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VOLUME 49.

VICTORIA, B. C., WEDNESDAY, MARCH 2, 1910.

NO. 51.

TRAINS SWEEP INTO CANYON BY AVALANCHES

Over Score of Bodies of Victims Have Been Recovered and Others Are Believed to Be Buried Under Snow.

(Times Leased Wire.)
Everett, Wash., March 2.—Twenty-three bodies recovered, twenty-five still missing and twenty injured, is the summary of the casualties in the snowslide which swept two trains down the mountain side at Wellington at 4 o'clock yesterday morning.
Two trains, Spokane local No. 25, and fast mail No. 25, an exclusive mail train, three engines, four electric motors, one rotary snow plough and Supt. O'Neill's private car, were hurled to the bottom of the canyon, a distance of about 150 feet.
The reports that Wellington was also swept away by the slide are erroneous. The two principal buildings in the village, the depot and the hotel, are standing, and no damage was done to them.
The trains were all standing on side tracks a few hundred yards from the station. This morning's list of identified dead is as follows:
Trainmaster A. H. Blackburn.
E. R. Longcoy, secretary to Supt. O'Neill.
Louis Walker, porter on O'Neill's car.
Watchman Johnson, killed in separate slide at Drury.
Supt. O'Neill is believed to be alive. He was not on his car when the slide came.
The wives to scenic have been down all morning, cutting off all news from the scene of the avalanche. One relief train is due back at 6.30 this evening with some of the injured, according to Great Northern officials. Seventy men with provisions left Everett this morning on No. 4. This train will go as far as possible into the mountains. The men will leave the train and try to break through the snow to Wellington.
Among those known to be on the wreck and still unaccounted for this afternoon are Bogart, a mail clerk of Spokane; John D. Fox, a mail clerk of Seattle; Sam Field, E. W. Boles and his brother, of Vancouver, B. C.
Official Report.
Seattle, Wash., March 2.—The traffic manager of the Great Northern officially announced this afternoon that 25 are dead, 15 to 25 missing and 12 injured, were the railroad's latest figures on the Wellington wreck.
The Great Northern has a man struggling through the snow from Wellington to scenic Hot Springs, where he will telegraph the list of dead.
Spokane Man Missing.
Spokane, Wash., March 2.—J. W. Merritt, Spokane, a passenger on the Great Northern train in the Wellington slide, has been heard from by business associates here. According to meager information he was not seriously injured, and on exclaiming himself from the wreckage, buried to the

nearest telegraph station and communicated with Spokane.
C. S. Etings, of the Pacific Coast Pipe Company, Spokane office, is believed to be among the dead. Latest reports received by his firm state that he has not yet been found, though it is practically certain that he was in the train.
Tramp Through Snow to Safety.
Everett, Wash., March 2.—This is the story of John S. Rogers, a great easterner, who with nine others, struggled through the snow from the stalled train Monday and made their way out.
"I left Soap Lake just a week ago by the Great Northern. By the time we reached the mountains the train had about seventy passengers aboard. At about 6 o'clock Wednesday morning we were stopped at the east portal of the fast mail tunnel. We remained there until Friday.
"On Friday night we left the east portal, and a few hours later an avalanche wiped out the station and bunk house, killing two men. We pulled through the tunnel as far as Wellington, about a half-mile beyond the west portal.
"At Wellington there are three tracks. On the track nearest the mountain side stood Superintendent O'Neill's private car, two box cars, the engine and three of the electric motors, used to haul trains through the tunnel. On these cars were the superintendent, train crews and porters. On the second track from the mountain side stood my train, consisting of engine, baggage car, two coaches, two sleepers and an observation car. On the third track stood the fast mail, on which were sixteen or eighteen mail clerks. About 16 track laborers were also sleeping on the train in the day coaches.
"Years ago the railroad climbed over the mountain on a switchback. Sunday we noticed on top of this switchback far above us an enormous cap of snow hanging precariously on the side and clinging to the sparse timber. The same day I saw a slide coming down the east side of the hotel, carrying timber with it in a great avalanche of snow. That night there was a slide at the east portal which filled a fifty-foot gulch. We began to fear for the safety of the train. During all this time it snowed continuously with terrific winds driving the drifts.
"Monday noon the party of ten started out for scenic, and after an all-day battle with the snow reached Skykomish and safety that night."
In the party with Rogers were: E. A. Sperber, Vancouver, B. C.; R. McKelht, Vancouver, B. C.; Samuel Field, Vancouver, B. C.; Charles Yohn, England; Frank Ritter, South Bellingham; August Van Larken, Seattle; Giuseppe Dinatalo, Portland; H. L. Wertz, Hillsdale; E. W. Bowles, Vancouver, B. C.
(Concluded on page 2.)



WHAT IS A "ROAD"?
RATEPAYER—"Excuse me, mister, what do I get for this?"

MET DEATH BY FIRE IN STORE

SMOKE SUFFOCATES ANDREW BUCHART

Inquest To-morrow on Victim of Oriental Alley Blaze

Andrew Buchart, a native of Scotland, over seventy years of age, died from suffocation early this morning in a fire which broke out in his tinmith store in Oriental alley. Deceased occupied a single fronted store in Oriental alley, which he has carried on business for many years as a tinmith. The store was partitioned into three parts, and Buchart slept in the centre of the building where the fire is said by the members of the fire department to have started. The building is two stories, of brick with lath and plaster walls. The fire is held to have broken out about 3 a.m. in or beneath the bed, occupied by deceased, and beneath the bed there are two large holes burnt through the floor and the mattress is entirely consumed.
When discovered deceased had left his bed and gone on hands and knees to the rear room, evidently trying to make an escape by the back entrance. The fire was discovered by R. Strangeway, manufacturer of Venetian blinds, who occupied the adjoining building. He was asleep and was awakened by smoke in the room about 3 o'clock. He had to crawl on hands and knees to escape being suffocated. The fire was extinguished by the fire department. The key had been left in the lock on the inside.
"Had the key not been there I should never have got out to give the alarm," he said this morning. "My store was thick with smoke and the fire had been burning some time when I awoke. It was with great difficulty that I was able to get from my bed to the door, and I was in a state of collapse when I reached the outside air. I called for help and some men came from Johnson street and turned in the alarm."
In Strangeway's store, at the joining of the walls and ceiling, are the disclosures showing that the smoke that nearly ended a second life had made its way in freely.
The fire brigade was called just before 3 o'clock, and attempted an entrance from the front. The flames, however, prevented the men getting in to the building, and a hose was run to play on the flames from the front, while an entrance was attempted from the rear. Returning to the front, the chief found the flames had been subdued and walked through the building. He must have passed over the body of Buchart, for it was not until he returned, following Capt. Zeigler, that the latter discovered the body lying on the floor.
From the position of the holes in the floor it is believed by Fire Chief Davis that deceased had knocked over his oil lamp before going to sleep, and that

WILL SETTLE IT TO-NIGHT

LAST CHANCE FOR CITY AND OAK BAY

Council to Deal With Ultimatum From the Private Bills Committee

This evening's special meeting of the city council is likely to prove one of the most interesting held for a considerable period, as the business to come before the board is especially important. As a result of the action of the mayor and aldermen this evening it will be decided whether Oak Bay municipality shall be handed over to the Esquimalt Waterworks Company, in respect to its requirements for a water supply, or whether the city shall be permitted to continue to supply the territory. The board to-night will be called upon to consider the following decision of the private bills committee of the legislature, reached at the session held yesterday morning when Victoria was given a last chance to come to an agreement with Oak Bay:
"That section 2 and that paragraph of section 3 affecting the waterworks question, and section 4 of the bill be struck out, providing that the city produce to the committee by noon on March 3rd, 1910, a resolution of the municipal council of the city of Victoria, duly authenticated, providing for an adequate supply of water to Oak Bay municipality, for a period of two years from the 1st of April, 1910, at a maximum price of ten cents per thousand gallons, after which period a further supply for a price for each year which shall be decided by the board of commissioners under the Water Act, at a price 2 1/2 cents per thousand gallons over actual wholesale cost, but in no event to exceed ten cents per thousand gallons."
It will be seen that the net effect of the resolution is to bind the city of Victoria to agree to sell water to Oak Bay for ten cents per thousand gallons for all time to come. As there are several members of the council who are opposed to selling water at a cheaper rate than is paid by the consumers in Victoria—4 cents—it is not improbable that considerable opposition will develop to the resolution when it comes to be considered this evening.
On the other hand, a number of prominent residents of Oak Bay are much incensed at the fact that the private bills committee should have made this stipulation, as should it pass they will be denied the right of connecting up with the system of the Esquimalt Waterworks Company. It will be recalled in this connection that E. V. Bodwell, K. C., counsel for Oak Bay in the application, now before the private bills committee, pointed out that the Esquimalt company stood ready to deliver water to the mains of Oak Bay for six cents per thousand gallons.

SENTENCED FOR FLEECING FARMER

Another Man Implicated in a Bunco Game Given Three Years

(Times Leased Wire.)
Vancouver, B. C., March 2.—With the sentencing of Jas. Conley of Portland, yesterday to three years in the penitentiary for complicity in the bunco game, another man implicated in the bunco game, the last curtain has been rung down. Two of the men charged, with fleecing the Bellingham farmer, Lars Olson, were found guilty and are to spend equal terms in the penitentiary, while the third was allowed his freedom through turning King's evidence.
Conley was implicated in the affair last summer, through the evidence of Harry Overton, the man now free. W. H. Stanton, alias Hedley, the other man, who was caught here with Overton, was sentenced to three years last autumn.
Olson, who lives in Bellingham, complained to the police here last summer that he had been fleeced into betting on the races at Minoru park by means of a supposedly sure tip given out in a room in a Granville street block by Overton and Stanton, who claimed to him that they were in a position to get telephone information on the races just as soon as they were run and before the news was officially given out.
Following on the information furnished the police, both of the men were arrested and committed for trial. It developed through Overton that there was a third man, and his name was given as Jas. Conley, of Portland. Detective Mulhern left for that city in search of the individual alleged to be the one furnishing the funds and managing the whole affair.

UNION MEN ARE READY TO STRIKE

PHILADELPHIA LEADERS PREPARING FOR CRISIS

They Still Hope That a General Walk-Out May Be Averted

Though the unions are now prosperous, it is questioned as to how long they would be able to stand the drain of a long strike in which not a penny was being paid to the laboring men of this city.
There is only one viewpoint for the company, that of absolute surrender by the men and a return to the company as individuals and not as unionists. The viewpoint of the men is that of fair wages and recognition of the union. The men may recede on the question of wages in the interests of general peace but they have said that they cannot renounce the principles of unionism in which they believe their greatest protection from injustice lies.
The company has announced that it will not recede a jot.
"To outsiders, it looks, therefore, that a great strike is inevitable."
It was reported to-day that C. O. Pratt, John Mitchell and other labor leaders will confer this evening with Eugene V. Debs in a final effort to evolve means of averting the general strike.
Philadelphia, Pa., March 2.—An unofficial canvass in the ranks of union labor here, completed to-day, shows that the great body of union men and women is willing to respond immediately when the call comes for a general strike.
Whether the strike shall be called depends upon the attitude of the Philadelphia Rapid Transit Company officials. Should they decide to submit their contention with their striking, carmen, to arbitration, a general strike may be avoided.
It is not likely that they can be forced to recede from their refusal to arbitrate or that they will, of their own volition, consent to arbitration.
Assured of a general response to their demands, labor leaders are perfecting their plans for a call out of the unionists next Sunday.
While preparing plans for the great walk-out, the union leaders are not without hope that it may be averted. They realize the serious question that must face organized labor if every man and woman in its ranks in this city is compelled to cease work.

FATAL FALL

Toronto, March 2.—W. J. Cunningham, a lunatic, died yesterday of a fractured skull. In attempting to escape from the asylum on Monday afternoon, he fell from the window with the result stated. Cunningham had attempted before and had been re-captured.

THE PREMIER ON HIS RAILWAY POLICY

An Interesting Occasion—The Government Will, In Addition to Its Guarantee, Loan the Company Over \$4,000 a Mile.

The speech of the Premier yesterday afternoon on the introduction of the Railway Bill, was easily the most important of the session, and was awaited with general interest and with some anxiety. The full galleries attested the deep concern of the general public in the occasion, while the rising and cheering of government supporters at its close, although rather too palpably the result of careful rehearsal, indicated what importance the party which Mr. McBride leads in the House attached to the occasion.
The speech itself, in so far as it relieved the anxiety to which reference has been made, was disappointing. With most of the matter it contained, there was no disagreement, and in so far as the Premier emphasized the resources and dwelt on the potentialities of the different districts which will be traversed by the line, his remarks were seconded, mentally, by perhaps every member in the chamber. It is a unique feature of this province that scarcely a section of it can be mentioned in debate, which does not lend itself to enthusiastic description.
The disappointment came in the virtual failure of the head of the government to elucidate sections of the bill, which have occasioned misgivings and not a little anxiety. Whether by accident or by choice, he skilfully passed over those features of the measure which have occasioned apprehension, dwelling only on the provision for the employment of white labor (not yet before the House) and neglecting specific clauses upon which the Legislature, at least that portion of it which is not content to accept its policy, rely, made from the hands of the government, is entitled to information.
The Premier was in good voice, and spoke with vigor, and on the whole, with a dignity and reserve, suitable to the occasion. His parliamentary style shows, to some extent, the sobriety effect of public care, though he has not quite outgrown a penchant of his younger days for misrepresenting his opponents, and setting up men of straw for the pleasure of the exercise derived from knocking them down. For instance, he dwelt with some emphasis on the physical difficulties which he alleged his opponents claimed existed on the Barkley Sound extension—difficulties, which, according to his statement, they regarded as insuperable. It is scarcely necessary to mention that this is a pure myth, which no reasonable Liberal ever uttered in the campaign.
His statement, also, that his opponents were gleefully anticipating his failure to redeem his promises was another creature of imagination and scarcely worthy of him. In fact his opponents, both newspapers and members, seem to have recognized the situation and appreciated it more accurately than the Premier himself. They at least concede that the country having spoken on the railway question, further argument on route, or general policy, is superfluous. They accept that situation, and are concerned not only with seeing that the bargain thus authorized, is the very best obtainable. Those not familiar with Mr. McBride's weakness for persiflage might have judged from his speech yesterday that he was about to enter a political campaign in which the railway was his principal policy, rather than that he was consummating an important agreement in which every clause and phrase required the most careful and considered scrutiny. His speech had a little too much the exultation of success at the polls, and too little of the critical poise so important to the province at the present time. And it goes without saying that his following require the latter more than the former.
The extravagance of his statements in one or two particulars, too, weakened, rather than strengthened, his case. A claim that the bed of the Canadian Northern in Manitoba, and its rolling stock, is superior to that of the C.P.R., is so obviously absurd that the Premier would scarcely have made it had he not thought it necessary in order to justify the loosely-worded clause in the bill which makes the original roadbed of the Canadian Northern in that province the standard for the new line in British Columbia.
The points on which the Premier failed to enlighten the House included several of the most vital importance, and on these he was dumb. Prominent among these was the question of security—a matter of more importance with every prudent investor, than even the return upon his money. In respect to this primary feature the contract is singularly weak, and while there is no disposition to suggest that the Premier willfully left out of the contract, essential safeguards, the more charitable conclusion is that he was worsted in

FLOODS IN IDAHO AND WASHINGTON

RAILWAY TRAFFIC IS INTERRUPTED

Two Men Lose Their Lives—Property Loss Will Be Heavy

(Times Leased Wire.)
Boise, Idaho, March 2.—All streams in Southern Idaho are to-day higher than ever before known, and damage as a result of the floods is of great proportions. Railroad traffic is at a standstill, and Boise and other cities on this section of the state are completely cut off from outside communication, except by wire.
Five miles of track on the main line of the Oregon Short Line is washed out west of Glenn's Ferry, and it will be several days before the trains can be operated.
The greatest damage has been to irrigation works, breaks in canals being reported from all sections of the irrigated sections.
The Twin Falls country is suffering severely, the loss to farmers in crops being many thousands of dollars.
Two men were drowned last night at King Hill while trying to save the suspension bridge over the Snake river.
Bridge Carried Away.
Walla Walla, Wash., March 2.—With heavy rains and warm temperaments melting the snow and augmenting the flood here every stream in the valley is to-day running bank full and many are out of their regular courses. Only the excellent system of bulkheading and division of the streams above the city is saving Walla Walla from heavy damage. As it is in the lower end of town the stream has escaped its bounds and houses are surrounded with water, which in places is four feet deep. Garrison and Yellow Hawk creeks are also turbulent; to-day the former washing out the Fourth street bridge and stopping traffic on car lines in the south part of the city.
There is danger that the Sixth street bridge will go out, thus cutting off the interurban street car line.
The O. R. & N. has but one line in operation, that to Pendleton. The Dayton branch going out of commission this morning.
Reports from surrounding towns say the floods are the worst in years.

OLD SETTLER MURDERED

Found Dead in Red in Parry Sound Hotel—Suspected Assailant Taken Into Custody

Parry Sound, Ont., March 2.—Michael J. Davis, 70 years old, of Lornain, Ont., was found dead in bed at the Montgomery hotel Monday night with his skull fractured. A man who gives the name of Young, a steam drifter from Atlantic City, N. J., has been arrested on suspicion of having caused Davis's death.
Davis for the last thirty years has been a settler in Parry Sound district and came here to make a loan, putting up at the Montgomery hotel. He retired at 11 o'clock Monday night. Young, who had been prowling about the hotel, and whose actions had alarmed the hotel clerk, came down stairs at 11:30 and went to the lavatory to wash his hands. It was noticed then that there was blood on the towel. He afterwards went out of the hotel. The suspicions of the clerk were aroused, and he went upstairs to investigate. He found Davis lying on his bed with a wound from the point of a screw-capped flask on his head.

PHILADELPHIA LEADERS PREPARING FOR CRISIS

Philadelphia, Pa., March 2.—An unofficial canvass in the ranks of union labor here, completed to-day, shows that the great body of union men and women is willing to respond immediately when the call comes for a general strike.
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Every bottle is full of the active principles of God-Liver and peptonates of iron. We have sold nearly 100 gross of this great Tonic and its sale is increasing every day. It's pleasant to take. Have you a cold you can't shake off? Try a bottle and watch its effect, at

Campbell's Prescription Drug Store
We are prompt, we are careful, and our prices are reasonable.
CORNER OF FORT AND DOUGLAS STS

For Choice Wines Try Our Wine Department

WE KEEP NOTHING BUT HIGH GRADE GOODS.

- NIAGARA PORT WINE, per bottle 25c
 - WILSON'S INVALID PORT WINE, per bottle \$1.00
 - ROYAL CROWN PORT WINE, per bottle \$1.00
 - PHOENIX LAGER BEER, per dozen quarts \$1.50
 - PHOENIX LAGER BEER, per dozen pints 75c
- Have you tried the famous "BONNIE LASSIE" SCOTCH WHISKY, for Imperial quarts \$1.25

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Look to-morrow for our large half-page ad for grocery price information.

- CHIVER'S ENGLISH MARMALADE, 1-lb. glass jar 15c
 - NICE MILD HAMS, per lb. 20c
 - BEST GRANULATED SUGAR, 20-lb. sack, 10-lb. sack 60c
 - MANITOBA ROLLED OATS, the best made, 8-lb. sack 35c
 - 20-lb. sack 85c
 - ST. CHARLES CREAM, large 20-oz. can 10c
 - NICE AUSTRALIAN BUTTER, 3 lbs. for \$1.00
 - CALGARY RISING SUN BREAD FLOUR, per sack \$1.75
 - ANTI-COMBINE JELLY POWDER, 4 pkts. for 25c
 - ANTI-COMBINE TEA, in lead packets, the finest tea ever offered at the price, 3 lbs. for \$1.00
 - PURE BLACK PEPPER, per lb. 25c
- Compare above prices with those charged elsewhere.

Copas & Young

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THE ONLY INDEPENDENT STORE.

Corner Fort and Broad Streets.

Phones 94 and 95. Quick Delivery. Phones 94 and 95.

FISHERMAN SHOT.

Portland, Ore., March 2.—While protecting himself from the alleged advances of Peter Peterson, an Alaskan fisherman, Mrs. Mary Carlson, of 305 Minnesota avenue, sent a bullet into his head shortly before midnight, and Peterson is now at St. Vincent hospital, where it is stated to-day he has only a fighting chance for life. Andrew Benson, a companion of Peterson, and witness, was taken to

headquarters along with Mrs. Carlson. Mrs. Carlson told the police that Peterson and Benson knew of her husband's absence and were attempting to break into her house. Failing to hear her warning that she would shoot unless they went away, Mrs. Carlson says she fired through a screen porch as Peterson tried to tear it from its hinges.

At the election in Monaghan, Ireland, where there were 700 voters on the roll, all polled except one.

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THE OLD RELIABLE.
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MANY ARE SEEKING SAFETY IN FLIGHT

Another Destructive Avalanche Feared in the Couer d'Alenes

(Times Leased Wire.)
Couer d'Alene, March 2.—The melting snow on the precipitous sides of Canyon creek have created a torrent out of the usually small mountain stream. The rising waters to-day reached the summit of the debris piled in the bottom of the gulch by the avalanches at Mace and Burke, and the waters are eating their way through the snow and carrying it with them to the valley below. According to many the weather continues to be ideal for slides, a slight rain falling throughout this morning. The drizzle was followed by a heavy wind, shaking the trees and lodging masses of snow at many points on the hills, which are covered from three to twelve feet deep.

Several small mining towns in this locality are in exposed places, and many people are already seeking places of greater safety, fearing another destructive avalanche.

This afternoon a thaw set in and the streets of Burke, Mace and Wallace have become raging torrents. Old-timers here say that this is the worst winter on record in regard to the amount of snow and snow-slide fatalities. Many miners living in Mace and Burke are moving out and seeking safer homes.

According to the latest reports from the scene of the avalanche everyone has been found except for three Italian immigrants on the Northern Pacific work-train which was hurled into a creek by the snowslide.

TRAINS SWEEP INTO CANYON BY AVALANCHES

(Continued from page 1.)
Twenty-Missing.
Everett, Wash., March 2.—The Great Northern officials announce this afternoon that twenty-five persons are dead and that about twenty are still unaccounted for in the disaster at Wellington, where two trains were swept into the ravine by an avalanche.

Wild and unauthentic reports have been sent out of this city all day, but the railroad officials are positive in their statements.

The Great Northern officials had a wire early to-day to a point in the vicinity of the accident.

The only authoritative information was received over this wire. Since it failed to communicate has come through. In addition to the 25 dead and 20 missing, 12 are known to be injured.

The terrible volume of the snowdrifts which have buried the tracks and blocked all roads, and trails make the work of relief slow.

That there is work of great heroism being carried on by the survivors at the scene, and by the men of Wellington is known. They are struggling against the great avalanche of ice and snow and debris in hope of releasing some of those who are believed still to be imprisoned.

Another Accident Reported.
Ellensburg, Wash., March 2.—It is reported here late this afternoon that a Milwaukee silk train, bound from Tacoma to New York, is buried under a snowslide in the Cascade mountains.

Details are lacking owing to interruption to the telegraph-wires, and it is not known whether the crew of the train escaped or perished in the slide.

Message for Coroner.
Seattle, Wash., March 2.—Undoubtedly 60 dead. Train completely demolished. Will wire developments tonight if possible.

The above message from Deputy Coroner Borwick, dated at scenic Hot Springs, at 1:15 this afternoon, was the first authentic news from the avalanche received here, since the wreck. The message was sent to the chief coroner in Seattle, who will leave on the next train.

TRAIN WRECKED. Thrown From Track and Destroyed By Fire—Two Men Killed.

Spokane, Wash., March 2.—Great Northern train No. 2, Oriental Limited, struck a rock slide one mile east of Milan, Wash., at 2 o'clock this afternoon, was thrown from the track and entirely destroyed by fire.

Two men were killed, either the engineer or the fireman, and one unknown man, who was riding brake beams. More than half a score of passengers were injured, some seriously. Two cars, one of mail were entirely destroyed by fire.

TO FOSTER IMMIGRATION.

Montreal, March 2.—Lord Mount Stephen has placed securities amounting to \$200,000 in value, with yearly earning power of \$10,000, in the hands of Robert Melgus, president of the Lake of the Woods Milling Co., and John Turnbull, of the Royal Trust Co., as trustees to will administer the fund to foster desirable immigration to Canada.

EMPIRE CONGRESS.

London, March 2.—Congress of the chambers of commerce of the Empire is to meet in London from June 21st to June 23rd.

VICTORIANS IN DISASTER

REPORTED AMONG MISSING PASSENGERS

List of Those Who Have Not Yet Been Accounted For

(Times Leased Wire.)
Everett, Wash., March 2.—Among passengers reported missing as a result of the destruction of trains at Wellington are:

- Mrs. Starett, two grown children, two months' old baby and her father and mother, of Victoria, B. C., names unknown.
- Charles F. Eitinge, treasurer Pacific Coast Pipe Company, of Ballard.
- Henry W. W. Hite, of Seattle, traveling salesman for the American Paper Company.
- Judge McNenny, of Seattle.
- J. H. Lemon and wife, Colville, Wash.
- A. G. Mahler, Seattle.
- Nurse living at St. Francis hotel, of Spokane, name unknown.
- Traveling man of Ashton, Ohio, name unknown.
- Chanler, for 30 years customs inspector at Blaine, Wash.

WILL NOT RETIRE.

Wheat King Patten Declares Speculation Is the Spice of Life.

New York, March 2.—"Speculation is the spice of life. If I had to go alone in the same rail I think I would want to die," declared Wheat King "Jim" Patten to-day as he was departing for a trip abroad. Smiling, he continued: "There is nothing like taking chances. It keeps you young and makes you happy."

Patten denied the report that he would retire within a short time, having made \$12,000,000 by speculation. He said his trip abroad was to be merely a vacation and that he expected to return to his work refreshed in mind and body.

SAN FRANCISCO TRAGEDY.

Man Held Pending Investigation Into Death of His Wife.

San Francisco, Cal., March 2.—Pending an investigation into unexplained events surrounding the death of Mrs. J. Rote from a gunshot wound in the head, her husband, John Rote, is in the city prison to-day.

