the end of five years it would be found that ninety-five of them had stuck to something else, and that only five men still fewer were engaged in the line in which they started. This prevents a great amount of good being accomplished from the lines of breeding that many intelligent men understand. One man starts with Holsteins and changes to Jerseys. Another starts with Jerseys and changes to Holsteins. One man begins to raise strictly dairy cattle and in five years is found trying to breed beef cattle for milk purposes."

The man that will select something in which there is money and keep to it is the man that will make money. He will be tempted over and over to go into something else that seems to promise great things, but in changing he loses the results of his years of experience. It is the fund of experience that makes it possible for him to accomplish more from breeding than can men that have not had experience. Tenaciously sticking to one thing promises greater things for the stock breeder than anything else.

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.

Later on in the evening Councilor Newton moved that the petition be referred back to the manner proposed by the petitioners for the boat club. Acting on this Councilor Henderson moved that the petition be granted, and Councilor Newton being the only dissenting member.

Councilor Fernie moved that the petition be referred back to the manner proposed by the petitioners for the boat club. Acting on this Councilor Henderson moved that the petition be granted, and Councilor Newton being the only dissenting member.

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.

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

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

The Women of all Lands Sing the Praises of DIAMOND DYES.

"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.

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 and 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 Cook 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.

LIFEBOAT STRIKES A FLOATING LOG

Crew Took Motor Boat into Port San Juan With Saws and 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 helm. 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 the 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. He will be sent to the asylum.

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 gnat 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 Schwarzenbek was the German bark Seestern and British bark Jordanhill. Captain Find states that both will come to Puget Sound shortly, the German vessel being under charter, to load lumber at Olympia, B.C., and the British bark 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 home missions in this province, 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 7th. On Sunday afternoon a mass meeting will be held in the Metropolitan Methodist church, and in the schoolroom of the same church a tea will be served on the following evening.

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 towed by the tug Wallia. 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 vessel was damaged 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 Desolation lifesaving crew went out to the lightship and on Saturday morning the tug Taotoosh took the lightship in tow and took her to Portland.

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 in charge. The vessel was delayed until this morning, while another steward was secured.

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New Peruvian Railways Lima, Peru, Jan. 8.—The government has contraigned the contracts awarded to Alfred McCune, of New York, for the construction of the Cerro de Pasco and Peruvian railways. 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 Capt. James Buchanan-Smith for twenty 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 Edinburgh on Feb. 11, unless Burns is defeated on February 11 by Jack Palmer of Newcastle.

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 narrows heavy snow storms were encountered and the steamer was obliged to anchor. She will start again for Skagway tomorrow night.

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 Princess' expense account showed a loss of \$1,400 on her 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 moorings. 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, 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 in 1907, 1,400 British vessels called in Seattle. The Japanese were next in importance, followed by the United States, and the United Kingdom. During the year, but by one or two exceptions these were sailing ships. The Japanese were next in importance, followed by the United States, and the United Kingdom. During the year, but by one or two exceptions these were sailing ships.

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 in the final match against the Stouffville. 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. 8.—The wedding of Hal Chase, 1740 Grand, and Ellen H. Chase, daughter of Miss Ellen Hefferman, of New Jersey, took place here. The couple were married at St. Joseph's church by Rev. C. W. Benson, with whom Miss Hefferman has been staying in this city for some time past. The betrothal announcement was made in the Victoria Standard, where the groom's wonderful playing won his bride's heart. The couple will remain in this city until the New York American league team of which Chase is a member, begins spring training.

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 of 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.

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.

A tickling cough, from any cause, is quickly stopped by Dr. Shoop's Cough Cure. And it is so thoroughly harmless and safe, that Dr. Shoop tells mothers everywhere to give it without hesitation, even to very young babies. The wholesome green leaves and tender stems of lush-growing mountainous shrub, furnish the curative properties of Dr. Shoop's Cough Cure. It calms the cough, and heals the sore and sensitive bronchial membranes. No opium, no chloroform, nothing harmful, no injury or suppress. Simply a restorative plant extract that helps to heal coughs and colds. The improvement which the Doctor uses, "The Sacred Herb," Demand Dr. Shoop's. Take no other. Cyrus H. Bower.

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, to the Bering sea 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 take the 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.

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.

NOTICE RAYMOND & SONS 7 PANDORA STREET

Wish to inform 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.

NOTICE 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

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

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

Table listing various cheese types and prices, including Oregon Brick Cream Cheese, MacLaren's Cheese, Edam Cheese, Limburger, Camembert, Primrose Cream Cheese, French Brie Cheese, Parmesan, and Tilister Cheese.

DIXIE H. ROSS & CO. Up-to-Date Grocers

Tels. 52, 1052 and 1590. 1316 Government St.

SWEEPING REDUCTION IN RANGES

Lasts Until December 31st

Table showing price reductions for "HER MAJESTY" RANGE, "BLACK BEAUTY" STEEL RANGE, and other products.

B. C. HARDWARE COMPANY

Cor. Yates and Broad Streets

NOTICE CHAS. DAY & CO., LONDON

Are The Sole Export Bottling Agents For John Jameson & Son's Whiskey

NOTICE 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 Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and Cases, also to age mark."

NOTICE CORRIG COLLEGE

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, Nanaimo, B.C. Outdoor Sports, Preparation for Business Life or Professional or University Examination. Fees inclusive and strictly moderate. L. D. Phone, Victoria, A743. Principal, J. W. GEORCK, B. A.

NOTICE SOOKE RIFLE ASSOCIATION

The Annual Meeting will be held in Charter's Hall, Sooke, at 7.30 p.m., Wednesday, 22nd January. J. A. I. FRENCH, Comdg. Sooke R. A.

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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.

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.

SKENA LAND DISTRICT OF VICTORIA

TAKE NOTICE that W. of Aldermere, occupation testator, has died, and the following description of the property is attached to a post mortem certificate of W. of Aldermere, dated the 29th of Dec. 1907, and between W. P. Johnson's 29th, 1907, and the N. W. 34th, 1907, and the N. W. 34th, 1907, and the N. W. 34th, 1907.

MEMORANDUM TO AN EXTRA COMPANY

"Companies Act, Canada: Province of British Columbia, No. 416. This is to certify that Life Insurance Company and licensed to carry on business in the Province of British Columbia under the authority of the Provincial Government of British Columbia.

NOTICE S. Y. WOOLTON

Registrar of Joint Stock Companies. The object of the company has been established and to transact the business of the company in all or any of its branches.

NOTICE 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 Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and Cases, also to age mark."

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Wash your dishes, pots, Leaver's Dry Soap a powder for the grease with the gre...

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.

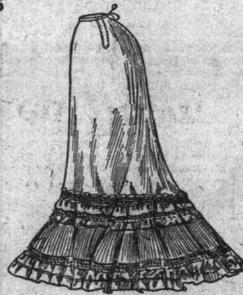
Regular values \$2.50 to \$4.75. Friday..... **\$1.50**
Regular values \$5.75 to \$6.75. Friday..... **\$3.50**
Regular values \$8.75 to \$15.00. Friday..... **\$5.75**

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**

VOL. L., NO. 114

MOROCCO REVEALS 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 Mulai Hafid, who some months ago proclaimed Sultan at Morocco not present at Fez, and his uncle Mulai Carag viceregent pending Mulai Hafid himself. Abdel of record, was formally the sultanate.

These things occurred. The proclamations were principal mosque, and formalities attending were scrupulously observed, or body of Moslems interpret the Koran, the Chouffas tribes, and 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 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 strong force 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. 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 the 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 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.