Late last night the sound of a revolver shot was heard at the Rote home on Fulton street. Neighbors rushed to the house and found Mrs. Rote lying on the floor dead with a bullet in her brain.

Later her husband was taken into custody. Rote runs a grocery store.

GIRL BURNED TO DEATH.

Kansas City, Mo., March 2.—Because she slapped her baby brother for teasing her, Doris Blond, five years old, is dead to-day from burns she received when the little boy set fire to her dress.

Doris and her brother Morris, who is only three years old, were playing in the nursery of their home, when the accident occurred. Morris had been teasing the little girl, according to her nurse. When she struck him the boy seized a newspaper, thrust it in an open grate, then tucked it to his sister's skirt. Doris was so badly burned that she died within an hour.

OPTIONS ARE LUXURIES.

Toronto, March 2.—According to Assessment Commissioner Forman, options on real estate in Toronto are luxuries. Owners fear to give an option for fear of missing a bigger price a few hours later. One man he quoted on Carleton who, while hesitating to give a man an option for \$50,000 was offered \$75,000 by another an hour later.

SEEKS DAMAGES.

Denver, Colo., March 2.—General Sherman Bell, among others, is being sued to-day for \$5,000 damages by Mrs. Mary C. Carley on the claim that her husband, John Carley, was shot and instantly killed by the order of General Sherman during the Peabody war in the Cripple Creek district in 1904. The case is being tried in the federal court.

INFANT MORTALITY.

Toronto, March 2.—Figures prepared by Toronto newspapers show that infants born in New York have a better chance of living than those born in Toronto. The death rate of infants under one year of age in every Toronto borough in New York is 144, in Toronto it is 155, and in Rochester it is 98 per thousand.

SHACKLETON COMING.

London, March 2.—Sir E. Shackleton sails March 19th for Canada and the United States, where he is to lecture.

BORN.

PORTER—On the 2nd inst. at Douglas road, Esquimalt District, the wife of A. M. Porter, of a daughter (still born).

TOO LATE TO CLASSIFY NEW ADVERTISEMENTS.

WANTED—A night watchman; must be used to steam; married man preferred; could give wife light cooking job. Apply Shaganigan Lake Lumber Co., Government street. m3 if

GHIL WANTED for general house work, small family. Apply 256 Douglas street. m3 if

ACT QUICK—The first to apply to box 794, Times, can have a full size grassy lot on Chatham street, between B. C. terminals and new station, for \$4,000, on easy terms. m3 if

WANTED—Maid, about 1st week in April, good needle woman, and to assist part-time maid serve table. Apply Mrs. E. Crow-Baker, 55 George road. m3 if

WANTED—Youth for office, The Standard Co., Ltd., 40 Fort street. m3 if

2-GOOD HOUSEKEEPING ROOMS to let, furnished or unfurnished. Apply 97 WINDY ROAD. m3 if

DAMAGE MAY REACH \$500,000

WIDESPREAD HAVOC WROUGHT BY FLOODS

Number of Towns Inundated—Communities in Mountains Threatened

(Times Leased Wire.)
Lewiston, Idaho, March 2.—Reports received here in the last 24 hours from various points in the inland empire, show that the country is in the grasp of the worst flood in its history. Railroad and wagon bridges have been carried away, telegraph and telephone service is suspended, with but little hope of a resumption of railroad service for three days, towns are inundated and families driven from their homes, the existence of whole communities in the mountain districts is threatened, several lives have been lost and the damage to property already runs well up toward half a million.

Among the North Idaho towns that are at the mercy of the floods, Nez Perce, Peck and Moberly have suffered the most, since yesterday morning the water has run three feet deep in the streets of Nez Perce, filling basements, invading stores and dwellings and inflicting damage that will require months and thousands of dollars to repair.

Moberly, a small town on Little Canyon creek, 20 miles above Peck, is reported swept out of existence, and Peck is threatened by the giving away of the mill dam. The middle south fork of the Clearwater is rising, and St. Anne, the terminus of the Clearwater branch of the Northern Pacific, is said to be submerged.

Asotin, Wash., seven miles up the Snake river, from Lewiston, is shut off from the world by the washing away of the bridge across a swelling creek. The stream has overflowed its banks and wrought havoc with the alfalfa fields and orchards, besides plunging the town into darkness by flooding the electric light plant.

The Clearwater river is rising rapidly, and the cakes of ice coming down show that the snow has begun to rove in the higher mountain levels, something unusual at this season. The Snake river has risen five feet since midnight and is still rising.

Reports from the Palouse country state that Gelisse is a lake half a mile wide and from three to eight feet deep. Several blocks in the business section of the town are under water.

Portions of Unlontown and Colton are under water and nearly all the bridges on the Genesee branch of the Northern Pacific have been carried away during the night.

Pullman has three feet of water in the principal business section, and the electric light plant was reported carried away bodily at midnight.

Albion is the centre of a swirling river, and in Colfax the water is said to be over the counters in the stores on the main street.

The greatest anxiety prevails among people who have friends and relatives there, for it was reported through the farmers' telephone lines that several buildings had collapsed this morning by the undermining of the foundations, and that a number of people had been killed.

There have been no trains in or out of Lewiston for two days, slides and washouts having blocked every avenue of travel.

Many Trains Delayed.
Salt Lake City, Utah, March 2.—Southern Pacific officials this afternoon announced that no trains would be run between Ogden and San Francisco on the main line for at least 10 days. They are preparing to route trains over the Oregon Short line to Portland, and thence by the Shasta route to San Francisco. Fourteen passenger trains are in the yards at Ogden waiting to proceed over this route.

Hundreds of Passengers Stalled.
San Francisco, Cal., March 2.—Southern Pacific passenger officials announced to-day that owing to storms and washouts in Nevada, several through overland trains and many locals, containing hundreds of passengers, are stalled at points between the Sierra and Salt Lake.

The passenger department officials were unable to give the exact number of trains tied up by cloudburst and flood owing to the failure of their wires.

"IF I DROP DOWN DEAD."

"If I should happen to drop down dead, inform Charles Eves, accountant, at New Broad street, E. C.," stated a note found in one of the pockets of Thomas Eves, aged sixty, King's Cross road, London, who died of heart failure. It was stated at the inquest that the man fell down dead in Gray's Inn road.

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WORTH LOOKING INTO

A Kohler & Campbell Piano Used Only Six Months, for

Who Gets It? \$225 Who Gets It?

M. W. WAITT & CO., LTD.
The House of Highest Quality.
Herbert Kent, Manager. 1004 Government Street.

D. K. CHUNGRANES, Ltd.

PHONE 242. 608 BROUGHTON ST. Near Govt. St.
FRESH FISH. SALT Cured Salmon, Black but, Cod, Smelts and Herrings. VEGETABLES. And all kinds of Poultry—fresh daily. OYSTERS. Equinault and Olympia Oysters—fresh every day; also Clams and Crabs, Shrimps.

How Is It That You Always Have Such Pretty Laces and So Reasonable Too?

IS A QUESTION OFTEN ASKED US.
BECAUSE we do not buy large quantities of one design, but THE MERIT OF EACH PIECE IS GIVEN CAREFUL CONSIDERATION. This method ensures exclusiveness of style and design. Our cash system of purchasing enables us to sell even cheaper than others.

- FINE VALENCIENNE LACES, from 3c a yard to 50c a yard
- REAL AND IMITATION TOULON LACES, from 3c a yard to 50c a yard
- ORIENTAL LACES, 10c to 50c a yard
- APPLIQUES AND INSERTIONS, 5c a yard to 50c a yard
- NEW EMBROIDERIES AND INSERTIONS, 5c a yard to 50c a yard
- CORSET COVER EMBROIDERIES, special value 25c a yard

ROBINSON'S CASH STORE

J. E. ANDREWS, Manager. Phone 2190. 642 YATES ST.

BIG BARGAINS IN LOTS

- ROCKLAND PARK LOTS \$300 to \$500
- BLACKWOOD AVE. \$450
- ROSLI STREET \$500
- GRAHAM STREET \$550
- KING'S ROAD \$350
- BAY AND THIRD, corner, lane at rear \$1,800
- FRANCIS AVE, near Douglas \$425
- QUEEN'S AVE, near Blanchard \$1,300
- PRINCESS AVE, near Park at \$900
- GORGE ROAD, 2 lots, 70x175, 86x190, each \$850

WANTED-At once, good general servant for small family. Apply 1001 Cliphurst avenue.

"THE POPLARS," corner house, facing Empress Hotel, room and board, table board, moderate. Phone L221. m3 if

EGGS FOR HATCHING, from thoroughly bred prize winning stock, Black, Blue Plymouth Rock, Buff Orpington, R. per setting, 13, 66 Superior street. al

WANTED—A young girl or woman for company at night, board and room for trouble. Apply Mrs. Capt. Fraser, 254 Shakespeare street. m3 if

FOR SALE—2 lovely lots, Monterey avenue N. Apply 728 Hillside. m3 if

WANTED—30 sales girls. Apply Thursday, 3 p. m. E. P. Charlton & Co., Ltd., 5, 10 and 12c store, 109 Government street. m2

WANTED—At once, good, small, second-hand safe, combination, cheap for cash. Apply 128 Figuard street. m3 if

WANTED—General servant for family of three, washing given out. Apply 1219 Richardson street. m2 if

WANTED—Experienced dressmakers and apprentices. Apply Room 4, Five Bells Block, Fort street. m3 if

FOR SALE—A lady's wheel Massey-Harris, in good condition, cheap for cash. Apply 128 Figuard street. m3 if

TO LET—Beautiful 11-room house, No. 931 Johnson, corner Vancouver, everything modern. Apply 70 Yates street. m3 if

TO-MORROW, Thursday, twelve postal cards for five cents. Stadthagen, Indian trader, 79 Johnson street. m2

OSTRICH FEATHERS—in black, white and cream, at reduced prices for Easter; get your hats trimmed now. Write for samples of plumes. Feathers, Box 78, Times. m3 if

BOX MATTRESSING and bedsteads, cheap, at Kerr's, 719 Yates. m3 if

SEWING MACHINES—REPAIRED and overhauled. Wilson's Repair Shop, 64 Cormorant. m3 if

CASH REGISTERS attended to on short notice. Walter Bros., 64 Fort street. m3 if

THE "BON AMI" STORE

73 YATES ST. Proprietors, S. Shelton & Son, Phone 1533.
LACE CURTAINS, TABLE LINEN, LADIES' BLOUSES & HOSIERY OUR SPECIALTY.
A nice assortment of Scotch Ginghams at 12c to 25c a yard.
P. S.—We carry a good selection of pictures.
ALL KINDS OF FRAMING EXECUTED PROMPTLY AT REASONABLE CHARGES.

Canadian Real Estate Co.

PRINCE RUPERT, B. C. A. W. MACLEAN, Manager. THOMAS DEARY, Sales Agent. Property Listed, Bought and Sold. Correspondence Solicited. Offices, Grand Trunk Annex, PRINCE RUPERT, B. C.

RAYMOND & SONS

Representative of the Vancouver and Portland Cement Company and The Pacific Coast Gypsum Co.

See us about pressed bricks, lime, fire grates, mantels and tiles.

613 PANDORA ST. Phones: 272; Residence 376.

R. P. RITHET & COMPANY, LTD.
Wholesale Agts.
"VANCOUVER BRAND"
Standard All Over B. C.
CEMENT

Two Unequalled Values
JEWEL BLEND CEYLON TEA, per lb. . . . 40c
MOCHA AND JAVA COFFEE, per lb. . . . 40c
The Family Cash Grocery
CORNER YATES AND DOUGLAS STREETS
PHONE 312

Gold Jewellery for the Man
The well dressed man chooses the simplest kind of jewellery of the best quality. Something that looks neat and good.
CUFF LINKS, plain or set with small stones, up from . . . \$2.50
STUDS, solid gold, up from . . . \$1.00
STUDS, solid gold, in sets, up from . . . \$3.00
SCAF PINS, set with various stones, up from . . . \$2.00

REDFERN & SONS
1009 Government Street, Victoria B. C.

BELMONT AVENUE, CORNER LOT, 120 ft. x 120 ft., 11-room house, with all modern conveniences, and a beautiful garden. Price . . . \$5,500
BELMONT AVENUE, CORNER LOT, consisting of 1/2-acre, new 7-room house. Price . . . \$4,200
CHATHAM STREET, A LOT near Douglas Street . . . \$12,500
GRANT STREET, LOT 50 x 120. A good buy at . . . \$250

R. V. WINCH & CO., Limited
Successors to
ROBT. WARD & CO., LTD.
Temple Building, Fort St., Tel. 145. Victoria.

SPRING CLEANING
FOR YACHTS AND LAUNCHES
YOU WILL WANT
Paint Remover, Paint, Sal Soda, Rope, Lye, Chain, Soap, Anchors, Brushes, Fittings, Etc.
WE HAVE THEM AT RIGHT PRICES.
E. B. MARVIN & CO.
The Shipchandlers 1206 WHARF STREET

PAINTS
A man who has once had the celebrated ready-mixed
Sherwin-Williams
Paints put on his house will never use any other. They keep their beautiful gloss and last twice as long as any other paints on the market. **THEY ARE MADE OF PURE INGREDIENTS ONLY.**

E. G. PRIOR & CO., Ltd. Ly.
Corner Government and Johnson Streets.

MAPLEINE
A flavoring used the same as lemon or vanilla. By dissolving granulated sugar in water and adding Mapleine, a delicious syrup is made and is far better than maple. Mapleine is sold by grocers. If not sent for 2 oz. bottle and recipe book. Crescent Mfg. Co., Seattle, Wa.

Subscribe For The Times

PREMIER ON RAILWAY POLICY
HON. RICHARD McBRIDE
EXPLAINS HIS BILLS

In Two Hour Speech He Elaborates on Canadian Northern Scheme

Legislative Press Gallery, March 1.
Crowded galleries and a large attendance on the floor of the House this afternoon betokened the interest taken in Premier McBride's statement on the C.N.R. contract.

Rising shortly after 4 o'clock Mr. McBride spoke for close on two hours, taking the ratifying bill and the contract up section by section. Following this he dealt with the contract with the Kettle River Valley line. At the conclusion of his first speech he was the object of an unusual ovation in the House, every Conservative member standing up and cheering vociferously. In the evening Mr. McBride was the recipient of a magnificent bouquet of roses, the gift of Mrs. H. Dallas Helmcken, whose bounty of beautiful blossoms members of the House frequently enjoy.

The Premier spoke well, although his speech would hardly be accounted a great oratorical effort. It was clear, however, as to the government's conception of what the contract means.

There was little else done at the afternoon session, and it was plain that everyone was waiting to hear what the Premier had to say. Mr. McBride said:

Mr. Speaker: It is with feelings of very great pleasure indeed that I rise to move the second reading of this very important measure. Perhaps never before in the history of this province of British Columbia has such important and far-reaching legislation been introduced in this assembly for deliberation by this assembly. For the past seven sessions we have been accustomed to hearing, year after year, from gentlemen of the opposition, constant inquiries as to what government is doing, and when it may be expected to take some action with respect to the constitution of the railways so much needed for the development of this country. I recalled only a few sessions ago when the government was very severely taunted by the then leader of the opposition that the occupants of these treasury benches, although we had promised the House and the country a constructive railway policy, had so far failed in our efforts—that they had been "ineffectual indeed." Well, Sir, we were not prepared at that time to present the railway policy that we had promised to the country, and our explanations that were given to the House were all that could then be given.

Let me recapitulate the position. We had said, and we stood firmly by that position, that not only had we some sort of a business-like construction scheme that would make for the connection of railways proposed to be built throughout British Columbia with a transcontinental railway system which could be carried out under terms that would not overburden the country nor entail an obligation upon the credit of the province such as British Columbia might not be equal to bear, would we of content, such conditions alone being recognized as sufficient to bring about construction of the line.

In the last seven years I may say, and the statement is by no means an exaggeration, this government has refused not one, but hundreds of propositions looking to railway construction in British Columbia. And why? Because the lines which it was proposed that we should assist would not make for connection with a transcontinental system, or in the second place, because the assistance asked for was far beyond the reasonable ability of this province to give the interested companies. It was not indeed until 1909 that we were able to conclude an agreement with a responsible and well-known railway company which would assure the connection of our British Columbia railway with a transcontinental system, which would provide for the completion of the required road within a fixed and definite period, and with assistance toward the construction of that road which it was easily and readily in the power of this province to give—the Canadian Northern Railway Company. (Applause.) The line of that company is to extend from the Yellowhead Pass to Vancouver, and from Vancouver on to Victoria by car ferry, and from Victoria to Barkley Sound. Construction of this line is to be undertaken by the Canadian Northern Railway Company and to be completed by the 1st of July, 1914.

What is the present position of affairs in British Columbia insofar as the railway situation is concerned? Take a glance at the map, and a very hasty review of its geographical conditions will disclose the very remarkable circumstance that while we have here a province with a total area of something like 374,000 square miles, there are at present in operation but 1,700 miles of railway. To show that this limited mileage is very far from adequate if we propose that railways shall serve as they should serve us as factors in the promotion of the natural growth of the country, let us compare the situation here with what prevails in other provinces of infinitely smaller area and less variety of resources. Take the province of Manitoba with its 44,000 square miles of territory, and we find there in operation 2,400 miles of railway, and coupled with this fact we must remember that Manitoba is far from being a difficult country in which to construct railways. The people of that province have not to cope with the almost impossible physical obstacles that prevail here in British Columbia, with our great mountains, our deep and wide rivers, our tremendous ravines. Prairie roads are not difficult to build, and I may say they are cheap indeed in comparison with the roads that must result to serve the requirements of this province.

When we consider how easy it is to move in a province so situated as Manitoba, surely by way of comparison we can begin to understand how in this province with its 374,000 square miles of territory and with a configuration unlike in the Confederation of Canada, yet still possessing only 17,000 miles of railway in all, the province of British Columbia has been laboring under an immense handicap from the transportation point of view. And this comparison at once discloses the fact that this province in order to overcome the handicap of natural conditions must have railways to overcome. The physical condition of the province and the absence of railways afford complete explanation why we have not perhaps gone along with that progress which has marked the recent history of not alone Manitoba and Saskatchewan, but Alberta as well. A study of the railway situation in the province of Ontario shows that in that section of the province in question lying south of the Canadian Pacific line containing 120,000 square miles of territory, there are over 8,000 miles of railway in operation.

I might go further in emphasizing the disadvantages under which British Columbia labors, showing that in each and every one of the other provinces, although their physical conditions are by no means so difficult, they have found railway mileage greatly in excess of ours proportionately to be absolutely necessary for their progressive development. It may be asked how it is that while we in this western land have so much to say of the great potential wealth of our country, our fisheries, our great resources of timber, our fisheries—how we will explain away the fact that with all these great natural resources, this great natural endowment, we have not advanced much more rapidly than has been the case? How with all the publicity which has been given to our country, our fisheries, our great resources of timber, our fisheries—how we will explain away the fact that with all these great natural resources, this great natural endowment, we have not advanced much more rapidly than has been the case?

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If we please you, tell others; if we don't, tell us.

Campbell
"THE FASHION CENTRE"

Spring Costumes
There has been a radical change in style this season in the vogue of the short and medium length coat. In meeting these requirements the suits we advertise will prove of interest to every lady or miss who is planning her spring wardrobe. Exclusive style, exclusive values.

SEE OUR WINDOWS
All are strictly tailored in the latest materials including serges and diagonals in grays, tans, greens, blues, blacks, lawns and black and white checks.

The Newest Golfers
Our latest arrival in Golfers shows exactly the most improved styles in this ever popular warm coat. They are quite a little longer than heretofore, being in the three-quarter length. We are showing them in plain knit and fancy waive style. They are practically an Auto Golf Coat and come in blacks, whites and navy.

New Spring Skirts
Pleated skirts for walking are being very extensively worn this spring. Many very charming and exclusive designs are being shown by us. Some have the pleats running up to the waist-band, others as far only as the knee (the kilted effect), while many show the side cluster pleats. Amongst our showing of "the latest in skirts" is a beautiful line of black voile skirts, nicely trimmed in taffeta silk, and fancy embroidery.

ed to take up this proposal and see if we could not give to British Columbia her own. No one felt more than myself the loss of colleagues and the coolness of friends because of this necessity as we judged. We were determined to do our duty to the people and to the province of British Columbia; and we were determined to do what the situation required.

In spite of these losses, these differences of opinion, sometimes bitter, this criticism often harsh, we went ahead with our railway policy and we went to the people on this issue, giving them ample time for the fullest discussion. We were successful in receiving the almost unanimous endorsement of the electorate of British Columbia. The attorney-general has recently said that it was not the railway policy that carried the government but the government policy. But I may say that the railway policy helped. It is because of the railway policy that the government was carried shoulders high.

The record of the government, no doubt, contributed to make the electorate feel that the carrying out of the policy was in safe hands. They know that for seven years we had been carrying on the affairs of this province in a satisfactory manner and that the experience we had had during that time in dealing with railway companies had shown that we were competent to protect the interests of the community at large. There was not one instance that could be adduced that would go to show for one moment that the government were not fully equal to any situation likely to arise.

Resents Criticism.
At the time of the election the contract now submitted was not fully completed, but the essential elements had been agreed upon and these were submitted to the people with some further information as to the intentions of the government. Columns of criticism, some of it very elaborate, were given to the public. I am quite sure we may never expect to hear one word of commendation from the Liberal Party anything we may do, so there was absolutely no surprise to this party in the criticisms to which we were then subjected. It occurs to me, however, that when a government of this province for the first time in its history undertook to give to the people a competing transcontinental line—the first provincial parliament to form a contract of that sort—they might have offered some assistance in the interests of the people. If they had done so they might be a little nearer accomplishing their desire to cross over to the government benches.

But, Sir, from one end of the country to the other the denunciations hurled at these undertakings got so unfair and so bitter that in the end the Liberals succeeded in driving away many of

The Bad Effects of CONSTIPATION
Impure blood, offensive breath, heavy head, shortness of breath, bilious attacks, fitful sleep, loss of appetite, feverish conditions, all come from one cause—Constipation.

The Good Effects of BEECHAM'S PILLS
remedy these conditions because they remove the cause. They start the bowels, work the liver, sweeten the breath, cleanse the blood, tone the stomach, clear the head, improve the appetite and bring restful sleep.

The oldest and best corrective medicine before the public is Beecham's Pills.

Sold Every where. In Boxes 25 cents.

their supporters who looked at the proposals of the government in a businesslike way.

We said to the people: "You have trusted us in the past and we have tried to make good all our promises, and herewith we appeal to you on a policy that will involve the credit of the province to the amount of approximately \$20,000,000, but we do not make this appeal to you without giving you a general outline of the proposed bargain."

The Premier's Promise.
The people took us at our word and believed that we would live up to our pledges, and so it is that I am able to come before this House to-day to present the bill for the ratification of the agreement that was entered into between the government and the officials of the Canadian Northern railway but a short time ago.

Let us look at this agreement; but before going into its details I wish to call the attention of the House to certain promises which were made by the government prior to the election. These promises were published in an issue of the Victoria Colonist the day before the election—an issue of the paper that seemed to make a great impression on the member for Alberni. From his long association with the ideals of the Liberal party it may be that he could hardly realize that a public man could make such promises and live up to them.

On the train which brought me from a campaign conducted in the constituencies of Alberni and Newcastle—a campaign that I regret to say turned out unfortunately for those constituencies—I met my good friend Mr. Matson, of the Colonist newspaper. He was anxious to do all he could to assist in placing the railway policy of the government before the electors—and that was not a very grievous offence. I authorized Mr. Matson to publish in the Colonist the following memoranda:

"1. To build 600 miles of railway in British Columbia as outlined in a preliminary contract with D. D. Mann, of the Canadian Northern Railway Company. At least 100 miles of such railway construction to be from Victoria to Barclay Sound.

"2. To secure a first class freight and passenger ferry service from a point on the mainland, at or near English Bluff, to connect with the island of Vancouver, thence by rail to Victoria; and to continue the same to Barclay Sound. Said ferry service to be equal to any on this continent.

"3. Construction of the Barclay Sound section to commence simultaneously with construction upon the mainland of the Canadian Northern system in British Columbia.

"4. The whole to be undertaken and completed in four years; to be begun three months after the ratification of the completed contract by the provincial legislature.

"5. To secure from the Canadian Northern railway a deposit of \$500,000 for the faithful performance of the contract, such sum to be forfeited to the province if they fail to carry out the terms of the agreement."

"6. To secure from the Canadian Northern Railway Company a first mortgage upon their system in British Columbia.

"7. To secure from the Canadian Northern railway a covenant protecting the province from any loss whatever by virtue of its guarantee.

"8. The province of British Columbia to control freight and passenger rates upon the same plan as adopted by Manitoba in its guarantee of Canadian Northern bonds.

"9. To secure from the Canadian Northern Railway Company an obligatory contract requiring them to maintain a regular continuous and daily first class passenger and freight schedule between Victoria and its continental system, so that upon completion of their lines in British Columbia, Victoria will be one of the termini of a transcontinental railway system.

"10. The money realized from the sale of Canadian Northern bonds is to be handed over to the provincial government and will not be paid out till work of construction has been completed satisfactorily to the government engineer and his certificate is furnished the contractor. This is to ensure the public against any possible chance of an expenditure of money for which they do not receive full value.

"11. Road to be constructed by the white workers of Canada. Asiatics absolutely excluded from all public works in British Columbia. The company

(Continued on page 7.)

WANTED
A lady teacher, holding not lower than a Second Class Certificate, for Junior grade work in the Victoria City Schools. Apply, not later than March 23rd, to
EDWARD B. PAUL,
City Superintendent of Schools.

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AT
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Next Victoria Truck and Dray Stables
ALL ORDERS WILL RECEIVE PROMPT ATTENTION
PHONE 552
THE COLBERT PLUMBING & HEATING CO. Limited.

FRUIT MARKET & PRIVATE GROWERS
ORNAMENTAL TREES, SHRUBS, ETC.
WILSON'S G. A. KNIGHT,
INDUSTRIAL DISTRICT, VICTORIA, B.C.

J. E. PAINTER & SON
511 Cormorant St.
Sole Agents for the
VANCOUVER-NANAIMO COAL CO.
Coal equal to Old Wellington.
PHONE YOUR ORDERS L23 OR 233.
Orders promptly executed and full weight guaranteed.
Also Cord, Cut and Split Wood.

NOTICE
Offers of a site containing from 8 to 10 acres for the New High School building, are invited by the Victoria School Board to be submitted, with purchase price, by noon on Wednesday, 9th March.
ISABELLE MOORE,
Secretary Victoria School Board.

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MAKES DELICIOUS FISH PATTIES, CREAMED COD AND DOZENS OF OTHER DAILY DISHES.
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No. 196

THE DAILY TIMES

Published daily (excepting Sunday) by THE TIMES PRINTING & PUBLISHING CO., LIMITED.

JOHN NELSON, Managing Director.

Office: 124 Broad Street
Business Office: Phone 100
Editorial Office: Phone 4

SUBSCRIPTION RATES.
Daily—City delivery 50c per month
By mail (exclusive of city) \$3.00 per annum
Semi-Weekly—By mail (exclusive of city) \$1.50 per annum
Address changed as often as desired.

NO FINALITY TO THE LIABILITY.

The Times has been chided by an organ which affects to regard all the works of the government as perfect and the head of that government as infallible for not joining in its laudation of the deal with the Canadian Northern Railway Company. We are told that as the contract means much for Victoria, as an institution which is giving visible evidence of its faith in the prospects of this city we should refrain from pointing out what we know to be the defects in the government's railway policy. We grant that one result of the announcement of the government's contract with Mackenzie & Mann may be a transitory boom in the real estate market in the coast cities. But we do not admit that the future of Victoria or of any of her sister cities is dependent so much upon the consummation of a deal which will be more or less temporary in its effects as it is upon a policy of development which will be general and permanent. When we purpose mortgaging our financial future it is generally well to look a certain distance beyond the end of our noses.

The Premier made a long and we think it will be generally admitted somewhat wearisome speech in the legislature yesterday which was possibly intended to be an exhaustive and analytical review of the railway bills before the House. The result of that deliverance cannot be accepted as tending to make the provisions of the contract in the slightest degree clearer to the understanding. It was not an exposition of the situation, but a glorification of the government for the breadth of its vision and the perfection of its works. In only one instance did the Premier permit himself to pass from generalization to detail, and in that instance he, possibly unwittingly, let in a beam of light upon the true character of the contract. He admitted that the government was endorsing the paper of Mackenzie & Mann to an amount in excess of forty millions of dollars and that even that figure might not prove the ultimate extent of the province's liability. He was not so optimistic in regard to the province never being called upon to meet a cent of its guarantee as he was previous to the general election, because he admitted the possibility of the receipts of the road after being opened not meeting operating expenses and interest charges and that in order to protect itself the province might be under the necessity of covering the situation through the expedient of another loan. Now that is precisely the position the Times has taken all along in its criticism of the contract. It has pointed out that for the greater part of the distance the British Columbia section of the Canadian Northern Railway will parallel the C. P. R., a line of magnificent resources and equipment, which has not paid, if we are to believe its own officials, until very recently. If that is true of one line, what may be expected when two lines are competing for the business, and assuming that the roads are rivals, which many qualified authorities doubt? If the Pacific Northern Company were a pioneer or development road, the liability the province is assuming could be very effectively defended; but it is to a very limited extent a development road, the province is endorsing its paper to the extent of more than forty millions of dollars, and we are told practically that the future can only determine to what further extent we shall be compelled in defence of our credit to endorse additional paper. We simply point out these facts because we consider it essential that on such a vital matter it is necessary to place ourselves upon record. If we considered the railway policy of the McBride government were a safe policy and necessary to the development of the province we should heartily support it, irrespective of the source from which it emanated.

TWO VERSIONS OF THE TRAITOR CRY.

The Vancouver Province, which of late years has assumed the burden of Toryism in this province, chortles at the very idea of anybody having any doubts in regard to the traitorous un-

litical sentiments of the Prime Minister of Canada. Our contemporary has no patience with those Conservatives who bother themselves with debating the question. It says "the truth is the history of Sir Wilfrid Laurier's career as a public man in Canada is one of hostility to British connection; and not once but frequently in past years that fact has been pointed out, and pointed out very clearly." The time was when the Province held and proclaimed very different opinions, but of course that was before our variable contemporary had reached years of discretion and was capable of forming intelligent conclusions from the facts of history. We would not care to do it the injustice of suggesting that it is playing one end of the game of which the other end is being played in the province of Quebec. And yet it is interesting to compare the assertion of the Province that during the whole of his career Sir Wilfrid Laurier has not performed one act which would show his sense of the value of British connection with the following taken from the columns of another Tory organ at the other end of the Dominion, where the game is being played no less vindictively and just as unscrupulously. La Croix, published in Montreal, says: "Has Mr. Laurier varied in his political programme since he became Prime Minister, as many take pleasure in repeating; or, has he always had a single object by well determined means?"

"Mr. Laurier has had a programme, and it is this programme that he is carrying out in causing to be voted the naval bill, which will drown us in English Imperialism. To fuse us with the English people, that has been the life dream of this man."

"Mr. Laurier has manoeuvred like an army general in the matter of Imperialism. He has been always 'British to the core.' What he has always wished in the absorption of the Canadian-French into the English element; 'One people only,' that is his motto. To lead us there, he has employed unqualified hypocrisy. When he proffered true language against the project of Imperialism, it was merely to blind us, for then to maintain himself in power he had need of the sympathies of the Canadian people."

"When, at the time of the African war, he showed a little of his game in sending Canadian soldiers to fight for England against the Boers, it was a beginning of Imperialism. With some phrases of disavowal and of explanations of reasons of state, he threw dust in the eyes of the people. It was he that turned the Quebec celebrations into quasi-imperialistic fetes in spite of what could be said."

"To-day, Laurier arrives at the end of his career. Not having further use for us, he throws us into the abyss. Impartial history ought one day to say that he has been the bad genius of the Canadian-French race which he has never loved. We have acclaimed him; our descendants will execrate his memory."

There is nothing particularly new or startling in such manifestations of Tory malignancy. The game has been played in that way from the beginning of the Prime Minister's career, and the effect has not been that designed, to drive Sir Wilfrid from public life in disgust and shame at the venom with which he has been vindictively pursued and misrepresented, but to increase his determination to remain in public life and the admiration of the vast majority of Canadian for the firmness of his character and the brilliancy of his talents. The following terse summary of the situation has a wide application than it had originally: "In Quebec I am charged with being a traitor to my race, and in Ontario I am accused of being a traitor to my King, and the one is about as true as the other."

KILLING COMPETITION.

The Premier of British Columbia makes magnificent claims for his railway policy already, although it is as yet merely in the pulling stage of its infantile career. He says it has given a great impetus to railway construction within the province, no less than three lines displaying evidences of a determination to reach the coast. Is the claim made that with all our magnificent resources in the natural course of events railway construction was not bound to come to pass? The Grand Trunk Pacific Railway Company some time before the railway policy of the McBride government was announced had made public its determination to reach Vancouver. Its officers made no secret of their belief that they could not afford to ignore the rapidly increasing business on this portion of the Pacific coast. This is the region where population is gathering most rapidly, and where the business is correspondingly important. It is a condition which will obtain for all time, even admitting the undoubted future developments along the main line from Prince Rupert to Fort George. The intentions of the Grand Trunk Pacific were therefore well known, and doubtless thoroughly appreciated by lines which are its bitter business rivals. In fact we are inclined to think, and many acute observers of the course of transportation events agree with us, that the aims of the Grand Trunk Pacific Railway Company had considerable influence in hastening the consummation of the deal between the Canadian

Northern Railway Company and the government. The well-conceived design seems to be to shut the long-established company, the company which is a real competitor in Canadian transportation business, out of the field in southern British Columbia. At any rate, that is the effect the deal will have, at least temporarily, as far as land transportation is concerned. And, notwithstanding the enthusiasm with which the Premier extols the Canadian Northern Railway Company, he will hardly contend that as a transcontinental system his favorite is to be compared with the Grand Trunk.

Business and labor are both amply protected in the Canadian Northern deal. Supplies are to be bought within the province if they cannot be bought elsewhere at lower prices, and nothing but white labor is to be employed because yellow labor is unprocurable under Dominion government immigration regulations and laws except at wages which would make it unprofitable. Talk about rhodomontade and bluff. Read the Premier's speech.

The Dominion Railway Commission is not to be permitted to lay its reforming hands upon the rates of the new Canadian Northern road. It might increase them. Neither can it interfere with the rates on the C. P. R. That matter was settled by a former Conservative government. Nevertheless, wait and see the cur the monopolistic combination will make after the new line is open for business.

From the point of view of Mackenzie & Mann and of the government, which is merely a branch of the Canadian Northern system, it is just as well that the details of that railway policy were not explained previous to the general election. Unfortunately, it is not to be supposed for a moment that thirty-seven invincibles sitting in the legislature will be capable of perceiving a single defect in the contracts.

We shall await the advent of that English bluff ferry with impatience. Just to see how closely it approximates to the imposing picture drawn by the Colonist. Of course it will convey complete transcontinental trains, with the exception of the engine, from the bluff aforesaid to the point which has not yet been selected at or near Victoria.

The cat is out of the bag. In addition to guaranteeing the bonds of the Canadian Northern Railway Company, the province is going to advance a loan amounting to four thousand dollars a mile. Doubtless the contention will be that neither does this loan involve the province in any real liability.

"Will 'Inquirer,' whose communication appeared in yesterday's Times, kindly send street address to this office?"

WORK SUSPENDED.

Houghton, Mich., March 2.—Seven hundred men are thrown out of work by the suspension of the works at shafts No. 6 and 7 of the Ascona Mining Company. An official announcement stated that the shut-down was due to the necessity for repairs. Rumors have been current of a proposed organization of miners here under the Western Federation of Miners.

THREE-CENT CAR FARES.

Cleveland, O., March 2.—Three-cent railway fares, with municipal supervision of the car lines, became a reality yesterday. The reversion of the local traction lines, which has existed since November 12, 1908, was lifted and the Cleveland Railway Company took over the property under an ordinance recently approved at a referendum.

SUSPECTED MURDERERS.

Meyers Falls, Wash., March 2.—Two men suspected of the murder of Antonio Roginich, who was stabbed to death in Spokane two days ago, were arrested here early this morning by Sheriff Graham, of Colville. They gave the names of George Barger and Valentine Luzar.

We Like the Children

AND OUR STUDIO IS THEIRS WHILE THEY ARE WITH US.

By making them feel at home we secure pictures of them that are natural and true to life. Bring the little one of yours to us now.

Larrigan & Gibson
PHOTOGRAPHERS.
228 Yates St. Phone 2021.

TRAVELS NEARLY 800 MILES IN BALLOON

C. S. Harmon, Millionaire Aeronaut, Will Claim the Latham Cup

(Times Leased Wire.)
San Antonio, Tex., March 2.—Clifford S. Harmon, the New York millionaire aeronaut, will lay claim to the Latham cup as a result of his flight from San Antonio to a point near Little Rock, Ark., according to messages received here to-day from Harmon.

He claims his balloon, the New York, covered 760 miles, which is 59 miles further than the 701 mile flight made by Holland Forbes which won him the cup.

Harmon, accompanied by Geo. Harrison, of Los Angeles, started from San Antonio Monday. When last reported the balloon was drifting toward the northwest. An eastern current, however, caught them later and sent the big bag in the direction of the Great Lakes.

MYSTERIOUS FIRES.

Investigating Outbreak in San Francisco Block—Flames Cause Damage Estimated at \$50,000.

San Francisco, Cal., March 2.—An investigation was started to-day to ascertain the cause of the fire which last night was responsible for damage aggregating \$50,000 to the Bancroft building and its contents.

This is the second fire in the building within a week. The first blaze was caused, it is said, by a defective switch board.

The fire last night started in the storage room of the Chase Phillips building and before it could be extinguished, the fourth floor of the structure was gutted.

The \$150,000 stock of the Butler Schutte Company, wholesale milliners, on the third floor, was badly damaged by water.

FROZEN TO DEATH.

Regina, Sask., March 2.—The first report of death in Monday's storm reached the city yesterday when Wm. Smith came in from Kronau with the tale of the freezing of John Delschneider, aged 17 years. Delschneider was in Kronau Monday with a companion named Mattarrie, and reports from Kronau say that the two were imbibing freely. Shortly after noon they left Kronau in Mattarrie's sleigh for their homes in the country. The trail from Kronau passed right behind the home of Delschneider, and there Mattarrie stopped to let his friend off. That was the last seen of him alive. It was about 3 o'clock when he left Mattarrie, and he was seen to crawl through the fence by the barn and start for the home. He never reached home, and yesterday his lifeless body was found not far from the barn.

ENLARGING U. S. NAVY.

Washington, March 2.—The house committee on naval affairs yesterday voted for the construction of two battleships, one repair ship, two fleet colliers and four submarines. This represents the naval increase for the present year, and is practically the same as urged by President Taft and Secretary of the Navy Meyer. The two battleships will be of either 28,000 or 27,000 displacement. Their cost will be about \$1,000,000 each. The repair ship will cost something less than \$1,000,000. The four submarines are for the Pacific.

DAVID SPENCER, LIMITED

New Arrivals in Men's Suits \$15
Made to Sell at \$18 and \$20, Thursday



A splendid assortment of Men's Suits have just come to hand. These are all the well known brand of "Fit-Rites," whose wearing qualities and snappy appearance are excelled by none. The most pronounced styles are shown, including the season's very latest novelties. When purchasing a suit of clothes, every man wants, and is generally very careful to see that he gets, a suit that will not only wear well, but will keep its shape. That's what Spencer clothing is noted for. That's why our Men's Clothing Department has become so popular. You are always assured of style, fit and quality when purchasing here. This assortment is in two and three buttoned sacks, in greens, greys and brown mixtures, and \$15.00 were bought to sell at \$18 to \$20 per suit. For quick selling Thursday..... **\$15.00**

MEN'S WORKING PANTS, made of specially strong Canadian tweeds and wools, in stripes and broken checks. Marked at very economizing prices. Thursday **\$1.50**

Beautiful New Silks Arriving Daily

Every day there is something new being opened up, and we do not hesitate in saying that a greater aggregation of fine silks could not be found elsewhere in B. C., if not in the whole of Canada. The present assortment of new goods includes New Foulards, Two-Tone Shot Silk, Silk Rajah, Ottoman Shantung and Mikado, while the prices were never lower or the qualities never better than now.

CHENEY'S SHOWERPROOF FOULARD SILKS, TWILLED.

Prominent are the combinations of navy and white, old blue and white, rose and white, green and white, wisteria and white, white and black, mauve and white, and black and white. Per yard... **\$1.00**

TWO-TONE EFFECT SHOT SILK in all the newest combinations of color. Make up small party dresses and waists. Price \$1.25 and... **\$1.00**

TAFFETA, GEISHA, TAMALINE, LOUISIENES, in every prevailing shade. Per yard... **50c**

COLOR AND NATURAL PONGEE, in all colors. Very special value... **50c**

COLOR PEAU DE SOIE, in all shades, **90c**

CREAM BROCADE LOUISIENE... **75c**

FRENCH MERV, in all shades... **50c**

COLOR MOIRE, 44 inch, in all leading colors... **\$3.50**

HEAVY BENGALINE, 27 inch, in all colors... **\$2.50**

COLORED MOHAIR TAFFETAS, in all colors... **90c**

ORIENTAL SATIN, in all colors... **90c**

PAILLETTE, in all shades, \$1.25 and **\$1.00**

BATAVIA SILK, 42 inch, in all newest shades, \$4.50 and... **\$2.50**

BATAVIA SATIN, 42 inch, in all shades, at... **\$2.50**

CREPE DE CHINE, 42 inch, in all evening shades. Price... **\$1.50**

PAILLETTE, 40 inch, a very reliable silk for street gowns and party dresses, in all shades... **\$1.75**

FRENCH TUSSORE SILK, 32 inch, in natural only, \$1.35 and... **\$1.25**

300 PIECES NATURAL PONGEE, \$1.25, \$1.90c, 80c, 75c, 65c, 50c, 45c and... **35c**

Very Special Values.

Two Lines of Hosiery for Friday

Boys' Hose, 15c
Reg. 35c for...
BOYS' HEAVY WORSTED HOSE, four in one rib, seamless throughout, fast black, stainless. These are a splendid stocking for school wear. The sizes are 6½, 7 and 7½. Usually sold for 25c and 35c. Friday... **15c**

Ladies' Hose, 25c
Usual 35c to 50c for...
This is very exceptional value. This offering includes Ladies' Cashmere Hose, in a very nice variety of patterns, full fashioned, fast black. All sizes, 8½ to 10. Usually 35c and 50c. Friday... **25c**

A New Shipment of Belts Just In

We have just opened up and have on display a splendid assortment of Ladies' Belts in silver and gilt effects, flowered elastic, with fancy brass and gun metal buckles. Prices range from \$1.75 to... **75c**

Ladies' Rubber Gloves, 85c

A pair of Rubber Gloves are just the thing for milady on house-cleaning days. Our lady's favorite is a specially soft, flexible glove and of excellent quality, in shades of terra cotta only. All sizes. Pair... **85c**

WHOLESALE DEALERS

IN

WORLD RENOWNED SILVER-PUTZ POLISH, MEYER'S PUTZ CREAM, PUTZ METAL POMADE.

WALTER S. FRASER & CO. LIMITED.

Telephone 3. P. O. Drawer 788. Wharf Street. Victoria, B. C.

SCISSORS AND POCKET CUTLERY

We make a specialty of these goods and keep a splendid stock of the best and most reliable English and American makes. **POCKET KNIVES** range up from... **25c**

Call and Inspect.

J. R. COLLISTER
Successor to John Barnsley & Co.
Gunsmith, etc. 1321 Government St. Tel. 663.

DON'T GROW OLD

If you do, there's no need to let others know it. A woman cannot afford to lose her youthful beauty. Wise ones retain it with

SEMPRE GIOVINE
(Always Young)

Not a paint, just a good skin food that beautifies in its application. It banishes wrinkles.

50c at this store

CYRUS H. BOWES

CHEMIST,
1228 Government Street,
Near Yates Street.

KOLA TONIC WINE

BUILDS UP THE NERVOUS SYSTEM

Unrivalled as a winter drink, because it purifies the blood and at the same time gives to the brain and body all the force and vigor frequently lacking in the foggy, damp weather.

IT KEEPS THE LIVER IN ORDER

Cures indigestion, prevents constipation, cures asthma, wards off bilious headaches, builds up the blood and nervous system.

Call for a glass at your club, bar, hotel or restaurant. If your dealer cannot supply you with a bottle for home use, kindly ask him to procure it for you from us.

PITHER & LEISER

Wholesale Distributors,
Cor. Fort and Wharf streets,
VICTORIA.
Water St., Vancouver.

NEW WELLINGTON COAL

The best household coal on the market at current rates.

J. Kingham & Co.
1203 Broad St. Phone 647

Good Things For The Tea Table

Milk, Wholemeal Brown Bread, Buns, Tea Scones, Buns, Crumpets, Nut Loaves, Cream Rolls. ONE OF OUR SPECIALS—DECORATED CREAM CAKE.

CLAY'S

Caterers,
Fort Street. Phone 101.

W.J. HANNA UNDERTAKER

Capel, 740 Yates St.

COURTEOUS ATTENDANTS

Broad St. Hall

Now has a dining hall and kitchen, balcony, dress rooms, and is steam heated. Terms reasonable.

Apply 1228 DOUGLAS ST., 1907 BROAD ST., or I. WAXSTOCK, Proprietor, 1305 Broad Street.

LOCAL NEWS

Do not forget that you can get an express or truck at any hour you may wish. Always keep your checks until you have seen us, as we will save you the 10c on each trunk you have to pay to baggage agents on trains and boats. We will check your baggage from your hotel or residence, also store it. See us before you make your arrangements. We guarantee to satisfy everyone on price and the way we handle your goods. We consider it a favor if you will report any overcharges or incivility on part of our help.

Pacific Transfer Company,
Phone 249, 50 Fort St.

Red, Weak, Watery, Watery Eyes. Relieved by Murine Eye Remedy. Try Murine For Your Eye Troubles. You Will Like Murine. It Soothes, Softens, and Your Eyes. Price For Eye Books Free. Murine Eye Remedy Co., Toronto.

Lifebuoy Soap is delightfully refreshing for bath or toilet. For washing underclothing it is unequalled. Cleanses and purifies.

Round Oak Hot Air Furnaces have taken the grand prize at N.E.P. Exposition. Look them up at Watson & McGregor's, 647 Johnson street.

Prairie Pride bread flour, \$1.75 per sack; Magic baking powder, 30c per tin, 6 for \$1. E. B. Jones, Independent Cash Grocer, cor. Cook and North Park streets. Phone 712.

For refinement of upholstery as demonstrated by P. Kroeger, 732 Fort Street, phone 1145, is a revelation, especially when cost is considered. A specialty is made of blinds, draperies, curtains. Repairs effected on superior lines. No order too small, none too large.

Real, first-class black loan, \$2 per load, delivered within one mile of excavation, corner View and Blanchard. Apply J. Haggerty, Phone 184 or 1866.

If you want an excellent photograph and a correct likeness combined in one picture, we can do it for you. The quality of our work is the best. Foxall's Studio, 1111 Government.

There was no meeting of the Oak Bay council last night owing to the fact that there was not a quorum in town.

Remember that the Empress Confectionery, 1225 Government street, is the only store that sells Ice Cream the year round.

The bank clearings for the city ending yesterday amounted to \$1253,123.

A pretty wedding was celebrated on February 28th at Ipswich, Suffolk, England, by the Rev. Cassar Caine, when Lieut. W. A. C. Underwood, of Victoria, B. C., eldest son of Lieut.-Col. W. A. Underwood, of Brooklyn, Ipswich, was married to Miss Jessie Hamilton Holmes, daughter of the late Mr. James Holmes, of Carlton Place, Glasgow, Scotland.

H. W. Wills, western superintendent of C. P. R. hotels, is at the Empress. Mr. Wills denies the story telegraphed from Winnipeg a few days ago to the effect that he had resigned. Speaking of the outlook for the season, Mr. Wills says that it is brighter than ever and that the C. P. R. is making preparations for the biggest tourist business in its history.

The Rev. T. W. Gladstone gave a very interesting lecture on "Derbyshire Dales," on Monday night in the Congregational church schoolroom, under the auspices of the Young People's Society. It was illustrated by a number of lantern slides showing the scenery and points of interest in this beautiful piece of the Old Land. Both the lecture and pictures were much appreciated.

The marriage took place in Vancouver at the home of Mrs. McCormick Wednesday of her daughter Sadie and Mr. Clement R. B. Newton, by Rev. A. J. MacGillivray of St. John's Presbyterian church in the presence of a large number of friends. The bride was attended by her sister, Miss B. M. McCormick, while Mr. W. G. Ptolemy, of Victoria, supported the groom. During the ceremony the wedding march was played by Mr. Wells, organist of Wesley Methodist church. Mr. and Mrs. Newton left later for Seattle and upon their return will take up their residence in the city.

DEPOSITS WITHDRAWABLE BY CHEQUE.

The B. C. Permanent Loan Co. accepts deposits of one dollar and upwards, allowing interest at the rate of four per cent per annum on the minimum monthly balance. The full amount deposited, or any portion thereof, may be withdrawn without notice. For the convenience of depositors, cheques are supplied, which may be used at any time. Paid up capital over \$1,000,000; assets, over \$2,000,000. Branch office, 1210 Government street, Victoria, B. C.

Our Fine Old Ports, Sherries, Clarets, Etc., Are Pleasing Many Families in Victoria.

This beautiful city has long been renowned for its hospitable hostesses. Doubtless you like to have something in the house for the welcome, but uninvited guest.

WE SHALL BE PLEASED TO HAVE YOU TELEPHONE YOUR ORDER

If You Prefer Mineral Water, We Can Supply You With the Finest Procurable.

Capital City Wine Store

Tel. 1974. 1327 Douglas Street, Corner Johnson.

Free

A BEAUTIFUL CALENDAR

To Every Adult in the City

Ask for one at

Fletcher Bros.

The Leading Music Dealers,
1231 GOVERNMENT ST.
Victoria, B. C.

ST. DAVID'S DAY IN THE LEGISLATURE

Parker Williams Honored as Well as Premier McBride

In the Legislature last evening shortly after the House got down to business in committee on supply, a beautiful bouquet of carnations, presented by Mrs. H. Dallas Helmecken, was placed on the desk of Hon. Richard McBride amid applause from the government supporters.

Parker Williams, who was on the floor at the time the page placed the bouquet on the desk of the Premier, said: "Mr. Chairman, on a point of order, I believe they are placed on the wrong side of the House."

A little later some of the members, remembering it was St. David's Day, had a bouquet of leeks, carrots and onions, borne in and placed on the desk of Mr. Williams, himself a Welshman, amid the applause of the House. The latter quickly passed it on until it reposed on a vacant desk for a time.

Princess enamel ware looks like china, wears like iron. See it—use it—and you will like it—you can't help it. Made in teapots, jugs, children's mugs and cups, saucers and plates. R. A. Brown & Co., 1302 Douglas Street.

Thomas Deasy, formerly of Victoria, having for years been chief of the fire department here, is now located at Prince Rupert, where he is identified with the management of the Canadian Real Estate Company.

A meeting of the council of the Board of Trade will be held on Friday morning next, and among the matters to be considered will be the report of the trade and commerce committee on the bill to restrict trade combines.

It is expected that in the course of a week's time the first company of the High School Cadets (42 rank and file) will be provided with khaki uniforms. Good progress is being made in the work of raising subscriptions sufficient to provide uniforms for the entire strength. Among recent subscribers was Lieutenant-Governor Patterson, who gave \$25.

A stream of letters from all parts of the world is pouring in to the offices of the provincial bureau of information from people seeking information about land in various parts of British Columbia. A large number of the enquiries come from people who would like to locate on Vancouver Island. During the past week an average of seventy-five letters have been received daily, as many as 139 arriving on Monday and 197 yesterday.

Modern Dwelling House On Fort Street

NEAR VANCOUVER

With Lot 30 x 167, bringing good rent, for sale

PRICE \$4750

THOMAS PLIMLEY

Opposite Spender's. 1110 Government Street.

CHIEF LANGLEY TO BE HEARD

POLICE DEPARTMENT AND CITY COUNCIL

Mayor and Aldermen to Learn Why Increased Expenditure is Necessary

Much interest attaches to the conference this evening between the City Council and Chief of Police John Langley on the question of the estimates of expenditure for the police department for the current year. The genesis of the present situation is that the council, when the report of the police commissioner, came before it last week, turned down the same and sent it back to the board for reconsideration. There has yet been no further meeting of the police commissioners to reconsider the question, but Chief Langley will appear to-night and endeavor to convince the mayor and aldermen that the proposed expenditures are necessary.

A majority of the aldermen are opposed to the action of the commissioners in recommending the appointment of two additional patrolmen who will be mounted on horses and employed to maintain the peace in the outlying sections of the city. It is contended that Victoria is not large enough just yet for this innovation and that the force as at present constituted is sufficient for all purposes.

The chief, on the other hand, contends that he is expected to maintain a state of efficiency on an expenditure that even with the additions he asks for, represents far less proportionately than is expected by Vancouver.

The most important point of friction between the two bodies, however, grows out of a recognition on the part of the council that the system which permits a non-elective body to demand that the city shall do whatever expenditure may be determined upon by them; and while the mayor and aldermen realize that they are powerless to remedy the situation until the act has been amended by the Legislature, they nevertheless, placing every obstacle in the way of what appears in their eyes to be unjustifiable expenditure.

Just at present matters affecting the control and workings of the police system in Victoria are very much in the public eye, and the discussion to-night may wander from the mere question of the need or otherwise of the mounted patrolmen to other and much more interesting avenues of enquiry.

AMATEUR ARTISTS.

The best popular priced entertainment ever presented at the Victoria theatre is the unanimous verdict of all those who were lucky enough to secure admittance last evening, many being hurried away. Among the amateurs, who by the way are all adults, are some very clever artists who do remarkably good things considering that they have had no experience, in addition to the fact that they are all grown ups, they are, with two exceptions, strangers to the patrons of the Victoria theatre, and are anxious to do their best in order to obtain the diamond ring which the management is presenting as a prize. The complete programme is as follows: Picture, "To Save Her Soul"; song, "Everyone is in Slumberland, Miss Kate Smith"; picture, "The Cardboard Baby"; song, "The Quaker's Daughter, Mrs. Proudlove"; song, "The Diver, Mr. Gray"; illustrated song, "Say, Boys, I've Found a Girl, Miss Switzer"; picture, "Through the Hood River and a Modern Dr. Jenkyl"; intermission picture, "The Ursula Motor Boat, The Stolen Child's Career"; a sailor's romps, "Miss End Rex"; recitation, "The Blind Girl, Mrs. F. Milmer"; picture, "Buried Alive"; song, "Good Night, Dear, Miss Murray"; illustrated song, "A Bachelor and the Maid, a Fair of Slippery." This programme will be repeated this evening, and every night for the remainder of the week, with a matinee on Saturday afternoon.

The funeral of the late Mrs. Florence O'Toole will take place tomorrow afternoon at 2:30 o'clock from the Hanna chapel, Yates street. Rev. Dr. Campbell will officiate. Interment will be made in Ross Bay cemetery.

Elaborate preparations are now being made by the Irish residents of this city for the celebrating of St. Patrick's day on March 17th. An effort will be made to hold a banquet in the Empress hotel on that evening.

A concert will be given in the Institute hall on St. Patrick's day, March 17th. A programme of the vocal and instrumental selections will be given by some of the best known local artists. Tickets are now on sale at Fitzpatrick & O'Connell's store, Government street.

The operator of the Dominion telegraph station on the west coast reported yesterday that in walking from Port Renfrew to Camp Bay he made the journey over nine feet of snow. Other reports state that the snowfall on the island has been exceptionally heavy this year.

Yesterday afternoon the funeral of the late William Edward Clode took place at 2:30 o'clock from the Hanna parlors, Yates street, where Rev. T. E. Haining conducted an impressive service. There was a large number of friends present, and many flowers covered the casket. The pallbearers were: J. Clode, T. Clode, G. Cochran and T. Wright.

A meeting of the Young Women's Club of the Metropolitan Methodist church will be held this evening in the school room of the church, commencing at 8 o'clock. An interesting programme of musical selections and recitations has been prepared and will be given during the course of the evening. Refreshments will be served at the close. All young ladies of this city are cordially invited to attend as a good time is promised.

WELSHMEN MEET AT BANQUET

ENJOYABLE AFFAIR AT Y. M. C. A. HALL

Music and Speeches by Natives of Principality—Officers Elected

The Victoria Cymrodorion Society celebrated St. David's Day by giving a delightfully informal banquet at the Y.M.C.A. hall. There was a large attendance, the catering was excellent, the company were in good spirits, music and good fellowship prevailed, and taken all in all it was one of the most interesting events that has taken place in the city for a long time past. The enjoyment was enhanced by the fact that the ladies were present to share in the banquet, a precedent which might well be followed in other larger gatherings.

Prior to the banquet a meeting of the society was held in the Y.M.C.A. committee room, when the following officers were elected: Past president, Dr. Leeder; president, A. Petch, first vice-president, Mrs. Jenkins; second vice-president, John Lewis; secretary, J. M. Thomas; treasurer, Stephen Court; executive committee, Mrs. McLaren and Messrs. Roberts, Evans and Morris.

The dining room was very prettily decorated. At the head of the table sat Mr. and Mrs. David Spencer, and Miss Spencer and Dr. O. M. and Mrs. Jones, supported by a number of prominent Welshmen with their wives and families. Behind the platform was displayed the red dragon of Wales, with the motto "Y draig goch ddyru sychwyn," which when literally translated means "The red dragon leads." Carnations and daffodils beautified the table, these having been donated by Mr. Bridgeman of the Fairview Nurseries, and set in vases left by Mrs. Aaronson.

After the toast to the King had been drunk A. Petch was called upon to propose the Cymrodorion Society. He explained that during the past year, the first in their history, they had prospered. They now had between fifty and sixty members in good standing. But he thought there ought to be more. He was anxious that every Welshman in the city should be a member.

Dr. Leeder, speaking in a professional strain, said that when the society was formed people said it was one of the finest of babies. It had now outgrown its infancy and was a very healthy child. In order that it may continue to grow he advocated certain changes in diet. He advocated that the subscription rate be lowered so that no person of Welsh descent could have any excuse for not becoming a member. During the year they had met once a month, and had had a very enjoyable time in the summer. They had also been instrumental in lending aid to several Welshmen who, to use a slang phrase, were "up against it." Not only that, but they had indirectly acted as a matrimonial agency. He was of opinion that in future the young couples should pay a handsome fee to the society. He thanked the executive for the support they had given him in the past year, and especially the secretary, Mr. Thomas, and Mr. Bridgeman, who had so kindly donated the beautiful flowers with which the table was decorated. He advised all to work together for the good of the society.

Mrs. Jenkins proposed the guests of the evening in a neat speech, in which she referred to the time when "Wales was Welsh" before it was merged with England. This was responded to by Rev. Gladstone, who also gave an interesting reading. A number of songs, choruses and speeches concluded one of the most enjoyable of informal celebrations.

To-morrow evening a meeting of the ratepayers of Ward 4, South Saanich, will be held in Colquhoun hall for the purpose of discussing the advisability of building a municipal hall and other urgent matters.

The wedding took place in St. Paul's church, Vancouver, on Thursday morning last of Mr. George E. Grierson, an officer of the R. M. S. Empress of China, formerly of Durham, Eng., and Miss Margaret A. Bury, daughter of the late James Bury, of Clevedon House, Acyrington, Eng. After a month spent abroad Mr. and Mrs. Grierson will take up their residence in Vancouver.

Thomas Geiger and George Stelly left yesterday morning for Cowichan Lake, where they will open the Riverside hotel for the season. In recognition of their home-taking a farewell reception was given on Monday evening by the members of the Deutscher Verein, of which organization they are well-known members. A splendid programme had been prepared for the occasion, and the evening passed pleasantly.

LENTEN REMINDER

FINNAN HADDIE 12 1/2c
HALIBUT 18c
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SMOKED SALMON 18c



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Buy her any or all of the following, then listen to her thanks:

**ELECTRIC IRON
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Then get a new "Sunbeam Magda" Tungsten Lamb to lighten her.

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Satisfaction in every one of these points is guaranteed if you get your new spring suit at

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Agents for "Stilenfit" Clothing for Men, and "Lion" brand Clothing for Boys.

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730 YATES STREET.

Cake Fancies For To-Day

Genoise, "Victoria" Boys, Mochas, Caramel Slices and Almond Tarts.

Confections

Cocunut, Ice and Delicious Home-Made Chocolates.

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Either a RALEIGH or CENTAUR. Trade in your old wheel as part payment. We can tell you how to save money by riding a wheel. Wheels examined and overhauled at moderate prices. Anything you need in this line.

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Can supply you with. PHONE 1385. 220 BROAD ST.

READ VICTORIA DAILY TIMES

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Offers the Ladies of Victoria a Saving of 25 to 50% on the Following Lines

PERRIN'S GLOVES

- 25 dozen 8-button all sizes, P. X. M. Elk Tan, Reg. \$1.75, for \$1.25
15 dozen 8 button, red kid, heavy weight, with gusset rest or without, Reg. \$2.50, for \$1.75
10 dozen 6-button chamois, Regular \$1.50, for \$1.15
10 dozen 12-button chamois, Regular \$2.00, for \$1.25
35 dozen 8-button Reynier's best white kid at half price, Regular \$2.50, for \$1.25

MEN'S GLOVES

- 100 dozen White Dress Gloves, sold regularly at 75c, for 40c
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Our Guarantee

Every pair of the Ladies' Gloves is guaranteed perfect in every way. If they should go wrong in any way bring them back and we will refund your money.

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MODERATION OF CARTER COTTON

HE IS SURPRISED AT ASKING SO LITTLE

Socialist Leader Threatens Capitalists With Dire Calamities in Future

Legislative Press Gallery, March 1. Upon resuming its sitting in the evening the House of Commons went into adjourned committee on supply. The proceedings were made somewhat lively by a passage between J. H. Hawthorthwaite, the Socialist leader, and E. Miller, representing Grand Forks. In his speeches the Socialist leader, who has during the present session shown a disposition to be more guarded in his language than in former years, dilated into the style so characteristic of his early speeches after assuming the Socialist banner. He threatened all kinds of dire calamities upon the heads of the capitalist class if the Socialists were not given a better chance to elect their members. The incident was introduced on the \$10,000 vote for the forestry commission. Parker Williams took exception to a statement made by Hawthorthwaite, coupling him with the Granby smelter corporation with which Mr. Plummer, felt had formerly been associated. He alleged that the Granby corporation had discharged workmen just before the election in order to defeat John McInnes, the Socialist. Then Mr. Hawthorthwaite took a hand. He described the course of the Granby heads, the representatives of the capitalist class, as despicable, contemptible and everything else that was bad. He then proceeded to insinuate that there was no comparison between John McInnes and the present member for Grand Forks (Mr. Miller) in ability to serve in the House. Mr. Miller at once took up the cudgels. He denied that there had been any interference with the workmen. He, Mr. Miller, had been supported by the workmen's union, which had the respect of his employers. Mr. Hawthorthwaite waxed more wrath, and after calling the capitalists all the evil names available warned the House that if such methods were continued workmen of British Columbia would have to adopt more radical methods of asserting themselves, methods which had been found to do its work on the other side of the line. Finally the Premier tried to smooth matters by stating that Mr. McInnes had told him (the Premier) just before

election day that he was sure of election, and never mentioned anything of what Mr. Hawthorthwaite now alleged, interference with the men. Mr. Hawthorthwaite quickly returned that a candidate like Mr. McInnes would not likely be such a fool as to tell the Premier that he was going to be defeated. On the item of \$4,500 for Chilliwack, Parker Williams wished to know if Chilliwack district was not all made up of incorporated sections. Hon. Mr. Bower said there was a large part not within municipalities. Mr. Williams thought Chilliwack was advancing very quickly in its grants. Last year's grant of \$19,000 was ascribed by the late member for that district as due to an election coming on. The discussion widened until New-castle's vote came into consideration, when Hon. Thomas Taylor twitted Mr. Williams with having expressed entire satisfaction with that vote. This was not admitted by Mr. Williams, however. J. H. Hawthorthwaite expressed himself as caring little what was voted in Nanaimo. He criticised the work of the "financial wizard" on the government side. He paid his compliments to Capt. Tallow also, whom he described as acting as though the votes came out of his (Capt. Tallow's) own pocket. H. C. Brewster, whose attention had been called by the Socialists to the vote for Alberni having increased by 100 per cent, referred to the rapid development in his constituency as compared with that in the ridings represented by the Socialists. As usual on the vote for Richmond, coming up the opposition, took occasion to turn a laugh on the president of the council. Parker Williams proposed to strike out the words always prefixed to the vote, namely: "A sum not exceeding." In view of the money spent in excess of the vote for that riding it would be just as well to strike the words out. Hon. Carter Cotton, rising, said he was reminded of an incident in the life of Lord Clive, when he was called to account for taking vast sums from the Indian potentes. Clive had said in reply when he recalled passing through the vast stores of gold, silver, and precious stones, he was constrained to explain: "My God, I'm only astonished at my moderation." Adapting this to the president of the council said when he passed through the treasury and saw the vast sums piling up, and when he remembered the needs of his district he had the Clive to wonder at his moderation. Mr. Hawthorthwaite said he could readily imagine the points of similarity between the president of the council and Lord Clive, but he failed to see the similarity between the Minister of Finance and the Indian potentes. Mr. Williams on the vote of \$100,000 for Similkameen, suggested moving the people down to the coast instead of attempting to feed them at such immense cost. Some discussion followed. Hon. Mr. Taylor showing that the demands for roads in the district were very heavy. Later, when other items were found which affected Richmond, Mr. Hawthorthwaite estimated the total vote to Richmond at about \$500,000. He felt like uttering Lord Clive's language to cover the situation to "My God, I wonder they left anything." On the vote of \$250 for the Flock-master's Association, Mr. Williams suggested buying out the sheep at Duncan. H. C. Brewster wanted information relative to the method of carrying on work under a vote of \$10,000 for experimental orchards. Hon. Mr. Bower said it was proposed to select an orchard in several districts in the province. The government would buy the trees and set them

out on the land. The owner would look after them and the trees would serve as an educational force. Mr. Williams thought this plan was open to about as many objections as could be imagined. There would be no control over these orchards. Mr. Williams attacked the agricultural department for its industry in seeking out infected trees in some parts and allowing filthy trees right in Victoria. What was most needed was lessons in clearing land. Hon. Mr. Bower said the work was impracticable. The details were not fully worked out. Several other items passed before the House rose. To construct a tunnel beneath the English Channel would cost more than \$75,000,000.

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VICTORIAN GAME REACHES AMERICA

Not Like Rugby or Soccer, But Requires Condition and Skill. The Victorian game of football is being introduced into America this month. It is a game that is almost sure to prove a winner, as it is fast and the best of all football games for the spectator, especially to the uninitiated. Some of the features of the Victorian game may not appeal to the dyed-in-the-wool soccer enthusiast or to those who have been educated up to the principles of Rugby. The exponents of the American game will almost be sure to ridicule several of the leading rules, which are quite out of the ordinary. The nearest approach to the Victorian game is the Gaelic. There is no off-side play in the game now being introduced into America. As a matter of fact, captains are allowed to place their men in any part of the field, even within a yard of their opponents' goal. There are no touchdowns and all goals must be kicked. The play hinges a good deal on "marks" free kicks being allowed if the ball is caught in the air from a player on your own side. The field should be much larger than the one used in Rugby or American football. This makes the play very open, and there is no end of running interspersed with plenty of kicking. Consequently, the ball alternates from one end of the field to the other with great rapidity. The fast play keeps the spectators up to a high pitch of excitement. Great requisites of the Victorian game are running, dodging and kicking. No player can be held or interfered with unless he is holding the ball. This rule paves the way to many spectacular plays, as also, does the rule which makes it necessary to bounce the ball every five yards when running with the sphere. A good Victorian player should be able to kick with the right or left foot with equal facility. He should be a good punter as well as a long drop and place kicker. Speed is equivalent to weight, which is not the case in the American game. The game is played eighteen men a side, stationed as follows: Goal, two backs, three half backs, three centres, three half forwards and two forwards. There are three followers and one rover. The field of play is oval in shape and about the length of the full Oak Bay park. There are two high goal posts at each end and two shorter posts, one on each side of the goal posts at a distance of about twelve feet. Six points count for a goal, without being touched by a player, other than the goal. If the ball is touched it counts "behind," or one point, and the same if it goes between the goal and behind posts. If the ball goes out of the oval any other way it is thrown into play by the referee. A Rugby ball is used and seventy-five yard kicks are reckoned pretty good. A fifty-yard goal from an angle is the signal for some cheers. The game is spectacular and can only be played to advantage by men in first class form with speed. Forty to sixty thousand is the attendance at the big Victorian matches on Saturdays and holidays. The Columbia Park boys of San Francisco have brought back the game with them. They are playing exhibition games this month in California, and there the critics predict the game will become the most popular in America.

THE RING. MURPHY-MORAN FIGHT. San Francisco, Cal., March 2.— Though Harlem Tommy Murphy was awarded the decision over Owen Moran after 20 rounds of fighting, Monday night, the consensus of opinion is that referee Eddie Smith erred in declaring the Englishman the loser. About ten per cent. of the spectators believed the decision to be a good one, but the remaining 90 per cent. favored Moran or a draw. Moran led in nearly every one of the first fourteen rounds, and when he did not lead he broke even. He was the aggressor throughout the opening rounds, Murphy contenting himself with backing up against the ropes and sliding around the ring. He did not wake up until the fifteenth round, and from then until the finish he made things interesting. He showed surprising speed and strength and never dodged the issue, slugging in mid-ring with his lighter opponent. George Sellers, who has retired after fifty years' service with the Great Western Railway Company, travelled 170,000 miles during the forty-one years he acted as guard.

SENIORS CHALLENGED BY NORTH WARDS

Victoria West Would Have to Keep in Form for a Month. North Ward soccer team is after higher honors, and this morning issued a challenge to the Victoria West champion team for a match to take place some three or four weeks hence.

North Ward soccer team is at the head of the city second division league, and the Victoria West eleven is at the top of the Victorian senior eleven. North Ward people think their team can defeat the city champions. The match between the North Ward and Victoria West second team at Oak Bay two weeks ago gave rise to the question of what sort of a game the North Ward team would put up against the Victoria West team. Many spectators thought the North Ward team could beat the Victoria West. The officials of the latter team, however, said they would be willing to give the boys a game if they wanted it. All that is necessary is for the teams to fix on a suitable date. Soccer players hold that North Ward is really a senior team and ought to be out of the second division ranks this year. The match between this team and Victoria West would certainly draw a big crowd, and if North Ward is defeated that team will be sure to put up a fast and strenuous game. This morning E. Taylor, captain of the North Ward club, issued the challenge as follows: "We challenge Victoria West senior team to play our club in three or four weeks' time." D. S. Tait, of the Victoria West club, asked this morning if his team would play North Ward, replied he could not say without consulting the team. The season, he says, for the senior team is over and they would have to keep in form a month doing nothing.

TO CHOOSE HOCKEY TEAM FOR SATURDAY. Ladies Play for Provincial Championship This Week. The ladies will hold the eye of the sportsmen on Saturday, when Victoria's best hockey team will play Vancouver ladies at the Oak Bay grounds. Victoria supporters of ladies' hockey figure that the hockey championship comes here this year easily. If the ladies defeat the Vancouver visitors next Saturday it will be all over. "Victoria has won one game and only has to defeat the pretentious players from the Terminal City to again secure the ornaments, or whatever it is that represents the championship. Victoria team will be composed of Victoria's best players in the city and High School clubs, and these clubs will be out this afternoon at Oak Bay to practice. After this practice to-day the selection committee of the representative team will select those who are to represent Victoria on Saturday. Men's League. In the B. C. Hockey League Vancouver and North Vancouver are to play on Saturday. The match takes place at North Vancouver. The date for the postponed Vancouver-Edmonton match of last week has not yet been named.

ASSOCIATION FOOTBALL. ISLAND LEAGUE MATCHES. In the second division Island Association football league there are two matches here on Saturday. The Empress and Victoria West teams will meet, and North Ward down to play the Fifth Regiment. In the senior league, Nanaimo and Ladysmith meet at Nanaimo, and if Ladysmith wins the championship will be won.

BASEBALL. SEEKS CHANGE IN RULES. Cincinnati, O., March 2.— Veteran Clarke Griffith, manager of the Cincinnati National League Club, wants another change made in the rules for scoring sacrifice hits. He has no hope of changing the present rules this year, but he has announced his intention of working for the alteration this year. Griffith thinks the rule that gives a batsman a sacrifice hit upon an out-field fly that scores a runner after the catch is absurd. "Tell me," he questioned, "how many men ever went to the plate with the deliberate intention of driving out a long fly to score the runner from third? When a man bunts a runner along and pulls off the proper kind of a sacrifice, that's a different matter. That's a real sacrifice. The man who does it is playing the game and he deserves credit in the scoring. "On the other hand, it's just as easy to drive out a safe hit as it is a long fly. A man can lay down a bunt at

Dog Show Sundries. Handsome Dog Collars in all sizes, with nickel and brass trimmings. Classy little Pullbobs, leather leathers and Steel Chains. Drop around and see some of our new, up-to-date stock of leather goods. Victoria Sporting Goods Co. 1307 Douglas Street, at Yates. CLARENCE V. MCCONNELL. JOHN P. SWEENEY.

The Finest of Scotch Whiskies and the Best Value in the Market. HUDSON'S BAY SPECIAL. BOTTLED IN SCOTLAND FOR The Hudson's Bay Co.

any time, but a hit or an outfield fly usually is the result of a leaning on the ball with no other intention than to pound it out of the diamond. It's chance, in a measure, when a fly advances a runner and almost invariably skill when it is done with a bunt. "A way with the foolish outfield sacrifice rule. I'm after it next year." BASKETBALL. MATCHES TO-NIGHT. In the intermediate grade to-night the following matches will be played: Cloverdale and Victoria West, James Bay and Esquimalt, Y. M. C. and North Ward, and Y. M. C. A. and the Banks. In the junior grade, Esquimalt plays Cloverdale and the Victoria West meets the Bays. The North Ward team to-night will be composed of Sweeney, Hillier, Noel, Taylor and Johnston.

The Dog Show is drawing near. Get your dogs in proper shape by feeding them SPRATTS FOODS. Spratt's Hound Meal. Spratt's Puppy Biscuits. Spratt's Dog Crackers. 50c PER BAG. Wm. B. Hall Grocer. Tel. 917. 1317 Douglas St.

Esquimalt and Nanaimo Railway Co. CLEARED LANDS. The cleared lots at Quailcum Beach, Newcastle District are now on the market in tracts of from thirty to forty acres. For plans and prices apply to L. H. SOLL, Land Agent, Victoria, or L. E. ALLIN, Local Agent, Parksville.

Victoria City Kennel Club BENCH SHOW 9th, 10th, 11th, March 1910 AT Assembly Hall, Fort Street. For particulars re listing, etc., see F. HODGSON, Secretary, 1214 GOVERNMENT STREET, UPSTAIRS. Opposite Tronace Avenue, Victoria, B. C.

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Have you on some part of your body a sore, or eruption, or ulcer, or eczemaous patch which, hidden from the gaze of others, yet causes you hours and hours of pain and inconvenience? Have you tried this, and that, and the other remedy in vain, and are you feeling disheartened and discouraged? If so read the following instances of ZAM-BUK's healing power, and apply it to your case: "I had an ulcerated leg for several years. The ulcers spread all round the limb, which was swollen to nearly twice its normal size. Several doctors treated me. One suggested amputation. None did me any good. ZAM-BUK healed the sores!" So says Mrs. Gilmour, of Princess St., Kingston. Or, read this: "My mother tried many things for abscesses and eruptions, but in vain. In ZAM-BUK she found a complete cure." So says Miss A. Coghill, of Wapella (Sask.). Sufferers from these "Hidden Skin Troubles" of any nature should profit by such experiences as this. ZAM-BUK is seen at its best when applied to cases which have defied ordinary treatment. Write for trial box, and test it at our expense.

ZAM-BUK AND A MIRACLE OF HEALING. Over and over again ZAM-BUK has performed a miracle of healing when applied to sores and skin injuries which have refused to heal under any other form of treatment. Why not let it heal your trouble? Immediately ZAM-BUK is applied to a sore or wound or diseased portion of flesh it commences its work in two directions. It attacks the exterior, and its antiseptic properties prevent any germs and bacilli from creating trouble. Then the herbal essences and juices so finely purified and concentrated, penetrate the subjacent layers and stimulate the weakened or diseased cells to active, healthy operation. These cells then put forth their "Building" products and replace the diseased outer layer with fresh and healthy tissue. By degrees the whole diseased surface is thus replaced by new healthy skin. In this way ZAM-BUK cures cuts, burns, bruises, ulcers, abscesses, itch, eczema, eruptions, pustules, sores, etc., etc. ZAM-BUK also cures piles, varicose ulcers, etc. All druggists and stores sell at 50c per box, or from ZAM-BUK Co., Toronto, for price, 6 boxes \$2.00.

DODD'S KIDNEY PILLS. CURES ALL KIDNEY DISEASES. RHEUMATISM. BRIGHT'S DISEASE. DIABETES. HEMIPLEGIA. 23 THE PR...

Free Box. Send this coupon and stamp to ZAM-BUK Co., Toronto, with name of this paper and free trial box will be mailed you. ZAM-BUK THE GREAT SKIN-CURE.

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(SOUTH OF OAK BAY AVENUE)

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ON EASY TERMS

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Six Roomed House for \$6000

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PREMIER ON RAILWAY POLICY

(Continued from page 1)

must covenant to pay the standard rate of wages on all works.

"All material used in connection with the construction of the Canadian Northern in every instance where it is possible to do so, minimum mileage to be constructed each year on island and mainland, and will be specified in final agreement.

"Failing to carry out these promises, I shall offer my resignation to the lieutenant-governor."

"These pledges I made, Mr. Speaker, on behalf of this Conservative government. They were not only published in the Colonist newspaper, but they were repeated by me on the hustings of this province, from the Rockies to the city of Victoria almost continuously during the five weeks preceding the day of election.

I claim that this government has not only lived up to the very letter of those pledges, but that, from the conditions of this contract it has done more than that for the people of British Columbia.

In the negotiations carried on with the railway officials by the members of the executive council—and I may remark that in this we had the valuable assistance of—Mr. MacLean—it was the aim of the government to try and make the terms and conditions of the bargain such as could easily be read and understood, as easily understood as the nature of the bargain would permit, and I do not believe there is an election in the province who cannot with but little effort understand the terms of the agreement.

No White Labor Clause.
It is but right that I should explain to this House that by reason of certain constitutional objections that have in the past been urged by the federal authorities against legislation passed by the legislature of British Columbia we were unable to include in this contract provision for the non-employment of Asiatics on the construction of this railway.

We have agreed for an undertaking similar to that secured from the Grand Trunk Pacific Railway Company, and which has been effective in that case. In other words, rather than hazard the constitutionality of this act, we felt that the time laid down in connection with the Grand Trunk Pacific contract, and have a specific agreement from Mackenzie & Mann, the Canadian northern company, that this road will be built entirely by white workers.

Mr. Hawthornthwaite—is that a portion of the agreement before the House?

Hon. Mr. McBride—Yes, it is a portion in this respect, that while not a part of this schedule, it is a part of their contract, to build this railway in British Columbia, and failure to fulfil that undertaking would be absolutely detrimental to this agreement. Let me assure my hon. friend he need have no fear but that every foot of this road will be built by white workers. You

know that the Canadian Northern have built and have in operation west of Lake Superior between 1,000 and 5,000 miles of railway, every foot of which was built by white labor and by white labor alone. The Canadian Northern has in its employ over 5,000 workmen, and I am told on good authority that among all those workmen there is not a single Chinaman, not a single Japanese.

Let me assure the House that with regard to this provision respecting white labor, the government proposes to be just as careful of the interests of the country as it has been in connection with the Grand Trunk Pacific agreement. The hon. gentlemen know how we were twitted by the opposition with the course we had adopted in exacting from that corporation an agreement under seal with regard to labor.

"They have been unable to show, though up to date the company has spent millions on labor in this province, where a yellow man was employed by them, and why? Because of this agreement with the government of British Columbia. It is but a few months ago that Sir Charles Rivers-Wilson and Mr. Hays appeared to me, as leader of the government, to release them from some of the conditions of this agreement with a view to introducing Asiatic labor in the north; but which, as speaking for the government, I refused to relax, and so far the Grand Trunk Pacific Company has been unsuccessful in its attempt to secure yellow labor in the construction of its road."

Just as careful as we have been with the Grand Trunk Pacific Company, shall we be with the Canadian Northern Company. It is all moonshine to advance the argument that it is so difficult to secure labor in this country that lines cannot be built with white labor. We have an example of that to the south of us in the Chicago, Milwaukee & St. Paul, in the lines of Hill and Harriman, where very difficult works of railway construction have been carried out by white labor. And in the southern portions of this province, I have it on the authority of the member for Grand Forks, every foot of the V. V. & E. line has been built with white labor. If it is competent, for these lines to carry on their work with white labor; if it has been possible for the Great Northern within the confines of British Columbia to carry on construction with white labor, surely it is not impossible for the Canadian Northern Railway Company to carry on their construction with white labor also, with men of our own flesh and blood, men of our own race, of whom I hope we shall soon have plenty in British Columbia, and that partly through the instrumentality of the Canadian Northern railway system.

Company to be incorporated.
"So much for that part of the bargain. Now we shall proceed to examine questions of detail, but first you will observe that provision has been made for the work to be carried on by the Canadian Northern Railway Company, a company to be incorporated by this legislature, and to be in every sense of the word a provincial corporation. The reason for this is obvious. In order that this government should have the complete control it promised over rates and regulations, it was absolutely essential to incorporate

a provincial company. Hence this provision for the Canadian Northern Pacific Company to be incorporated by this parliament and operated under the authority of the legislature of British Columbia. But you will observe that the agreement is so drawn as to give to the people of British Columbia, side by side with this corporation, the advantages of the Canadian Northern corporation, a Dominion company, which controls one of the transcontinental roads of the Dominion of Canada.

The first section we need discuss at any length is with regard to the route of the road. It provides that the road shall be built from the Yellowhead Pass, down the Thompson valley and on to Vancouver, with a provision for a road from the New Westminster bridge to Englishman's Bluff.

From that point a ferry service is to be established in order to connect with the island section of the Canadian Northern Pacific. That ferry service must make its terminal in a place near the city of Victoria, and from that terminal to Barkley Sound there is projected railway construction of one hundred miles of the Canadian Northern Pacific. There was some complaint from our friends the Liberals, and in the last stage of the campaign from the member for Nanaimo. But everything the government promised would appear from late reports to have come about. We told the people that they were guaranteeing the road, and it was expected that if this road was to be successfully operated it must have a grade second to none on the continent. The specifications and profiles exhibited to the government demonstrated that they were securing from the prairies to the Pacific a gradient of less than four-tenths of one per cent, or, in other words, an easier grade than that on the Grand Trunk Pacific, which has been the proud boast not only of Mr. Hays and his associates, but of the Dominion government as well.

From this route we were able to show that we were securing a business route, one that would secure the competition the people were seeking for, and one that would lend itself as well to the construction of branches, to serve other sections not at present served by the construction of the main line. We were told to go over the Hope Mountain, that Mr. Hill had built a considerable mileage and was only waiting for final plans when he would construct a line without the cost of a single penny to the country. What are the results? No sooner is it decided that the Canadian Northern Pacific is to be built than instructions to the contractor to hurry along are given, and to-day preparations are under way in the Fraser valley and east of the Cascades as well that will make for the completion of the V. V. & E. and the Hope Mountain route in a very short time indeed.

Another result. We promised that activities would come about that would mean added wealth to the province and added facilities. Another consequence of this contract, and an important one, is that as soon as the election was over and the adoption by the people of British Columbia of this agreement with the Canadian Northern, that the Kettle River Valley, a substantial corpor-

ation which is about to receive some aid from the province of British Columbia at this time, has secured from the Dominion government a permit—a franchise to extend its line to Nicola, down through the Hope Mountains to a point near Ruby creek, there to connect with the C. P. R.

So one may safely and fairly assume from the determination of the people of this country to have the Canadian Northern Pacific, this competing line, to have this road that will protect the interests of British Columbia and give the existing roads the competition they have a right to expect—from these circumstances one may fairly assume activity. We will have connection between the coast and the interior, not by one road, as to-day, the C. P. R., but by three, at any rate in the lower section of the country, in addition to the C. P. R.

Resources of Route.

Now, sir, with regard to the route itself, we have all listened in days gone by in the House, as well as on the hustings, to accounts, given by residents as well as by travellers through the north Thompson, of the wonderful things in the way of lands, mines and timber to be found in that section of British Columbia between Kamloops and the Yellowhead Pass. This is not news to the people of the province. From early government reports and surveys carried on incidentally to the C. P. R. project in that part of British Columbia, it was conclusively proved that not only in the north Thompson country, but in golden Cariboo, represented so ably and efficiently by the gentlemen who we see here to-day, there was such a land of promise as would readily justify railway construction as incidental to their development. We know the disputes and difficulties that arose over the final adoption of the route for the C. P. R., but while we had as a matter of record to acknowledge these things to be true, at the same time we must acknowledge that all the early discoveries and investigations into this part of the province amply prove this to be indeed a very rich and wealthy section of our glorious province, and a portion that will adequately repay development by ample railway transportation so soon and when that can be provided for. (Hear, hear.)

In addition to the very valuable country of the North and South Thompson, we have that section, between Kamloops and the coast, which is still capable of enormous development. Who is there with any ultimate knowledge of the rich benches of the North Thompson, the valley of the Fraser, and the fruit producing areas in the vicinity of Kamloops, that will ask for proof of any statement that these important sections of the country are not by any means developed to their capacity? Where we have a population of two or three thousand, perhaps my friend opposite will say five thousand, people, we should easily have with a full development of the

great farming areas tributary to that centre, a Kamloops of fully ten thousand people. The wonderful benches of the Thompson river and the valley of the Fraser—the lands of the dry belt as well as the lands outside that special section—are only in the infancy of their development. It is amazing to find from the investigation of those technically proficient to speak with authority, that their conclusions as to the wealth of the soil in this particular region of British Columbia are in the very highest degree favorable. But still we have the Kamloops of two or three or perhaps four thousand people; and we still have the Spencer's Bridge, the Lytton, the Ashcroft of twenty years ago.

It is true that of late, by reason of the general westward movement and the development to some extent of our fruit lands, some little progress has been made, but nothing in proportion to the relative growth that the natural conditions and potentialities of these regions in question amply justify. The explanation is simple. These sections have not advanced—they could not advance—because there had been afforded them no competition—because the people have had no alternative competitor for their business which would have provided them with the means of selecting the vehicle that would take their various commodities and products to the natural markets, and also would enable them to market the products of their industry at a fair transportation price.

The route selected will traverse this Thompson river valley, and will quickly produce development on a large scale, while giving competitive rates, and undoubtedly will produce also in the near future both population and wealth. Much the same conditions and much the same arguments apply with respect to the country lower down towards the coast, where surveys already accomplished by the Canadian Northern have already led to a great deal of activity.

The Island Section.
And this brings us to Vancouver Island, and the line to Barkley Sound. There has been a good deal of criticism and skepticism expressed with regard to this section of the road. In the first place there was a section of the people, a very small section I am glad to say, who freely predicted that our negotiations for the incorporation of the island portion of the line with the Mainland section would never amount to anything, because they said the character and the configuration of the West Coast would prove almost prohibitive to any scheme of railroad building. I am particularly glad to be able to dissipate once and for all the criticism to which I have just referred.

With regard to the construction of this island section let me say that the projectors of the road were from the beginning desirous of having an interest in the Island, they were anxious to have some participation in the development of this glorious Island of Vancouver. And they were not by any means uninformed as to the conditions prevailing here, and already possessing some knowledge of Vancouver Island, they were quite ready to embrace the Vancouver Island section without any variation of the terms

proposed for the construction of the other portions of the system. They were aware of the configuration of our Island coast line, and of the difficulties that have been referred to with very considerable tendencies toward evasive action. They were aware also that the different sections to be opened up are rich in wonderful timber and in great mineral wealth.

Undeveloped Wealth.

In addition to the work the line would accomplish for the Island it would prove very profitable for the C. N. R. The company must have observed that so late as 1910 Vancouver Island, rich, large and wealthy, situated in a unique position on the Pacific coast of the Dominion, had only some seventy odd miles of railway. In all these years, with all we know of the wealth of Vancouver Island, there is still this almost infinitesimal railway mileage. Perhaps it is not surprising that in view of this some persons should look with suspicion upon what they are told of the resources heretofore awaiting development.

Mackenzie and Mann, with their knowledge of the wealth of the Island, were eager to close this part of the contract. They did not hesitate to make the Island railway part and parcel of the C.N.R. We must not lose

sight of the great importance to the whole line of the ferry service to be installed. It must be gratifying not only to the Island but to the whole Province that the government has been able to secure such exceptional and splendid provision with regard to a ferry to the Mainland. The C.N.R. has discovered that it is easily possible to provide such a ferry, notwithstanding many prophecies that have been made.

Many persons must have been disappointed when the contract was brought down and they found that the government had done what these prophets had said could not be done. Many persons had hoped that the government would fall in securing adequate connection with the Mainland, but the government had been successful. When the time arrived for the inauguration of the ferry service it will be found to be equally creditable to the company and to the country, and will meet the most exacting tastes and requirements. We have heard it said by those who professed to have made a study of the whole question that the government might secure the building of the road from the Yellowhead to Vancouver, but could never expect to secure construction of the line upon Vancouver Island. We are very glad to disappoint these prophets.

(Continued on page 4)



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PREMIER ON RAILWAY POLICY

(Continued from page 7.)

I hope and believe that the C.N.R. will not only build to Barkley Sound, but will go on and extend the road to the north end of Vancouver Island. This rich and promising section of the province will then become one of the most valuable and remunerative sections of the entire system.

It is not only on Vancouver Island that this contract will lead to further construction than that now specified. The route of the C.N.R. main line is so laid out as to lend itself to the construction of lines into the Kootenay, the Okanagan, and the Nicola valleys to such further development. When the company has shown what it can do and will do, and has made satisfactory progress, the government will be open to make arrangements giving to these districts the competition we are now securing to the districts along the main line.

What will follow? The history of mass illustration activity on the part of other railways like that which has been witnessed there, and activity in railway construction that will bring wonderful development to British Columbia, and that will amply repay every one of these transcontinental railways.

Book for All. Because this government has brought in an agreement to extend the Canadian Northern railway through British Columbia it does not follow that this government has a word to say against the C.P.R. or the Grand Trunk Pacific—we say let them all come. We believe that through the introduction of the Canadian Northern railway into this province—with the control of freight and passenger rates in the hands of the government—that there will be such an adjustment of railway and passenger rates throughout the province generally that it will place travel within the reach and financial ability of the whole Canadian people.

In passing from this phase of the explanation I am offering to-day, I wish to refer to the fact that when the election campaign was about half over some of the good people of the thriving city of Prince Rupert wired me for what information I might have as to a possible extension of the Canadian Northern railway to their provincial city. This was an evidence of the readiness of the energetic citizens of that community to seize every opportunity that would tend to increase the growth and prosperity of that northern city. I was, however, not in a position to make a statement in regard to the plans of the Canadian Northern railway in respect to projected extensions of their line to the northern parts of the province.

But I have it from Mr. Mann himself that not only does he propose to spend some hundreds of thousands of dollars in connection with the development of mining properties in that rich mining section of the province but that before six months have gone by he will have in operation in that district a considerable mileage of railway; and this development will all take place in a district that is in direct contact, almost with the district of Prince Rupert. I think that the people of Prince Rupert may take the preparations of Messrs. Mackenzie and Mann for development of the territory surrounding the head of Portland canal as an earnest of the intention of the Canadian Northern railway to go in for the development of British Columbia everywhere—that business may offer.

Equipment of the Line. Now we come to the question of providing standard equipment on the line of railway. The standard which has been insisted upon by this government is that which is observed by the Canadian Northern railway on its line between Edmonton and Winnipeg. This standard is vastly superior to that possessed by the C.P.R. when that railway was built across the continent. For one thing we will have eighty-pound rails, and where rivers are to be crossed the bridges will all be of steel and generally all equipment and construction will be infinitely superior to that required when the C.P.R. was first constructed across the continent. I might observe that the standard of equipment on the line between Canadian Northern between Winnipeg and Edmonton was such as to pass the examination of the engineer acting, I believe, of the department of railways of Ottawa. You shall have everything in the way of construction on this line that can be reasonably expected.

Provision is made in this bill in regard to the purchase of supplies by the railway—a provision that will redound to the advantage of the coast merchants in particular.

Then provision is given for the purchase of supplies in British Columbia. Millions of dollars of supplies must be purchased on the Mainland and Vancouver Island, and this provision should at once provide a boon to the merchants of the Coast cities and on the Mainland. We propose to give the merchant the benefit he is entitled to for carrying on his trade in this country and being a taxpayer of the province. There is nothing un-Canadian in this; nothing reflecting on the honour of the merchant, but there is everything to be gained by a resident merchant who expects, because of his being a taxpayer of British Columbia and a resident of the province. Then there is a section relating to sub-contractors, so that everything relating to supplies of contractors may apply to sub-contractors as well.

Date of Completion. Then there are the dates set for the execution of the work. In connection with these securities it will be necessary that a trust deed shall issue which shall be in the form usually adopted by the Dominion government, and one that I take it is well known to hon. gentlemen who have looked up any legislation dealing with the Canadian Northern Railway Company and that company and representatives of the provinces of Alberta, Saskatchewan and Manitoba. That contract will be drawn up immediately the bill is assented to, and so soon as completed, securities are issued, the money is raised and the work is undertaken. There is provision that before July 1st, 1910, but there is a specific provision that work must commence by that date. This amply justifies me in assuring the House, that in the neighbourhood of Vancouver or New Westminster, Victoria and other parts of British Columbia you may expect to see construction start within ninety days after this bill becomes law.

You can see that we have been diligent in securing construction simultaneously, both on the Mainland and Vancouver Island, with a minimum provision for mileage to be built each year, so that it shall not be competent for the railway company to build less than ten per cent. in one year and spread the rest over the years to come. I think we have bargained that a substantial mileage shall be built both on the Mainland and Vancouver Island each year till the road is completed. On the Mainland we have bargained for the construction of fifty miles in the first year, seventy-five miles the second year, one hundred and thirty miles the third, and on the Barkley Sound line the minimum is to be twenty miles in each year, and both lines shall be completed by July 1st, 1914. So we propose in fairness to Vancouver Island to compel the Victoria and Barkley Sound road to progress at the same rate as the Mainland line, inasmuch as both are parts of one system.

Work Shops in Victoria. Then I pass to the provision for the establishment of work shops and roundhouses in Victoria. In order to do justice to this city and to remove any doubts as to the location of these shops, the executive council insisted on the location being fixed. We felt that Victoria was a proper place for these shops to be, and insisted that they be located there.

Joint Bridges. Then another very useful provision follows in regard to joint bridges. Does it not often strike gentlemen who have it not often strike gentlemen who have occasion to pass over a time where there are large bridges that the province could be arranged that the province could join the corporation so that a joint structure could be put up great good would be accomplished for the country at large? Take the bridge across the Fraser at Lytton. Why, had it been competent for the province to join the railway what a great improvement would have been had a traffic bridge there as well as a railway bridge. And the same at Pitt-Meadow, near Vancouver and Westminster. Could we have had a deck structure along with the single deck of the steel bridge the C. P. R. erected what a great and beneficial provision this would have been to the province of British Columbia, because presently that great development of the north bank of the Fraser—often eloquently referred to by my good friend from Dewdney (Mr. Manson) as but a matter of very few months, perhaps, when this government will have to provide for the construction of a traffic bridge across the Pitt river will mean that you will have to look for the provision to supply a population in Vancouver of two, three, even five million people, as well as a population proportionately as large in New Westminster. As a natural consequence it will be essential in the public interest that you shall have an efficient traffic bridge over the Pitt river, one that might have been built when the C. P. R. was building the line, the provision we are now making in this contract with the Canadian Northern. Here we provide that where it is fitting for the province to join we shall join with the company and build a vehicular steel traffic deck, saving the country much money and giving a convenience to the district round about, which may well mean much to the settler in point of wealth and convenience.

Paragraph 10 sets forth that the Canadian Northern Pacific shall covenant and undertake with the government to accept the terms, covenants and conditions of this contract and to construct the works, make the payments and perform the several things in accordance with the conditions of the contract. So that it is made absolutely clear to the layman, the man who perhaps has no knowledge of these documents, that the Canadian Northern Pacific Company, a bill for the incorporation of which will presently be moved for second reading, undertakes word by word and obligation by obligation what herein has been undertaken by the Canadian Northern railway authorities themselves.

Indemnity Clause. Then in paragraph "L" there is a very important undertaking, one that in my opinion means a great deal for the province of British Columbia, and that is an indemnity by the Canadian Northern Railway Company against the loss of British Columbia, of anything by reason of its entering into this contract. This is novel, so far as we know, in any agreement between any of the provinces and the Canadian Northern railway. But we feel that as British Columbia, and as this road is to be built and built soon, this indemnity clause was more than justifiable. So it is that we are able to present to the House this clause, this protection which saves us harmless by reason of anything that may occur.

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asked. From Vancouver especially this criticism presented itself, where by reason of the discriminatory operations of the Canadian Pacific and Great Northern railways a general feeling had been not unnaturally developed that before British Columbia should consent to endorse these proposals, which amounted really to the endorsement by the province of the company's note for forty million dollars, there should be substantial guarantee of that competition which would give the province lower rates. And that is precisely what we have here. On the day of the election I said that the same control over the rates to be charged by the Canadian Northern as had been arranged for and was exercised by Manitoba. This promise is more than redeemed in this bill before the House.

The protective section that we have in this bill is much wider. It goes much further than the people of Manitoba got under the arrangement made by the government of that province with the Canadian Northern. Not that I desire for one moment to discredit the accomplishment of that government for we well know that wonderful success has been achieved under the railway policy of my good friend, Mr. Roblin. We well know the great good that that policy has brought about, not only for the development and the people of the province of Manitoba but for the entire west of Canada. We know that the pioneer in this matter of government rate control in the provinces of Canada is my very much respected friend, Mr. Roblin, a great man, a big man, a great Canadian. We know how signally successful he has been in his dealings with the railways and the railway situation in Manitoba, and we desire to give him all honor and all credit for the fine things he has undoubtedly accomplished for his province and for the people of Canada.

I do not for one moment challenge the adequacy of the Manitoba arrangement embodied in this bill is found even in this province than the people of Manitoba received under their agreement. In our agreement it is provided that the government shall have control of the rates to be established, with opportunity for the company, if it should feel itself in any way unjustly dealt with, to appeal from our decision in rate matters—to a court which is a local court, the personnel of which it is provided shall be selected by the lieutenant-governor in council. We do not propose to be unfair or unreasonable in our dealings with the railway company. It is to the interest of the government and to the people and the province of British Columbia as much as it is to the interest of the railway company that this road shall be a complete success, but, sir, we maintain that we must have control of the rates that shall be charged to the people of this province, and we have here abundant protection against the imposition of any exorbitant rates, and a guarantee also of true competition that must and will satisfy the most exacting. And we have made this control not terminable with the maturity of the obligations in regard to which the

provision stands in the position of guarantor, but continuous in perpetuity, so that while we have launched a road, part of a great transcontinental system, which we hope and fully expect in forty years will require no further provincial aid, we have at the same time arranged that with regard to this road, the people of British Columbia will for all time have control of the rates. In this connection, sir, we have every reason to believe that history will repeat itself, and that the material blessings that have accrued to the province and the people of Manitoba through competition will have their counterpart in this province and be enjoyed by the people of British Columbia. We also expect and believe that this government will be able through its control of the rates to be charged on the Canadian Northern, to bring about corresponding decreases in the tariffs of all other transcontinental lines seeking the business of this province. And, sir, what a boon this must prove to the people of British Columbia. What material progress and prosperity is brought within sight of the people of this province through this power of adjustment of tariffs, this control of railway rates?

Let there should be the least criticism that we have not made this as effective as possible in every way, the railway agrees that it is not to apply to the province of Manitoba but for the entire west of Canada. We know that the pioneer in this matter of government rate control in the provinces of Canada is my very much respected friend, Mr. Roblin, a great man, a big man, a great Canadian. We know how signally successful he has been in his dealings with the railways and the railway situation in Manitoba, and we desire to give him all honor and all credit for the fine things he has undoubtedly accomplished for his province and for the people of Canada.

Paragraph reads: "The Northern Company agrees that the Pacific Company will furnish to the government equipment for the construction and operation of the aided lines, in accordance with the terms of this agreement, in the sum of five hundred thousand dollars, to the satisfaction of the government; such security to be by bond or by the deposit of securities, or otherwise, as may be agreed upon." This means an earnest by the company that they shall come through, as we say in our western vernacular, with this line. As we look over other agreements that have been made with this company we find the absence of any such bond or earnest as we have here, British Columbia is the first province to exact from the company an assurance of this kind. We have done so, not that we for one moment question the bona fides of the company but that we may have an assurance for the people of British Columbia that the road will be completed in the time specified.

heretofore made by any province in the Dominion. Applies to Through Traffic. This control of rates does not terminate at the boundary of the province; it is not confined to local traffic. It extends to traffic originating outside of British Columbia or destined to points outside of British Columbia. The government will have the right to deal with all traffic, whether local or through. It will thus be in a position to give the amplest protection to the producers and the merchants of the province who will do business in other provinces. It will give our business men the same right to participate in the material prosperity of Alberta and Saskatchewan that is enjoyed by the merchants of eastern Canada at the present time. That is one thing we have aimed at and that we have succeeded in doing.

The agreement proceeds to specify legal safeguards as to the guarantee of bonds, and the terms of the trust deed and the securities, and then goes on to deal with the disposal of the money received from the sale of the bonds. It will be seen that the province is to be expended from the proceeds of the bonds that is not amply justified. For every dollar paid out there must be a certificate from our own engineer that the expenditure is right and proper. Here is security to the people of British Columbia that absolutely takes out any chance of breakdown in these operations. Of course no one will deny the wisdom of taking such security. It is conceivable that unless we had some provision of the sort the company might expend three-fourths of the money and have only one-fourth of the road completed. Under these provisions the proceeds of the bonds we guarantee must be adequate for the completion of the entire system to be aided. Every dollar to be paid out by the minister of finance must be accounted for in the way just stated.

MAKE ALL MISERY IN STOMACH VANISH BY TAKING A LITTLE DIAPEPSIN NOW. No Indigestion, Gas, Heartburn or Headache Five Minutes Later. If you had some Diapepsin handy and would take a little now, your stomach distress or indigestion would vanish in five minutes and you would feel fine. This harmless preparation will digest anything you eat and overcome a sour, out-of-order stomach before you realize it. If your meals don't tempt you, or what little you do eat seems to fill you, or lays like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion. Ask your Pharmacist for a 50-cent case of Diapepsin and take a little just as soon as you can.

There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, no flatness or heavy feelings in the stomach, nausea, debilitating headaches, distension or intestinal griping. This will all go, and, besides, there will be no undigested food left over in the stomach to poison your breath with nauseous odors. Diapepsin is a certain cure for out-of-order stomachs, because it prevents fermentation and takes hold of your food and digests it just the same as if your stomach wasn't there. Relief in five minutes from all stomach misery is at any drugstore waiting for you. These large 50-cent cases contain more than sufficient to thoroughly cure almost any case of Diapepsin, indigestion or any other stomach disturbance.

Imperial Bank of Canada

HEAD OFFICE, TORONTO.
D. R. WILKIE, General Manager.

CAPITAL AUTHORIZED \$10,000,000.00
CAPITAL PAID UP 5,000,000.00
RESERVE FUND 5,000,000.00

Every description of Banking Business transacted, including the issue of Letters of Credit and Drafts on Foreign Countries.

Savings Bank Department
Interest allowed on deposits from date of deposit.

BRANCHES IN BRITISH COLUMBIA:
ARROWHEAD REVELSTOCK NELSON MICHEL
GOLDEN CRANBROOK VANCOUVER NEW MICHEL
MOYIE KAMLOOBS FERNIE VICTORIA
Victoria Branch, Cor. Government and Yates Streets
J. S. GIBB, Manager.

Sail, Loft and Tent Factory

570 JOHNSON ST.

Largest stock of Tents, Bags, Tarpaulins in the city.
Any of the above goods made to your order. No tent or sail too big or difficult for us to make. We carry the best lines of Genuine Oil Skins and Paraffine Goods on the market.
An inspection will convince you.

F. Jeune & Bro.
Established 1882 570 JOHNSON ST.
PHONE 795

CAPTAIN TROUP ON WAY HOME

Superintendent of Coast Service Let Contract for Two Steamers While Away

Captain Troup left England on the 15th, bound homeward, but it is very probable that he will stop off at Montserrat for the laying down of two new steamers for the company, both of which will ply out of Victoria. One is understood to be designed particularly for the East Coast run between Comox and this city. The other will be used in the general business of the company, probably to replace the steamer *Chambers*. There was also a rumor that another steamer would be bought for the coast service, but nothing is known of this locally.
Steamer *Princess Victoria* has been thoroughly overhauled ready for the summer work, and the *Charlottes* will probably move around to Esquimalt to undergo similar treatment at the hands of the Buller company, commencing on or about Sunday next. Nearly all of the steamers have been cleaned up and are ready for the push.

SHIPPING REPORT

(By Dominion Wireless.)
Tatoosh, March 2, 8 a.m.—Rain; thick; wind south, 35 miles; bar., 29.95; temp., 44; sea rough.
Cape Lazo, March 2, 8 a.m.—Cloudy; calm; bar., 29.70; temp., 48; sea smooth.
Point Grey, March 2, 8 a.m.—Cloudy; wind south; bar., 29.78; temp., 48.
Pachena, March 2, 8 a.m.—Foggy; wind S.W.; bar., 29.75; temp., 44; Tees entering Port Renfrew at 8 a.m.
Estevan, March 2, 8 a.m.—Passing showers; wind S.W.; bar., 29.94; temp., 43; sea rough.
Point Grey, March 2, noon.—Cloudy; wind south; bar., 29.87; temp., 53; in *Princess May* 29.87 and
Cape Lazo, March 2, noon.—Clear;

wind S. E.; bar., 29.75; temp., 47; sea smooth; steamer *Cowichan*, south bound 10 a.m.
Tatoosh, March 2, noon.—Raining; wind S. W., 22 miles; bar., 29.65; temp., 42; passed in steam schooner *Fairhaven* 7 a.m.
Pachena, March 2, noon.—Cloudy; wind S. E., bar., 29.97; temp., 46; sea rough.
Estevan, March 2, noon.—Passing showers; wind south; bar., 29.95; temp., 42; heavy swell.
Triangle Island, March 2, noon.—Snow and hail; wind S. W.; sea moderate.
Ikeda Head, March 2, noon.—Snowing; wind N. W.; sea moderate.

CANNERY EMPLOYEES ARE GOING NORTH

Steamer St. Denis Booked Up With Passengers for Fishing Centres

Cannerymen are once more moving north. The Rivers Inlet, Skeena and Nees river owners are already making preparations for the coming season. The steamer *St. Denis* leaves for the north to-night with a large cargo and with practically all her passenger accommodation booked. Most of these will join her at Vancouver and will go to the different canneries. They are nearly all cannerymen and will busy themselves for the next month or more in making cans and in general preparation for the coming of the fish. There will be a regular movement north of those interested in cannery work during the next month or two on all the smaller coasting steamers.
Another Excursion.
So great has been the success of the *John Bull* line business men's excursion and the "Twenty Days in Old Mexico" trip that the company is now planning to provide similarly for the school teachers. It is proposed that a special rate shall be given to all school teachers to induce them to take a trip to Mexico for purely educational purposes. The trip will take sixty days and will include Mexico City and numerous coastal points, as well as peeps at Mexican ranch life. Doubtless the trip will prove popular both in this country and in the United States.

SHIPPING GUIDE

OCEAN STEAMSHIPS.

From the Orient.
Vessel. Date. Due.
Imbe Maru March 2
Monteagle March 11
Occano March 13

From Australia.

Maitland March 10
From Mexico.
Itauri March 4
Georgia March 10

From Liverpool.

Titan March 19
TO SAIL.
For the Orient.
Anaba Maru March 15
Empress of China March 9

For Australia.

Maitland March 20
For Mexico.
Lonsdale March 8
For Liverpool.
Teucer March 23

COASTWISE STEAMERS.

TO ARRIVE.

From San Francisco.
Vessel. Date. Due.
City of Puebla March 2

From Skagway.

Princess May March 2

From Northern B. C. Ports.

Vado March 7
Amur March 12
Petriana March 14
St. Denis March 14

From West Coast.

Tees March 5

TO SAIL.

For San Francisco.
City of Puebla March 7

For Skagway.

Princess May March 5

For Northern B. C. Ports.

Vado March 2
St. Denis March 2
Petriana March 14
Amur March 15

For West Coast.

Tees March 7

FERRY SERVICE.

Victoria-Vancouver.
Steamer leaves Victoria daily at 1 a. m., arrives at Vancouver at 7 a. m.; returning leaves Vancouver 1:30 p. m., arrives Victoria 6:30 p. m.
Victoria-Seattle.
Steamer leaves Victoria daily except Sunday at 12:30 a. m., arrives at Seattle, except Sunday, 7 a. m.; returning leaves Seattle, except Sunday, at 5:30 a. m., and calling at Port Townsend arrives at Victoria, except Sunday, at 2 p. m.

MARINE NOTES

Steamer *City of Puebla* should arrive this evening from San Francisco.

The liner *Carmania* reached New York this morning from Naples with 2,446 passengers.

Steamer *Petriana* got away last night with a large amount of freight from this city, mostly consigned to Sitka.

Yesterday the Cunard liner *Mauretania* arrived at New York from Liverpool with 1,721 passengers, including 33 first cabin passengers.

Steamer *Princess May* was reported this morning entering Vancouver harbor. She should be here to-morrow morning in time to leave according to schedule to-morrow night.

Steamers *Amur* and *Tees* left the harbor last night, the one for Queen Charlotte Islands and the other for Quatsino and way ports. Both took heavy cargoes and a number of passengers.

Up to noon to-day nothing had been heard of the *Nippon Yusen* liner *Inaba Maru*, which is expected from Japan. She is really not due until to-morrow, but it was expected that she would have been reported by wireless.

SUN FIRE

The oldest Insurance Office in the world
FOUNDED A.D. 1710
HOME OFFICE: LONDON, ENGLAND
Canadian Branch, Sun Building, Toronto. H. M. Blackburn, Manager.
PEMBERTON & SONS, VICTORIA AGENTS

NAVY LEAGUE CALLS A PUBLIC MEETING

Discuss Canada's Defence Programme on Thursday Evening Next

For some time past the Navy League has been making preparations for a public meeting to discuss the question of naval defence, and yesterday it was decided to have such meeting in the Victoria theatre on the evening of Thursday next, March 10th.
A few days ago, at a meeting of the Daughters of the Empire, the question of co-operating in the public meeting was discussed, and a decision to do so was arrived at.

W. W. Benn, Member of the Government, and J. A. Pease Elected

London, March 2.—The first bye-election for the new house resulted yesterday in the re-election of Wm. Wedgewood Benn, for St. George's in the East by a slightly increased majority. Mr. Benn had to submit to a contest on being appointed to office in the government.
J. A. Pease, former junior lord of the treasury, who was defeated in the Saffron-Walden division of Essex in the recent elections, was returned by acclamation yesterday for the Rotherham division of West York in place of Sir William Holtland.

INDIAN MURDERER DEFIES AUTHORITIES

Stronghold—Has a Large Supply of Ammunition
(Times Leased Wire.)
Hoquiam, Wash., March 2.—Entrenched on a high hill overlooking the Indian village of Taholah, with a large supply of ammunition and two rifles, Fred Pope, the Indian who ran amuck yesterday near the Quinalt reservation and killed two men, is to-day defying the authorities to arrest him.
Deputy United States Marshal Joe Statter, of Tacoma, has gone to the scene and will try to take the redskin. Pope is expected to fight to the death.
Following the killing of Adam Hawk and Hot William yesterday, Pope wrote a note saying that he would kill Tahola, his son William, Washington Albernald, a policeman; Mrs. Hawks, Joe Chenoise and daughter and then commit suicide.

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ONTARIO BOY DIES FROM HYDROPHOBIA

Hamilton, Ont., March 2.—A case of rabies was brought to the city hospital here from Dundas shortly after noon yesterday. The victim was a 14-year-old boy named Taylor, who was bitten on the hip by a dog five weeks ago. Dr. Bertram, medical health officer of Dundas, brought the boy here, and a score of physicians worked over him, but without any hope of saving his life. The boy died at 10:30 at night. The victim was raving mad, frothing at the mouth and barking like a dog. He suffered intense agony and was conscious of the time.

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THE NEXT STEAMSHIP

SAILS FOR

Northern B. C. Ports, Queen Charlotte Islands and Alaska

S. S. PRINCESS MAY—Sails from VICTORIA on the 1st, 15th and 30th of each month, calling at Vancouver, Swanson Bay, Port Essington, PRINCE RUPERT, Kitichikan, JUNEAU and SKAGWAY.
S. S. AMUL—Sails from VICTORIA on March 1st, 15th and 31st, calling at Vancouver, Campbell River, ALBERT BAY, Namu, Bella Bella, China Hat, SWANSON BAY, Hartley Bay, Warke Island, Lower Inlet, Clifton, PORT ESSINGTON, Oceanic Cannery, Inverness Cannery, PRINCE RUPERT, Skidegate, QUEEN CHARLOTTE, Cushman Bay, Coff. Locke Harbor, Jedway, Ikeda Bay and Metlakatla.
S. S. PRINCESS BEATRICE—Sails from VANGOUVER every SATURDAY at 11 p. m., calling at SWANSON BAY, Hartley Bay, Warke Island, PRINCE RUPERT, and leaves PRINCE RUPERT on Feb. 26th, March 7th, 21st, April 4th, 18th, May 2nd, 16th, for Port Simpson, Attardale, Port Nelson, Kinchoh, Neas and STEWART, also from PRINCE RUPERT on March 15th, 29th, April 12th, 26th, May 16th, 30th, for Port Essington and Skeena River Canneries.

Canadian Pacific Ry.

NOW IN EFFECT

Winter Train Service

TRAIN NO. 96, ATLANTIC EXPRESS leaves Vancouver at 11:15 (11:15 p. m.) daily, has First-Class Coaches, Colonist Cars, Compartment-Observation Car (electric lighted), Dining Car, Standard and Tourist Sleepers, Vancouver to Montreal and Eastern destinations, also to St. Paul and Minneapolis. Through Tourist Car, Vancouver to Boston, leaves Vancouver Thursdays only.
TRAIN NO. 14, REVELSTOCK LOCAL, leaves Vancouver daily at 8:25 a. m. for Revelstoke and Intermediate Stations, arriving at Revelstoke at 1:30 p. m.
TRAIN NO. 308, AGASSIZ LOCAL, leaves Vancouver daily at 17:35 (5:35 p. m.) for Agassiz and Intermediate Stations, arriving at Agassiz at 20:15 (8:15 p. m.)
L. D. CHETHAM, City Pass. Agent.
Cor. Fort and Government Sts.

SEE CALIFORNIA

Under the personal guidance of a well-informed Californian.
Special Excursion Train leaves Seattle and Tacoma March 19th.
The Road of a Thousand Wonders
Oregon and Washington R.R.—Southern Pacific.
Tickets include entertainment, all meals, Pullman accommodations on going trip—seven days in all—and railroad fare round trip good for three months. Cost from Seattle \$87.95; from Tacoma \$86.25.
ITINERARY AND RESERVATIONS AT
608 First Ave., Seattle, Wash., E. E. ELLIS, Gen. Agt.
Cor. 11th St. and Pac. Ave., Tacoma, Wash., ROBERT LEE, Gen. Agt.
W. D. SKINNER, General Passenger Agent.

Canadian - Mexican Line

To and From Mexico, Europe and Eastern Canada, via Tehuantepec Route.
Steamers call at San Pedro, provided sufficient inducement offers. Steamer will leave on or about the 25th of each month.
Apply Head Office, Vancouver, or to the agents.
MESSRS. SHALLCROSS, MACAULAY & CO., VICTORIA.

CIVIC NOTICE

The Municipal Council of the Corporation of the City of Victoria, having determined that it is desirable:
1. To grade Cook street between Pakington and May street, and to pave said street with asphalt (according to the City Engineer's specification), and to construct permanent sidewalks of concrete on both sides thereof, with curbs, gutters and ornamental cast iron poles, also including cost of sewer and surface drains laterals;
2. To pave St. Charles street, from Fort street to Rockland avenue, with asphalt, street to construct a concrete gutter on the east side of said street, and a boulevard, curb and gutter on the west side of said street, and to make provision for placing all electric and telephone wires underground or on ornamental cast iron poles, and to construct sewer connections to street lines of property, where necessary;
3. To construct a permanent sidewalk of concrete on the north side of Andrew street, between Robert street and James street;
4. To construct a permanent sidewalk of concrete on the east side of James street, between Esquimalt road and Andrew street.
And that each and all of said works shall be carried out in accordance with the provisions of the "Local Improvement General By-Law" and amendments thereto, and the City Engineer and City Assessor having reported to the council, in accordance with the provisions of section 4 of the said by-law, upon each and every of said works of local improvement, giving statements showing the amounts estimated to be chargeable in each case against the various portions of real property to be benefited by the said works, and the reports of the City Engineer and City Assessor as aforesaid having been adopted by the council.
NOTICE IS HEREBY GIVEN that the said reports are open for inspection at the office of the City Assessor, City Hall, Douglas street, and that unless a petition against any proposed work of local improvement is presented to the council within fifteen days from the date of the first publication of this notice, the council will proceed with the proposed improvement upon such terms and conditions as to the payment of the cost of such improvement as the council may by-law in that behalf regulate and determine.
WELLINGTON J. DOWLER, C. M. C.
City Clerk's Office, Victoria, B. C., March 2nd, 1910.

TO THE KLONDIKE

During the period navigation is closed on the Yukon river this company operates stages between White Horse and Dawson, carrying freight, passengers, mail and express.
For further particulars apply TRAFFIC DEPARTMENT, W.P.&T.R. 405 Wharf Building, VANCOUVER, B. C.

FOR SAN FRANCISCO

Leave Victoria 8 a. m. March 8, steamers UMATILLA or CITY OF PUEBLA.
THROUGH SERVICE.
Leave Seattle, steamer GUNNOR or QUEEN, March 2, 9 p. m.; March 16, 2 p. m. Especially low rates to Mexico, SENATOR, March 7.
For Southeastern Alaska, COITAGE, City leaves Seattle 9 p. m., March 15. TICKET AND FREIGHT OFFICE—111 Wharf St., Phone 4.
R. F. RUPERT & CO., LTD., Agents.
C. D. DUNNAN, Gen. Passenger Agent, 112 Market St., San Francisco.
For further information obtain folder.

TO BUILD BRANCH LINES.

Ottawa, March 2.—The Commons railway committee reported a bill yesterday authorizing the construction of branch lines of the Grand Trunk Pacific at Calgary, Battleford, Lethbridge, Moosejaw and Vancouver.

FOLDING GO-CARTS

OUR New Season's Collapsible Go-Carts and Carriages are just in. The very latest creations for Baby's comfort. Very strong, steel construction, light in weight, finished in brown and green, with adjustable hood
From - - \$9.50

Capital Furniture Co., Limited

GENERAL HOUSE FURNISHERS
1101 Douglas Street Tel. 633. Corner Fort Street

DR. A. W. CHASE'S CATARRH POWDER 25c.

Is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat, and permanently cures Catarrh and Hay Fever. See Blower free. Accept no substitutes. All dealers or Edmondson, Bates & Co., Toronto.

SANTAL MIDY

Standard remedy for Syphilis, 10-40 HOURS. Cures Kidney and Bladder Troubles.

The Kind of Suits a Man Likes to Wear



Is just what the Fit-Reform designers have created for you.

Fit-Reform Suits possess the individuality so essential to the garments of a gentleman. The Styles which come from a thorough knowledge of fashion coupled with the ability to interpret fashion correctly—the fit that masterly designing and expert tailoring can give.

We have Fit-Reform Suits in every reliable fabric, in every winter weight and in patterns and effects to appeal to every taste.

\$15 to \$35

Allen's Fit-Reform 1201 Government St., Victoria

Social and Personal

Miss Powell is in Vancouver on a visit. A. Pike left on a visit to Seattle last night. Miss Herd is visiting friends in Vancouver. A. E. Montgith has left on a trip to Seattle. A. J. S. Holt returned to Vancouver last night. E. Dickinson left on last night's Princess for the mainland. G. W. Robertson went over to Seattle last night on the Royal. W. J. Linton left on his return trip to Vancouver last night. A. B. McNeill left last night for Vancouver on a business trip. F. Caidon sailed for Vancouver on the Princess Charlotte last night. E. H. Fletcher crossed over to the mainland last night on the Charlotte. G. W. Barker was among last night's passengers for Seattle on the Princess Royal. W. J. Inglis was a passenger for Vancouver last night on the Princess Charlotte. Mr. and Mrs. T. Johnson of Somers, spent yesterday in this city visiting friends. M. Leiser went over last night to Vancouver to spend a few days there on business. W. Hill and Miss Hill returned from a visit to Seattle yesterday afternoon on the Princess Royal. Miss Lovell reached this city yesterday from Seattle, where she has been for the past week visiting friends. Thos. Sheppard and son leave to-night via the Northern Pacific and the Empress of Britain on a visit to England. Rev. Dr. Sippell of New Westminster, who has been on a trip to this city, left last night for the Royal city. Miss Jessie McKilligan, who has been spending the past week in Seattle visiting friends, returned to this city yesterday. Miss Morton left last night for Vancouver on the Princess Charlotte, where she will spend a few days visiting friends. Among last night's passengers for Vancouver on the Princess Charlotte were S. McClure, C. A. Crosby and Mrs. L. Spencer. F. H. Glendinning of Vancouver, who has been in this city for several days on business, left last night on his return to the Terminal city. Mrs. J. E. Miller returned yesterday from a trip to Honolulu, where she has been for some time. Mr. Miller accompanied Mrs. Miller from Seattle. Mr. and Mrs. S. C. Prior will leave to-night on the Northern Pacific and the Lusitania for England, where they will spend some time visiting friends and relatives.

PRIZE CUPS

FOR THE DOG SHOW 9th, 10th and 11th Inst.

We feel it will interest you to know that we have received a new stock of PRIZE CUPS of many beautiful designs, in Plated and Sterling Silver Ware.

Plated Cups from \$20.00 to \$25.75 Sterling Silver Cups from \$100 to \$4.00

We would appreciate your inspection of our Prize Cups.

Challoner & Mitchell Government St. Victoria, B.C.

The Evening Chit-Chat

BY RUTH CAMERON

"Sleep, that knits up the ravel'd sleeve of care, The death of each day's life, sore labor's bath, Balm of hurt minds, great nature's second course, Chief nourisher in life's feast."

I love that tribute of Shakespeare, for I am an almost fanatic believer in the supreme value of good sleep as a prime factor in every happy and successful life.

Show me a successful man, and in nine cases out of ten, I will show you a man who, whether he gets a great many hours' sleep or not, will tell you that he sleeps well and soundly.

Don't you want to sleep well? Or, if you do sleep well, don't you want to sleep better?

Then maybe a little suggestion, which a friend of mine, who has managed to keep well while doing the work of at least two women, will not come amiss.

For when I asked her how she accomplished this feat she thought a moment and then said, "Well, I think my night-cap walk has as much to do with it as anything."

You see, just before I go to bed every night I spend a few minutes out of doors.

"You know I do my husband's book-keeping in the evening and often I don't get through until eleven or twelve o'clock, but it doesn't make any difference how late it is I always take a few minutes' walk before I go to bed."

"The fresh air cools my head and makes me sleepy. And then, if it is pleasant, I can look up at the stars, and when you are tired and confused and fretted I don't know of anything that rests you like looking up at that great big peaceful dome and those beautiful stars."

"I don't let the weather make any difference at all about my going out. If it rains or rains or the thermometer goes down below zero, I simply dress for it and take my nightcap walk just the same."

"Of course, it makes me a few minutes late in getting to bed, but since I've taken the walk I drop to sleep the minute my head touches the pillow, and before I get the habit I often used to toss and turn on the pillow for an hour. So in the end, you see, it is economy of time, as well as making all the sleep I do get sweeter and more refreshing."

To those of us whose work does not extend into the evening, such a walk is not, of course, as necessary as it evidently is for this woman and anyone else whose working hours border on their hours for sleep.

But the same thing that makes it possible for her to keep up while doing a tremendous amount of work may make it possible for you to do the lesser amount that you do extremely well.

To succeed, to stand out prominently one must have something unusual—an unusual talent, unusual opportunity, unusual equipment.

A brain that comes to work each morning perfectly rested is an unusual equipment.

Why not try and see if this won't help you to have it?

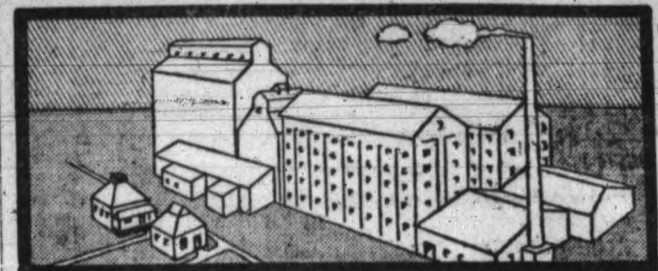
RUTH CAMERON.

Loose Tea Loses Flavour

deteriorates in quality and flavour before half your last purchase is used up, but "SALADA"

Tea, in its sealed lead packages, always has a delightful freshness. You buy it in pound or half-pound packets from your grocer just as you require it. Besides, you know, "SALADA" was picked just fifteen weeks ago in Ceylon.

Black, Mixed and Natural Green, 40c, 50c, 60c and 70c per lb.



ROBIN HOOD FLOUR

Ever since this mill was started it has been working at its full capacity trying to keep up to the demand for Robin Hood Flour. Ever since this flour first got into the homes of the West, its success has been nothing short of sensational. We want you to be a party to this success. How can we induce you? By highest quality? Robin Hood Flour has it. By best value? This flour gives it. Then, Madam, why not you start using it? Ask your grocer about our Money-Back Guarantee.



SLAUGHTER SALE

Electric Fixtures, Portables and Shades In Brushed Brass, Oxidized Copper, Hammered and Antique Brass and Art Glass Domes.

A Reduction of 25 to 40 Per Cent On these beautiful goods is made so as to make room for the new stock arriving daily.

Make Your Selection now and Save Money. Hawkins & Hayward 728 YATES STREET. PHONE 643.

Headquarters For Choice Nursery Stock LAYRITZ Nursery Victoria

Everything in hardy trees or plants both for Fruit or Ornamental Garden. Largest and best assorted stock in the Province. NOW IS THE TIME TO PLANT. Catalogue on application.

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PLUMBING AND HEATING We are prepared to supply you with the BEST BATHS, etc., at the lowest prices. Give us a call. A. SHERET Tel. 629. 710 FORT ST.

AMUSEMENTS

Victoria THEATRE

ALL THIS WEEK EXCEPT MONDAY.

The London Bioscope and Amateur Contest

FOR A LADY'S OR GENT'S DIAMOND RING. Come and Help the Best One Win It. Saturday Matinee for Children, 5c. 10c. ADMISSION 10c.

PANTAGES THEATRE

WEEK, FEBRUARY 25TH. Farewell Production of the

Armstrong Company Engagement

"A TRIP TO CHINATOWN" THE BEST EVER. A MERRY WHIRL OF COMEDY - MELODY AND GIRLS, GIRLS, GIRLS.

New Grand Theatre

WEEK FEBRUARY 25th.

First American Appearance of the World Famous SCHIAVONY TROUPE - The Earth's Most Sensational Acrobats.

THOSE THREE SINGING GIRLS Delightful Melodies - Daintily Rendered. "Sweetest of Harmonists."

HARRY BACHELOR "The Musical Rube."

RALPH C. WHITEHEAD In His Original Character Singing Specialty.

THOMAS J. PRICE Song Illustrator.

NEW MOVING PICTURES OUR OWN ORCHESTRA

MAJESTIC THEATRE

YATES STREET Just Below Government.

PROGRAMME WEDNESDAY AND THURSDAY.

THE ROCKY ROAD. A Strong Biography Drama. LOVE AT FIRST SIGHT. THE ELOPMENT. A GUEST'S PREDICAMENT.

ILLUSTRATED SONGS. Continuous Performance, 6, 7, 8, 9, 10, 11. ADMISSION 10c.

University School For Girls

Oak Bay Ave., Cor. Richmond. Phone L182.

High grade day and boarding school for girls "of all ages." ALL SUBJECTS TAUGHT. Needlework, cutting out, knitting, vocal music, physical culture and modern languages are special features of this school. Piano and French tuition. Good grounds for tennis, games, etc. Fees strictly moderate.

SCHOOL OPENS ON MONDAY, FEB. 7. MRS. STEDHAM, Principal

A. O. U. W. HALL

STARTING MONDAY, FEB. 28th.

The Pringle Stock Co.

Opening in the 5-Act Comedy Drama, "Trapped By Treachery" Change of Bill every Monday and Thursday. Matinees, Wednesday and Saturday. PRICES: NIGHT-Reserved, 50c.; general, 25c.; children, 15c. MATINEE-Children, 15c.; adults, 25c.

\$25 REWARD FOR THE MISSING WORD

"The Italian lost control of his machine and crashed over the embankment."

EMPRESS THEATRE

GOVERNMENT STREET.

ROMANO THEATRE

GOVERNMENT STREET. Between Yates and Johnson.

Latest and Best Moving Pictures, Illustrated Songs. ADMISSION 10c. Orchestra in Attendance.

EXPERIENCE



THE DOCTOR: "Ah! yes, restless and feverish. Give him a Steedman's Powder and he will soon be all right."

Steedman's Soothing Powders CONTAIN NO POISON

TELL YOUR MOTHER

in the country she may now have a light as bright as any in the city by using the

STAR INCANDESCENT LAMP

Burns coal oil at a cost of one cent for two hours' brilliant light! Makes its own gas. The only Mantle Lamp made in Canada. Price 75c. Complete. Quickly saves its cost, then goes on saving oil. Representative.

T. WILKINSON 102 DOUGLAS STREET, Next City Hall, Victoria, B.C. Open until 9 p. m. Agents wanted.

DR. MARTEL'S FEMALE PILLS

SEVENTEEN YEARS THE STANDARD Prescribed and recommended for women's ailments, a scientifically prepared remedy of proven worth. The result from their use is quick and permanent. For sale at all drug stores.

GARDENING

Trimming and Spraying Trees, Fencing and Clearing Land. Skilled work.

R. LEVANNIER Experienced French Gardener 2014 STORE STREET.

WOMEN WORRY OVER MINOR TROUBLES

Reasons Why Ladies Grow Old - They Avoid Essentials

"Have you noticed how much older a woman looks at 50 than a man does at the same age? Haven't you often wondered about it, sighed because life is so much harder on women than men, and envied the fellow who could keep hearty and good natured even when old enough to be a grandfather - although his mate and life companion has faded and shriveled?"

"I have seen a woman have hysterics, bring on a fit of sickness and a large doctor's bill simply because her small son was impudent to her. Instead of treating the affair gravely, but with no more seriousness than demanded, dealing out a judicious punishment as if possible; showing the child the reason for it and the reasonableness of it, she allows her grief and hurt to carry her away. The child was at first alarmed, then disgusted. And I don't know that I blame him at all."

"You all know women who cannot have a moment's delay at a telephone connection without going into a rage that is enough to bring on a fit of sickness. There are others who worry as much over discovering a hole in a tablecloth as a man would if someone foreclosed a mortgage on his home. I know hundreds of women who insist on scrubbing their kitchens on their hands and knees, who are ill more than half the time, and yet they scorn the sensible creature who wipes her floor up with a mop and yet always has time and energy for a bit of entertainment or a walk."

"More than half the women who have big tragedies and big heartaches in their lives are stronger and better women than those who have petty worries, simply because a big trouble taught them the unimportance of trivial things. The woman who grieves if her gloves don't exactly match her suit, if her son flirts with the Smith girl, instead of the Brown girl who is so much nicer, who has BEYONDS PROSTRATION because she upsets a tea-kettle, and calls on the police department and has fits if her husband is 15 minutes late for supper, is the one who is a dried-up crank at 50."

"Men stay young longer because they are economical workers. If we had more system about our worrying we would not be so dominated by it."

TOO MANY DOCTORS IN FRANCE. Paris, March 2.—Doctors in France, on the average, do not make much money. Taking the profession, big and little, city doctors and country, big priced specialists and ordinary practitioners, they average no more than \$1,000 a year in the way of a stipend. And when it is remembered that some of the specialists charge prices that only the rich can afford, have a half dozen motor cars of their own and live in luxury on their income, it will be seen that there must be many who earn less than \$1,000 in order to make up the average. And that is the case, some time ago proposed an increase of one-third in their fees. This was put into practice. Now they desire to cut down the number of doctors, as they say the number is far too great. The syndicate had more than 12,000 members and of course has weight. They are going to propose a rule for limiting the number of diplomas granted by medical schools.

VALUABLE HINTS

When making pastry add the juice of a lemon to the water for mixing. It will make the paste lighter and dispel the flavor of lard.

It is a new wrinkle to pass marshmallows with hot chocolate. When the candies are dissolved a pleasant flavor is given to the chocolate.

Extremely comfortable hair chairs are the stuffed easy ones with snug sides. They are made of wainut the same color as the wall paper.

To keep kitchen tables white scrub them with cold water, soap and a little silver sand. Do not use hot water on tables, as it turns them yellow.

Old tablecloths should not be discarded for rags. Cut out the best parts, hem and use for face towels—they are delightfully soft for the purpose.

If the tops of young turnips are thoroughly cleaned they can be used with the diced turnips and be boiled the same as cabbage. They make a very good dish.

Stewed figs or prunes will be found much richer if the fruit is soaked for several hours before stewing. They should be stewed in the same water in which soaked.

When making a boiled apple pudding try the addition of half a teaspoon of powdered ginger, two tablespoons of sugar, and the juice and grated rind of half a lemon to the apple.

To clean brass work try oxalic acid. Apply it to the brass articles with a woollen duster, such as is used to polish shoes. Then polish with chamois dipped into whitening.

To make linen easier to write on when marking, dip the pieces you wish to mark in cold starch, rub over with hot iron and you will be able to write without the pen scratching.

If when using lemon for flavoring you need only half a one, put the other half on a plate and cover with a glass tumbler. This excludes the air and prevents it from drying up or getting moldy.

A mirror placed on the floor against a wall and left there in your dressing room will remind you of uneven skirts and other faults of wearing apparel if you will but take a glance in it.

The Merchants Bank of Canada

Established 1864.
Capital Paid Up
\$5,000,000
Reserve Funds
\$4,600,000
Victoria Branch.

R. F. TAYLOR
Manager.

BANKERS' MONEY ORDERS

We issue both Canadian and American Bankers' Orders.

SAFETY DEPOSIT BOXES TO RENT

A secure place for valuables.

SAVING DEPARTMENT

Deposits of One Dollar received. No delay in withdrawals.

JOINT ACCOUNTS

Two or more persons may open a joint account and withdraw individually.

PREMIER ON RAILWAY POLICY

(Continued from page 8.)

referred to. I am quite satisfied that this will be ample protection to the people of British Columbia.

Last Word in Regard to Aid.

Section 10 of the agreement refers to the loan which it is proposed that this government shall make to the railway. If such a loan should be required, during the first three years of the operation on its lines in this province. It must be admitted that the \$21,000,000 proposed to be granted is a sum entirely inadequate to build these lines; in addition a large sum will be required to be furnished by the railway company for the completion of the lines. This is a people's line for the people of British Columbia, and this government does not propose to see this valuable asset placed in jeopardy for one single moment after the railway is built. We want to make it absolutely safe and secure to the company that for the first three years after the road is built it may not be harassed in a financial way. Provision is therefore made that should the earnings of the company during the first three years of operation of the road be insufficient to pay the operating expenses and interest on the guaranteed securities this government shall make a loan to meet those obligations, and the sum advanced shall be repayable to the province at the maturity of the guaranteed securities and it shall bear interest at the rate of four per cent. per annum.

The government proposes if necessary to advance three yearly payments of \$4,000,000, bearing interest at 4 per cent, to ensure the road being put in operation. It is not proposed to do as the Canadian government did with the G. T. P., come back and ask the legislature for large additional loans.

I am quite satisfied that the honorable gentlemen opposite will readily realize that this provision is necessary to the consummation of a bargain of this kind. I consider that it is right that the government should come before this House now and fully explain this provision and not come three or four years hence and ask for more aid. We propose that this is the last word in regard to financial aid, and so have made arrangement for this loan which will not cost the people one cent and cannot help but return to them four per cent interest on their money instead of the three per cent they are accustomed to receive from the bankers.

In the next following section there is provision for the ascertaining of deficits should any arise during the first three years of the operation of the railway. This section amply explains itself. Then follow the government covenants with the railway as to the timber, gravel and earth which the railway may take from crown lands in connection with the construction of the road; there is also provision for the conveying to the railway of free right of way and free grounds for stations where such right of way or stations shall lie on crown lands. These covenants are similar to other government covenants with other railways.

As to Townsites.

Then there is the section referring to townsites. It will be noticed by reference to the bill that the government secures a one-third interest in all townsites as against the one-quarter interest usual under the terms of the other acts.

Now in regard to the use of the New Westminster bridge over the Fraser river. This structure is owned by the province of British Columbia and it takes a considerable sum of money to operate it. The Canadian Northern railway, for the use of that bridge, will have to pay the same amount annually to the government as does the Great Northern railway. So therefore we may hope to have in four years, in addition to the \$20,000 paid annually by the Great Northern, the sum of \$30,000 annually from the Canadian Northern; and in addition to that I expect that before four years have gone by we shall be securing another \$20,000 per annum from the Northern Pacific railway also—and that will add a nice balance to the treasury.

Then, Mr. Speaker, provision follows for the guarantee of securities, though it is provided that in event of failure to complete the road within the specified time on account of strikes or other causes not in control of the railway company, the time may be extended by the Lieutenant-Governor in council. Provision is also made for granting running rights over the Canadian Northern contract which we are introducing to the House at this time, and I am confident that, though hon. gentlemen opposite are bound to criticize and find fault, we have succeeded in giving the people not only more than we promised in the elections, but as well in producing a bargain between the people of

the country and a railway corporation far superior to any contract heretofore made between the people and any railway corporation in any part of the Dominion of Canada.

Effect on Credit.

Now, sir, I have just a few more words and I have done. I would like to refer, however, briefly to the remark that my friend from Nanaimo made yesterday in which he said that the financial effect of this agreement on the credit of the country on the issuance of the railway bonds, it would almost appear from what he said that he was fearful lest the bonds would result in some prejudice to the province of British Columbia. Now let me read as an authority what Mr. Byron E. Walker, president of the Canadian Bank of Commerce, an officer of the leading business, not only in Canada, but in the British Empire, has to say in regard to this.

The Premier then read a statement from an interview with Mr. Walker in Toronto in which that gentleman was asked whether he thought the guaranteeing of railway bonds had any harmful effect on the credit of a country, and he had replied, no, as long as the bonds were not used as a means of financing schemes not led away by any wild cat schemes. Continuing, he said:

That is what Mr. Walker has to say as to the effect on the money market in which that gentleman was asked every regard for my friend from Nanaimo and the greatest confidence in his judgment when dealing with questions that relate peculiarly to the district of the Socialistic party in British Columbia, I am afraid in dealing with questions such as these I shall have to take the word of Mr. Byron Walker before I can take seriously that of the member for Nanaimo. Besides that we have the financial records of other provinces that have dealt with this corporation. Let us look at the province of Manitoba. I have here a message that will show the value of their securities since that road was built in Manitoba.

The Premier then read a statement from the Hon. Colin Campbell, attorney-general of Manitoba, showing that the bonds of that province had risen from 95 in 1900 to 175 in 1904. In 1908 they were 200 and in 1909 they sold at par. Mr. McBride continued:

So here in the province of Manitoba, where they have guaranteed the bonds of the Canadian Northern Railway Company for approximately \$30,000,000, you have a standard to judge by. That province, in regard to its four per cent bonds, increased from 75 in 1904 to par in 1908. Surely that is a very remarkable showing and amply justifies the remarks of Mr. Byron Walker that the province is perfectly safe as long as it guarantees only bonds of first-class companies. Mr. Hawthornthwaite—I would remind the Hon. Premier that the Finance Minister in his speech on the budget a few days ago stated that Consols had fallen three points while British Columbia securities had only fallen a quarter of a point. There must be some reason for this, and the only reason that can be given is that the government must have parted with or at least hypothecated, the revenues and natural resources of the province. That is the only reason there can be for the fall in stocks or consols. With regard to the statements of Mr. Walker, I can quite understand his position, in view of his being with the financial and capitalistic institutions of the country. He could hardly have said otherwise. With regard to the Premier's remarks about ourselves, it seems to be that there can be no better fitted to discuss these questions than men versed in political economy, who have studied these matters from their foundations.

Advantages to Come.

Hon. Mr. McBride:—We have the records here and I was bound to observe, when the hon. gentleman interrupted me, that the records, apart from the observations I have offered, go conclusively to show that the standard of Manitoba, Saskatchewan and Alberta, where the securities were far and above par, should not be considered on the same plane as British Columbia, because we have our crown lands as an asset, where none of those provinces has a single acre of crown land. If they would permit of further reference to this aspect of the case I am quite sure I could convince even my friend from Nanaimo in the conclusion we on this side of the House have come to, that the action of the government, instead of serving to weaken British Columbia's credit, will readily act as a great strengthening to our standing in the commercial world.

Now, sir, in conclusion, I think we in this province may justly claim that the work for which we propose to claim the principal credit is by no means a provincial work, but rather, sir, it is a federal work, it is a national work, it is an imperial work. I read not long since an opinion advanced by the Prime Minister of Canada on a great national question that some things had not come from Canada as readily as from New Zealand. When he observed that the Empire must take note that Canada was serving the flag very efficiently and well in the effort that she was making to bring about the completion of another transcontinental highway. The work this government has undertaken in bringing the Canadian Northern to the Coast will be in all its incidence an imperial work.

And what more, sir, may we not expect to see following in the wake of this construction in the way of works in operation. If the history of the western provinces where the Canadian Northern is operating is to be taken seriously we have a record that wherever the Canadian Northern has come there has been an invasion of new blood, commercial rivalry and competition that has lent in great measure to the upbuilding of the community, to the erection of grain elevators and sawmills and kindred industries, brought about directly through the operation of the Canadian Northern, that its presence has meant new commercial life and new activity to those provinces. May we not expect the same to occur in

British Columbia, in part from the direct operation of the road and in part to the fact that it must bring along new people and new industries, and the Victoria which appear to have followed in other provinces give us a right to expect to see much more than the most extravagant prophet would anticipate in the way of the great good that will come to British Columbia through the construction and through the completion of the Canadian Northern railway.

On the conclusion of the Premier's speech every member on the Conservative side rose spontaneously and gave three ringing cheers for him.

John Jardine moved the adjournment of the debate until this afternoon.

Kettle Valley Ad.

Although six o'clock had been reached, the Premier asked the indulgence of the House to bring forward for the consideration of the House the bill in respect to aid to the Kettle River Valley railroad, which he explained, was practically in the nature of a revival of the bonus provided for the construction of the road, which assistance had not been implemented by the desired and anticipated construction of the road in question. This bill provided for the construction of 200 miles of railway of the standard gauge that would give connection between the Nicola country and the Boundary, and also provide another connection between the Coast and the districts of the provincial interior, thus being of the greatest importance to the development of the growth and development of the Nicola and the Similkameen.

With the completion of this line, giving all-rail communication between the Coast and the Interior, a person might take his sleeping car at Vancouver or at New Westminster and be carried direct without inconvenience or loss of time to his destination at Nelson or any other part of the district to more directly benefit by the inauguration of this new railway service. To secure this work it was proposed that the government provide assistance to the amount of \$2,000 in the building of the company for a distance of 150 miles, so that with this aid the government would secure the building of 200 miles of standard gauge railway connecting the interior with Coast points and affording development opportunities already referred to. Incidentally also the province would secure a second extension now building by the Kettle River company, of approximately ten miles in length, which would develop a valuable timber area, and opportunity would be afforded for the augmentation of settlement and the comfort and convenience of the people of the district in question. It is a very large volume of business that the cities of the British Columbia coast should rightfully and properly have enjoyed had been diverted from this province to the neighboring state of Washington by lack of transportation facilities. To give our own Coast business men access to the interior districts. This valuable trade, which had gone heretofore to enrich the merchants and business men generally in the south of the International line would now come, as was right, to build up our own Coast cities, and to foster a closer relationship and sympathetic understanding between the people of British Columbia living on the Coast and those resident in the interior of the province.

The Premier proceeded to explain that the portion of the line which was now receiving aid would become immediately taxable, while that portion to which nothing was given under the present bill would be exempt for a period of ten years. The total demand upon the treasury amounted to \$2,000 per annum to meet the imposition of interest under this subsidy, almost 30 per cent. of which would at once begin to make return in taxation; that was, the 150 miles would be taxed at 4 per cent rate of 80 per cent annually, leaving a net obligation of but \$9,000 annually for the initial ten years, after which the entire 200 miles became taxable. The burden contemplated under this bill would not be felt at all prejudicially by British Columbia.

In addition to the benefits that he had outlined as accruing from the construction of this road, he was glad to say that opportunity was afforded the government to receive aid to assist in securing the discharge of the bills incurred by the Okanagan Construction Co., which had undertaken to build the Midway & Vernon road, and whose efforts in this direction had signally failed. A number of workmen had in consequence been left with their wages unpaid, while a number of merchants had also suffered through non-payment for supplies obtained from them. It was not until the bill that before any aid was received from the province the company should produce evidence that all these old bills had been fully discharged by the company involved in this undertaking, he was advised, would be between eight and ten million dollars. Only white workmen were to be engaged, and these, it was stipulated, should be paid the full current wages in the districts in which operations were conducted.

This debate also was adjourned by Mr. Jardine.

A policeman whose judgment of time was tested by counsel at the Shoreditch, London, County court, declared on the expiration of sixteen seconds after counsel said "Go!" that a minute had expired.

Pain in Heart

"For two years I had pain in my heart, back and left side. Could not draw a deep breath or lie on left side, and any little exertion would cause palpitation. Under advice I took Dr. Miles' Heart Remedy and Nerve. I took about thirteen bottles, am in better health than I ever was, and have gained 14 pounds."

MRS. LILLIE THOMAS,
Upper Sandusky, Ohio.

For many years Dr. Miles' Heart Remedy has been very successful in the treatment of heart troubles, because of its tonic effect upon the heart nerves and muscles. Even in severe cases of long standing it has frequently prolonged life for many years after doctors had given up all hope, as proven by thousands of letters we have received from grateful people.

Price \$1.00 at your druggist. He should supply you. If he does not, send price to us, we forward prepaid.
DR. MILES MEDICAL CO., Toronto.

FERNIE NOT HELD RESPONSIBLE FOR LOSS

No Charge Against City for the Failure to Return Tents and Equipment

Ottawa, March 2.—The report appearing in some of the British Columbia papers that the department of militia and defence intends holding the city of Fernie responsible for the non-return of tents and equipment placed at the disposal of the sufferers from the fire of August, 1908, to the amount of \$7,482.07, is incorrect.

Inquiry at the department elicits the information that no charge will be made against the city for the loss of the equipment, and an amount will probably be placed in the supplementary estimates to cover this sum.

GUNS FOR USE ON AEROPLANES

Series of Experiments Will Shortly Be Carried Out in Old Country

London, March 2.—The interest shown by Sir Hiram Maxim, inventor of firearms and high power automatic guns, in aviation is believed to-day to fore-shadow the development by Maxim of a gun for use on aeroplanes and dirigible balloons.

Although officials of the war office would not discuss the matter, it was intimated that a series of experiments soon will be conducted by the army for the purpose of testing the gun and ammunition-carrying capacity of aeroplanes. The weight of the gun and its projectiles is the principal obstacle to be overcome. The fact that Maxim has constructed an aeroplane capable of carrying three persons, first gave rise to the belief that he is experimenting.

He said to-day that his aeroplane "would solve every problem in aerial navigation."

Sir Hiram's machine of the bi-plane type, 34 feet in width, is driven by a triple screw propeller attached to a 20-horse-power engine. The motor weighs 220 pounds.

GIRL ACQUITTED.

Claimed She Killed Man to Save Her Sister's Life.

Chicago, March 2.—Estelle Stout, an 18-year-old girl, was acquitted yesterday of a charge of having murdered Henry Hornberger, a crayon portrait artist. The jury was out just thirty minutes.

Estelle Stout lived with an invalid sister. They were orphans. Hornberger called one day in December, 1908, to deliver an enlarged photograph of a third sister who had died. The girls would not accept the enlargement and a quarrel followed, in which Hornberger is alleged to have seized the invalid by the throat. Thereupon Estelle seized a revolver and shot him down. She maintained that she shot him to save her sister's life. The prosecution was urged by the widow of Hornberger, who declared that Estelle laughed at her grief when she appeared before the coroner's jury.



LOTS 6 AND 7, BURLEITH, each 50 feet water frontage on the Gorge; length 150 feet to 170 feet, with the fine commodious DUNSMUIR BOAT HOUSE, large stone pier and walled bay. THE WHOLE \$4,500. Terms to suit. The improvements are said to have cost more than half this price. Ordinary waterfront lots on this sub-division are said to have been sold at as high as \$2,500, and there are no finer lots there, irrespective of improvements, than these. Apply, proprietor.

R. LEDINGHAM

BURLEITH LODGE OR 723 CORMORANT STREET

Full of Value

Splendid Bungalow, situated on Menzies Street, close to the car and Dallas Road, 10 minutes walk from town. It is 1 1/2 storey and contains Drawing-room, Dining-room, Den, Kitchen, Pantry, three Bedrooms, Bath, Toilet, in fact all Modern Conveniences. Full size basement. Large Lot. Well built in every respect.

The Price Is \$4,750

On Very Easy Terms

Fire Insurance Written Money to Loan **P. R. BROWN, LTD.** 1130 Broad St. Phone 1076

A SERIOUS AFFAIR

To let OPPORTUNITY run over you, and not know what struck you.

THESE ARE SNAPS

No. 962—FORTY FEET ON DOUGLAS STREET at less than per foot \$125
No. 411—FINE DOUBLE CORNER in "Seaview" for \$1,100
No. 942—THREE BEAUTIES, on Blackwood street, on easy terms, at, each \$525
No. 951—FINE LOT, 60x120 on Chester avenue \$1,050
No. 946—NEW, MODERN, SIX ROOM HOUSE and large lot, and 20 per cent. cash will handle it. After that pay as you please \$3,700

The Griffith Co.

REALTY AND TIMBER.
Room 11, Mahon Block
Money to Loan. Houses to Rent.
Insurance—Fire, Life and Accident.

AVERTS TRAIN WRECK.

Timely Action of Clergyman Prevents Railway Accident.

Pendleton, Ore., March 2.—George Schaller, minister of the German Lutheran Evangelical church, by his timely action, prevented what might have been a disastrous train wreck on the Oregon Railway & Navigation line. While driving beside the track near Myrick station, ten miles from here, the divine noticed that the torrent of water coming down a gully had washed out the grade from under the rails, leaving them suspended in the air. Knowing that a train was due in a few minutes, he waited near the spot and flagged the approaching passenger train. The damage was soon repaired and the train proceeded on its way.

FLOODS IN HOLLAND.

Amsterdam, Holland, March 2.—Great damage is resulting from the overflow of the river Meuse, and the situation at many of the riverside villages is dangerous.

A single fly has been known to carry 100,000 bacteria.

The Real Estate Mart—Some Offerings

200 Ft. Waterfront

of

3 1-2 Acres With Beautiful Residence

WITHIN ONE AND A HALF MILE CIRCLE

This property is facing on VICTORIA HARBOR, is within 5 minutes' walk of car line and there are excellent prospects of car running past the property. The grounds around the house are splendidly arranged and ornamented with all kinds of shrubbery. There are 3 1/2 acres in the property. We have some good photos of this if you would like to see them.

Price \$35,000

TERMS.

N.B.—Write making appointment with our agent if you can't see us during office hours.

Pemberton & Son

614 Fort Street

SOME GOOD BUYS

RICHARDSON STREET, near Vancouver, 8 roomed house, modern in every respect; rented for \$30 per month. For quick sale owner will take..... **\$3,600**
 LINDEN AVENUE, 2 good lots north of Fairfield. Special price for the two..... **\$3,150**
 These are money-makers, as adjoining lots are being sold for more money.
 MOSS STREET, 4 good lots running back to Cornwall street. Special price for the four if taken at once..... **\$3,150**
 List your property with us.

NATIONAL REALTY CO.

PHONE 1165 A. S. Ashwell, Mgr. 1232 GOVT. ST.

Duncan's

Is only 40 miles from Victoria, and has surrounding it one of the best agricultural valleys in B. C.
 I HAVE SEVERAL 5-ACRE PARCELS, best of soil, all cleared, with the main trunk road. Price \$1,200 each. Easy terms.
 Adjoining these I have 30 ACRES, which would make an ideal chicken ranch. Price \$1,400.
 Particulars to intending purchasers only.
 Apply Owner

J. T. Reid

PHONE 1123.
 P. O. BOX 435, VICTORIA.

HOUSES BUILT ON THE INSTALMENT PLAN. D.H. Bale

Contractor and Builder
 COR. FORT AND STADACONA AVENUE.
 Phone 1140.

FOR SALE

NEW BUNGALOW with all modern conveniences, standing in one acre of land, facing Foul Bay, three minutes from the car. The owner of this is obliged to sell as he is leaving the city, and will sacrifice this property cheap and on very easy terms.

R. B. PUNNETT

Estate Agents, Stocks, Insurance, Etc.
 ROOM 10, MAHON BLOCK,
 Telephone 1119. P. O. Drawer 753.

ROGERSON & JALLAND BROS.

Real Estate and Contractors.
 Phone 2214. 622 Johnson Street

A Sure Money Maker

Three large up-to-date houses, on three full size lots, corner of Hillside Ave., not far from the Fountain; rented all the time; one of the houses is well furnished. Now this is well worth from two to three thousand dollars more than we ask, say nothing of its value in the next twelve months. For further particulars call, write or phone our office.

Do You Want

A safe investment that offers a good opportunity for making a nice profit on a small cash payment?

1 ACRE BLOCKS IN HOLLYWOOD ADDITION, all cleared and free from rock, close to a nice sandy beach, with good view, and splendid location, being close to present car line. Price \$750; terms, \$50 cash, balance \$20 per month.

LOTS IN HOLLYWOOD CRESCENT have met with a ready sale, we only have a few left at \$50, on easy terms; to see this property is to buy it, as the location warrants the assertion that they are worth \$70.

Do You Want a Home?

A SIX ROOM, CORY, UP-TO-DATE NEW BUNGALOW, heated with furnace, artistically papered, large lot, lawn and garden, laundry in basement, with concrete floor, stone foundation; price \$3,750; terms, \$1,000 cash, balance mortgage.

BEECHWOOD AVENUE, HOLLYWOOD PARK—Modern, new, 6 room dwelling, strictly modern, heated with furnace, two lots; price \$2,300; terms, \$250 cash, balance \$25 per month. Why pay rent when you can secure a nice home of your own on such easy terms?

McPherson & Fullerton Bros.

Phone 1888.
 618 Tronoe Avenue.

Gardner Realty Co'y

Phone 1987.
 648 YATES STREET.

FOUL BAY ROAD—New California Bungalow—5 rooms, toilet, bath, basement and every modern convenience. One minute from Oak Bay cars. Price, \$3,000; cash \$300, balance arranged to suit.
 CAREY ROAD—Four-room house and 6 lots (large), cow shed, stable, good well of water. \$1,500 takes the whole; cash \$300, balance arranged to suit.
 STORE STREET, near Flanagan Street, a lot with 26-foot frontage on Store street for \$4,200; cash \$1,500, balance arranged.

Waterfront Lot

On harbor for sale at **\$4,500**
 Cheapest buy there is.

GILLESPIE & HART

1115 Langley St.

JAS. R. MOTION

Real Estate and Insurance,
 Alberni, B. C.

5 ACRE BLOCKS (very close to town), \$900 to \$325 each.
 5 ACRE BLOCK, two miles from town, \$250.
 20 ACRES, two miles from town, all land, good—black soil, 6 acres slashed; price \$70 per acre; terms, 1 cash, balance \$5, E. 15 months.
 40 ACRES, with 20 chains frontage on Sprout lake, \$35 per acre.

Now's Your Chance

CORNER LOT (57 x 140), on Burnside Road, just outside city limits. Price.....\$400
 ADJOINING LOT, same size, fronting on Burnside Road. Price.....\$375
 Easy Terms.

The City & Suburban Realty Co.
 135 GOVERNMENT ST.
 Next to Bismarck Bar.

\$30,000
MONEY To Loan on Mortgage **MONEY**
 On Improved Real Estate
 in sums from \$500 to \$5000 at
 Current Rates.

Swinerton & Musgrave

1206 GOVERNMENT STREET VICTORIA, B. C.

ROCKLAND AVE.

The only lot for sale east of Linden Avenue, having a frontage of 91 ft. on Rockland Ave.
Price, \$2600

HEISTERMAN, FORMAN & CO.
 1207 GOVERNMENT STREET VICTORIA, B. C.

ANOTHER SNAP

Cottage and full sized lot on Rose Street.
Price, \$1050
 Who Takes It?

Beautiful Building Site

2 WATERFRONT LOTS at Foul Bay, will not sell singly. Handsome residence to be erected on adjoining lot.

Price: \$3,500 Cash

Apply to
A.G. Howard Potts
 BOWNASS BUILDING,
 Phone 1192. Broad Street

BARGAINS

DOUGLAS STREET—One acre fronting on Douglas street, with modern seven room house. A real good buy, **\$6,250**
 WILMOT PLACE EXTENSION—Lots 55x135. Close to car line. Each.....**\$600**
 COOK STREET—Large lot. For quick sale.....**\$350**

Business Property

ON GOVERNMENT, DOUGLAS, FORT AND VIEW STREETS—Very choice selection. Particulars of prices and terms apply

Cross & Co.

622 Yates Street

FOR QUICK SALE LIST YOUR PROPERTY WITH US

We Have Numerous Enquiries For James Bay Properties

H. P. HOWELL & CO. LTD.
 622 Tronoe Avenue. Phone 1377.

Subscribe for The Times

Find a Buyer For That Little Excess Real Estate You Own---by Advertising on This Page

DAY & BOGGS Established 1850. 620 FORT STREET, VICTORIA, B. C.

There appeared in the Times on Thursday evening a statement "that the owners of property in Esquimalt were unwilling to sell or were holding their properties too high."

F. A. Thompson, W. J. Gilliland, R. E. Blakeway. THE COAST LOCATORS ROOM 29, 618 YATES ST. Phone 1419.

We have a few genuine bargains in Residences on Johnston, Pembroke and Fernwood roads. These are worth looking into, as they are only on the market for a few days at prices we can quote.

HINKSON SIDDALL & SON New Grand Theatre Building. P. O. Box 177. Phone 869

C. C. PEMBERTON ROOM 5 1211 GOVERNMENT STREET.

GEORGE L. POWERS Room 4, BOWMAN BUILDING, 1112 BROAD STREET.

L. U. CONYERS & CO. 650-VIEW STREET.

SOME MORE GOOD BUYS. \$4,500-FERNWOOD ESTATE - Cottage, 5 rooms, all modern conveniences, good stable, etc., with 5 good level lots, splendid soil.

\$2,900-PRINCESS AVENUE - House (nearly new) containing 8 rooms, all modern conveniences throughout, fine lot, reasonable terms.

\$2,000-ROCK BAY AVENUE - Cottage, 5 rooms, all modern conveniences, all up-to-date. Terms, one-third cash; balance easy payments.

\$25-OLD ESQUIMALT ROAD - Large building lot, splendid soil, close to car line. Very easy terms.

\$175-VINING STREET - Nice level lot, close to Central School and car line. A snap at above price; easy terms.

\$175-CAMOSUN STREET - Splendid building site, close to High School; easy terms.

FIRE INSURANCE WRITTEN AND MONEY TO LOAN.

E. WHITE Real Estate. Phone 1377. 604 BROUGHTON ST.

J. STUART YATES 22 BASTION STREET, VICTORIA.

FOR SALE. 80 ACRES-Sooke District, just inside Sooke Harbor. TWO LOTS-On Victoria harbor, with large wharf and sheds and 2 large warehouses in good condition, on easy terms.

A. COLQUHOUN HOLMES Room 8, Northern Crown Bank Chambers. 4128 GOVERNMENT ST.

RICHARDSON STREET. DWELLING HOUSE OF 7 ROOMS, quite new, every modern convenience. Good Terms: \$4,700 ONLY.

COOK AND HILDA. Corner Lot 57x114. GOOD BUY: \$1,750.

F. L. NEALE Real Estate, Insurance and Financial Agent. 568 YATES STREET. PHONE 1588.

RICHMOND AVENUE. New 7 room house, bath, pantry, electric light, gas, sewer connection, 6-foot basement full size of house, stone foundation, lot 60x115 feet; this street is nicely laid with boulevards and cement sidewalks; price \$2,500, terms.

KINGSTON STREET. Close to Government Buildings, 6 room house, modern, lot 60x120 feet; a bargain for \$2,500, terms.

CLOVERDALE AVENUE. New modern 5 room house, with space for 3 more rooms upstairs, large basement the size of the whole house, stone foundation, half an acre of land; only two minutes' walk to the car; price \$3,500, terms.

FORT STREET. A large 10 room house, containing every modern convenience, including gas range, electric light, hot and cold water in bathroom and kitchen; the rooms have all been newly painted, papered and decorated, and consist of dining room, drawing room, with folding doors between, den or breakfast room, kitchen and pantry, 5 bedrooms, bathroom; price \$4,500, easy terms.

ALPHA STREET. Between Douglas and the Burnside road, new 5 room house, all modern conveniences, large basement, over half an acre of ground planted with assorted fruit trees and shrubs, good stable and barn; price \$3,000, easy terms.

EMPIRE REALTY CO. Real Estate and Financial Agents. 612 YATES STREET. Phone 2251.

3 VERY GOOD BUYS. ROWLAND AVENUE-New 5-room house, standing on a lot 60x230, basement for wood, water laid into house. Price for a quick sale \$1,575, terms arranged.

McCLURE STREET-Lot 60x120, with 4-room house, thereon, w.c. sewer connection, etc. Price \$1,800; terms \$500 cash, balance 2 years 7 per cent. 635

NORTH ROAD-Well built 6-room house, containing bath, electric light, w.c. and other conveniences; cement walks around house, small stable, buggy shed; large lot. Price \$1,800; terms arranged. 600

THE GLOBE REALTY CO. ROOM 7, MAHON BLDG. Phone 1613.

\$3,800-Buys a 5-roomed house on Croft street, fully modern, piped for furnace, new house. Terms.

\$3,500-Buys a 7-roomed house on Quadra street, 2nd house from car line. This is a snap and can be handled for \$400 cash; balance \$30 per month.

\$2,700-Buys a 6-roomed house on Gladstone avenue, fully modern, piped for furnace, cement basement. Very easy terms.

\$3,300-Buys a fully modern 7-roomed house on Hillside avenue, furnace and basement, all conveniences. \$500 cash, balance \$25 per month.

LEE & FRASER Real Estate and Insurance Agents. 618 TROUCE AVENUE.

YATES STREET-Between Blanchard and Douglas streets, half lot, 30 by 120 feet on easy terms; for price apply at office.

YATES STREET-Between Blanchard and Quadra streets, lot 40 feet by 120; easy terms; price \$14,000.

FORT STREET-Large lot and 3 houses for \$11,000.

KINGSTON STREET-3 lots 60 by 420 each, for \$3,250; small house on same. TWO LOTS-On Craigflower road, for \$475 each; easy terms.

J. GREENWOOD Real Estate and Timber. 575 Yates, next door to Bank of B.N.A. Phone 1425.

ACRE LOTS. Splendidly situated, 150 yards from the Gorge waters. Ten minutes' easy walk to car. All good land, no rock. High and commanding view. \$1,900 each. Terms, half cash. These lots are only half price. Land is selling at \$2,000 per acre adjoining.

FOR SALE EXCLUSIVELY BY TOLLER & GRUBB Room 22, over B. Williams & Co.'s Store 618 YATES STREET.

FOR SALE. 2 acres, Mount Tolle, all cleared and fenced, splendid soil, \$1,300. 3 roomed house, full size lot, barn and stables, between car lines, \$2,600. About 1/2 acre, well cultivated, brand new house and outbuildings, Foul Bay road, \$2,700.

41 acres, Cobble Hill, small house, close to church and railway, \$1,150. Small 1/2 good house of 11 stories, modern, close to car, \$1,250.

30 acres at Duncan, 20 acres cleared, house and all implements, fully stocked, \$5,500. House and full size lot, Burnside road. Just outside city limits, \$3,000. \$1,775 buys new house, close to Hillside avenue, \$1,075.

19 acres, 21 cleared, 45 acres partly cleared, \$2,500. Michelson, 50 acres, 15 cleared, and good house, \$4,000.

5 acres, absolutely cleared and fenced. Large house, "ideal" farm, \$7,500. 11 acres, all in pasture, 2 new houses, barn and stables, \$5,000. About 1/2 acre, Michigan street, large 11 roomed house, \$9,000.

\$150 cash and \$15 per month buys new house and lot, all in splendid shape. \$2,500 buys house and furniture, 2 blocks from City Hall, \$2,500 comparatively new. Next to corner lot on Moss street, \$3,200.

PIONEER REALTY 1214 GOVERNMENT ST. (Upstairs.)

TO RENT. COTTAGE, 3 rooms and store, Victoria West, immediate possession. 5 ROOM HOUSE, Heywood avenue.

FOR SALE. SEVERAL GOOD LOTS, acreage and houses (modern) at exceptionally low prices. These are real bargains and cannot be duplicated unless paying a much higher price.

THE NORTH AMERICA AGENCY CO. 1104 BROAD STREET. Phone 1150.

LOTS 14 and 15, 50 ft. x 120 ft., King's road, between Cook and Blackwood streets, \$225 each; 1-3 cash, balance 12 and 12 months at 7 per cent.

LOTS 4, 5, 10, 50 ft. x 120 ft., Blackwood street, between Hillside avenue and King's road, \$225 each; 1-3 cash, balance 12 and 3 years at 7 per cent.

4 LOTS, 50 ft. x 120 ft., each, on Third Ave., immediately off Mt. Tolle road, \$240 each; 1-3 cash.

LOT on Government street, east side, next car. Bay, 60x120, \$5,500, terms.

NEW BRICK BUILDING, within few minutes' walk City Hall, \$12,000; shows 18 per cent. on investment.

LOT on Douglas, cor. Tolleme Ave., \$1,200, terms.

3 HOUSES on 90x120 ft., Douglas, near Maywood P. O., \$8,000, terms. Agreements of Sale purchased.

OUTLOOK BRIGHT. Many Buildings Will Be Erected at Creston in Spring.

Creston, March 1.-From present appearances there will be quite a building boom in Creston this spring, as many dwellings will likely be erected, as well as some business houses. There will also be a new Episcopal church built this summer. Already the Presbyterian, Methodist and Roman Catholic denominations all have fine churches here. In addition to the above proposed buildings it is confidently expected that a large steel warehouse will be erected this summer near the depot by the Creston Fruit Growers' Association.

The C. P. R. has had a large gang of men employed of late clearing the stumps off the right-of-way through Creston. It is rumored that this work is being done preparatory to the erection of a large C. P. R. hotel near the depot in the near future.

Sawmill men in this district are now jubilant over the recent fall of snow which makes the sleighing good again, which means that the logging camps can be kept running full blast.

It is fully expected that over 50,000 young fruit trees will be planted out in the Creston district this coming spring, which, together with what are already planted here, will make over 200,000 trees of various kinds of fruit in this district.

ELECTRIC ROAD TO ABBOTSFORD

Thirty-Nine Miles of Line From New Westminster Completed

Revelstoke, March 1.-The Gibbons Lumber Company, operating at Pings-ton creek, has adopted a policy of expansion. During last week they closed a deal for the purchase of the Big Bend Lumber Company's tug, the Adam Hall, and have also bought the teams, logs and complete logging outfit of that company. They have also purchased the Big Bend Company's Dominion timber berths and have taken an option on the remainder of their plant and over their thirty provincial timber limits.

W. W. Fraser, one of the principal stockholders in the Gibbons Lumber Company, who was here last week, is one of the principal stockholders in the company which took over the Canadian Pacific Lumber Company's mills at Vancouver, one of the biggest lumber concerns operating on the coast.

SEEK MORE PAY. Revelstoke, March 1.-At a meeting of the police commissioners, communications were received from the city gaoler, police sergeant, and two constables, asking for a raise of salary on account of the increased amount of work devolving on the force.

The mayor pointed out the city must go very carefully, and while he admitted the police salaries were too low yet on the other hand, the city council had ordered upon a policy of economy and it would be incumbent on the rank of the city to cut down one expenditure and raise another, especially as Mr. Stein, the auditor, had attacked the cost of the police department, saying that the expenditure was all out of proportion to the revenue obtained.

While Mr. Stein did not cast any reflections on the efficiency of the police force, he positively stated that the expenditure must be offset somehow.

Mr. Kincaid said the wages are too low and the men cannot live on them.

Ald. Trimble: "We must economize now, and it would be the best to lay the matter over. The wages are too low, and it would be inconsistent with the city council's policy to raise them now."

Mr. Kincaid moved that a reply be sent to the policemen that the police commissioners will take up the matter with the city council and will try to obtain an increase of pay, and notify them of the result. Ald. Trimble seconded the motion which carried.

GET THE POISONS OUT OF THE BODY By the Definite and Certain Action of DR. A. W. CHASE'S KIDNEY AND LIVER PILLS

Until you have tested Dr. A. W. Chase's Kidney and Liver Pills you cannot know the satisfaction that comes with the use of this direct and certain regulator of the liver and kidneys.

Once you have found out the dose suited to your system, you can depend on getting just the right results every time, without increase of quantity taken.

You can be sure that the action of the bowels will be prompt, that the liver will be awakened, and that the kidneys will join in thoroughly cleansing the system of poisonous impurities.

Because of this dependability, Dr. A. W. Chase's Kidney and Liver Pills are certain to make fast friends wherever their merits have been tested.

Stomach troubles arising from constipation, torpid liver, and deranged kidneys soon disappear, as do also biliousness, backache, headache and general depression.

The portrait and signature of A. W. Chase, M. D., on the box stands for the best there is in medicine. One pill a dose, 25 cts. a box, all dealers of Edmondson, Bates & Co., Toronto.

Cashmere cloth is one of the most popular of the season's fabrics and nothing is better for practically, hard wear. It is to be had in nearly any design and color. Black and blue are very popular.

Uncle Walt The Poet Philosopher

Through fifty years of toiling, of struggling and of moiling, through good and evil sledding, they reached their golden wedding.

THE GOLDEN WEDDING Through fifty years of striving, now beaten down, now thriving; of sowing and of reaping, of laughter and of weeping; together forward treading, they reached their golden wedding. They're old, their heads are bending, they're near the journey's ending; the gloom of night advances, but peace is in their glances; they lived and loved together, in fair and stormy weather, and arm in arm they'll wander, to Eden, over yonder. This picture's most alarming, since all the world is skating to Reno, in Nevada, the modern El Dorado. Out there the whole world hurries, in airships and in surreys, on wheels and riding horses, for bargain sale divorces. O, wedding vows are sickly! The law can break them quickly; the law your bonds unlooses on any old excuses. When tired of going double, some cash will end the trouble. And when life's day grows chilly, and you are old and silly, you'll have no golden wedding, no loved one with you treading; you'll count the brides you married, who with you briefly tarried; the Janes and Nells and Bessies, the Lauras, Sues and Jessies.

WALT MASON.

BIG TIMBER DEAL AT REVELSTOKE

The Gibson Lumber Company Has Purchased Timber Berths

New Westminster, March 1.-The Fraser Valley branch of the B. C. Electric Railway has now been completed as far as Abbotsford, 39 miles from New Westminster. There is still some grading to be done between Abbotsford and Sumas. Thirty days should see the completion of this work after which the steel will be laid. The line from Sumas to Chilliwack is still in the hands of the contractor. As soon as weather conditions permit ballasting work will be vigorously proceeded with from Cloverdale east. The snowfall and the recent heavy frost have seriously delayed this work.

Altogether the B. C. E. R. has about 250 men at work on the line, while the contractor have probably another 300 men employed.

"When the line is completed to Chilliwack," said Mr. Allan Purvis, manager of the Fraser Valley line, "it will be one of the best lines on the continent. No expense has been spared in the road bed and electrical work, and is in keeping with everything else that the B. C. E. R. undertakes."

GEORGE HAWORTH DEAD. Former Member of Ladysmith Council Passes Away.

Ladysmith, March 1.-George Haworth, an old and highly respected citizen of Ladysmith, passed away on Saturday.

Deceased was born at Blackburn, Lancashire, England, on the 25th of March, 1852. He started working in the mines at an early age, which occupation he followed until he rented the opera house here a little over a year ago. When 25 years of age he married, and a few years later moved to the state of Illinois, where he remained until coming to British Columbia about 21 years ago. He first came to Wellington, then to Extension, and latterly to Ladysmith, where he has resided ever since. Mr. Haworth was four times elected to the council board. Deceased leaves behind him to mourn their loss his wife, two sons and two daughters, James, William, Mrs. W. Steele and Miss Ellen Haworth.

STIRRING RACE FOR THE SOUTH POLE

Sir E. Shackleton Speaks on Scott's and Peary's Chances

Commander Peary's avowed intention to organize an American South Pole expedition has created an intensely interesting situation, says the London Daily Mail.

Starting at the same time as Captain Scott, but from a point opposite to that chosen by the leader of the British expedition, the American leader predicts the arrival of his sledge party at the South Pole at the end of December, 1911. That date has also been chosen by Captain Scott. If the plans made by these experts do not miscarry, an unparalleled race must take place.

The question uppermost in the minds of many people when Commander Peary's intentions were made public yesterday was, Will Sir Ernest Shackleton enter for the race?

"I shall not be in it," said Sir Ernest, "though my heart and my desires are still in the Antarctic, and it will be well, if I believe Captain Scott has a splendid chance. His plans are sound and approved by geographical authorities and explorers. The base he has chosen is safe and well known. He knows the land for a good distance southwards. He must now be allowed plenty of time for organization, unhampered by the need for funds, and all will be well."

If the Peary expedition is to choose the Weddell Sea as the point of departure they are hampered from the start by the necessity of making their base in an unknown portion of the Antarctic continent, where, as far as we know, there is no safe landing place. They will be confronted by a great barrier of ice and will be 200 miles or so further north than Captain Scott. I doubt if they can do anything in one season from such a point.

"I hope the British public will come forward and support Captain Scott in every possible way. He must not be allowed to lack funds."

Commander Peary may be summed up in the old phrase: "May the best man win." He welcomes scientific co-operation in the task of exploring the Antarctic, and realizes that every expedition adds to the sum of general knowledge, and therefore helps those who follow. Captain Scott has been in communication with Commander Peary, for whom he has a great regard. The British leader is a good sportsman, and will enjoy the prospect of a race to the South Pole.

The British expedition will leave England in July and New Zealand in December, 1910. By the end of February, 1911, it should be safe in winter quarters at the "Discovery's" old base. The start for the Pole will be made at the end of October, 1911.

YOUNGEST ADMIRAL

Captain Beatty Gains His Flag After a Brilliant Career.

Rear-Admiral Cross' promotion to the rank of vice-admiral, which was announced recently, leaves a vacancy that will be filled by Capt. David Beatty, now in command of the battleship Queen. The latter is a noteworthy advancement from the fact that Rear-Admiral Beatty gets his flag in his thirty-eighth year.

So rapid, in fact, has been his advancement that he has not been able to comply with the qualifying conditions for promotion, and in order to meet the case, a special order in council was recently passed approving of this officer's promotion in turn, notwithstanding the regulations.

Rear-Admiral Beatty's exceptional position is due to active service in Egypt, under Lord Kitchener, and in China during the Boxer trouble. Not only is he the youngest flag officer in the British Navy, but there is every reason to expect that before reaching the age of forty on Jan. 7th, 1911, his flag will be flying, thus placing him in the unique position of being the youngest admiral in command in the world.

R. W. COLEMAN Real Estate and Insurance. 1220 GOVERNMENT ST. Telephone 302

BIG SNAP-Two quarter acre lots within the mile and a half circle, between Gorge and Burnside roads; the lots are well worth \$200 each. Offer price for quick sale is \$150. Terms: \$150 cash, balance in 6, 12, 18 and 24 months at 7 per cent.

EIGHT-ROOMED HOUSE-On lot 37 x 120; Fort street, near St. Charles street. This is a modern house with furnace, three open fireplaces, separate toilet and bath and has a brick foundation. All in first class condition. Price, \$3,600. Terms.

FIVE-ROOMED HOUSE-Hillside avenue; lot 32 x 120. Price, \$1,900 cash; terms.

VANCOUVER STREET - Close in, eight-roomed house, modern and in good repair; corner lot 51 x 80. The price of this house has been reduced to \$4,900, \$1,700 cash, balance on mortgage at 7 per cent.

COMFORTABLE HOME-With parlor, large living room, with bay window and fireplace, kitchen, back kitchen, bath and toilet, and three large bedrooms, within 10 minutes' walk of any part of business district. On Pandora avenue. Price, \$4,500. Good terms.

OAK BAY-Water front; extra large lot, 50 x 180, fine beach. Price, \$1,050. \$550 cash, balance one and two years.

THE B. C. LAND INVESTMENT AGENCY, LTD. 922 GOVERNMENT STREET.

CHEAP RESIDENTIAL PROPERTIES.

MENZIES STREET-3-roomed dwelling and large lot, 70x140 feet, surrounded with shade trees. Price \$4,500.

QUEBEC STREET-7-roomed dwelling, close in, first-class order, \$3,125.

DALLAS ROAD-Large corner and 7-roomed cottage, modern conveniences \$4,000.

SOUTH TURNER STREET-New modern bungalow, close to beach and nicely situated. A bargain at \$3,250.

BLANCHARD AVENUE - 6-roomed dwelling with lot 50x125 feet, and rear entrance. On terms \$2,300.

BURDETTE AVENUE - 7-roomed modern dwelling on exceptionally easy terms \$2,900.

CALEDONIA AVENUE - Two-story dwelling with brick and stone foundation, nicely situated and on car line \$3,750.

OAK BAY DISTRICT - 5-roomed dwelling in good shape, paneled dining room, hot and cold water, lot 50 x 120 feet. Cheap at \$2,550.

BATTERY STREET, near Beacon Hill - Good two-story dwelling and lot 55x120 feet. A bargain at \$3,200.

ESQUIMALT DISTRICT - 5-roomed bungalow with large attic, bathroom, pantries, sewers, open grates, etc., very large lot. Exceptionally well situated and close to car line. \$4,000.

VIEW STREET - 6-roomed modern house with lot 60x120 feet \$3,700.

SPECIAL FOR QUICK SALE-\$800 will purchase 2-roomed house and lot, 50 feet by 120 feet, just outside of city limits.

FARMS AND SUBURBAN LANDS. CALL FOR PRINTED LIST.

HEWLINGS & CO. 1109 BROAD. Phone 1734.

A REAL OPPORTUNITY. A nice new Bungalow and three lots, close to trams, all completely modern and good. \$1,500 cash, balance at 7 per cent. Purchase price, \$3,150.

S. A. BAIRD Real Estate, Financial and Insurance Agent. 1210 DOUGLAS STREET.

JOHNSON STREET-5-roomed cottage, modern conveniences; lot 60x120. Price, \$2,500.

BLANCHARD STREET-3-roomed cottage, \$1,475.

FRONT STREET-Victoria West, 6-roomed dwelling, modern conveniences; lot 47x100. Price, \$1,650.

JAMES BAY-One block from Beacot Hill Park, modern bungalow containing three rooms and bath upstairs. Double parlor with sliding doors breakfast room, large reception hall and kitchen on first floor. Full-size basement with hot air furnace; gas electric light; hot and cold water. Lot 50 x 150. Price for a few days \$5,000; \$2,000 cash.

THE CITY BROKERAGE A. T. ABBEY, Manager. 1218 DOUGLAS STREET.

225 Oaklands, only four left 700 Langford Street.

1,000 John Street, 1,100 Montreal Street, 1,700 Superior Street, 60 x 154, 5,800 Collinson Street, 96 x 100, 600 Oxford Street, 1,650 Harbinger Avenue, 1,900 Garbaly Road, 1,600 Dunedin Street, 1,650 Bank Street, 120 x 120.

525 Fowl Bay Road, 2,000 Jubilee Road (corner 2 Mts.) 520 Davie Street, 4,200 Brighton Ave, 1 1/2 acres, 1,600 Work Street, 50 x 140, 1,800 Carey Road, 6 lots and house, 550 Cedar Hill Road, Rockland Park, 555 Fernwood Road, Rockland Park, 250 Scott Street, 240 Forbes Street.

HARMAN & APPLETON 584 YATES ST. Next E. Lelzer & Co.

A REAL OPPORTUNITY. A nice new Bungalow and three lots, close to trams, all completely modern and good. \$1,500 cash, balance at 7 per cent. Purchase price, \$3,150.

LOTS-Government street, near Toronto street, size of each 50x96 feet. Price \$3,500 for the two.

Lot-Near Jubilee Hospital, Fernwood estate, 1 block to car, size 55x115 ft., with 3-roomed house, etc., all fenced. One-third cash, balance at 5 per cent.

2 LOTS AND 2 HOUSES-Front street, Victoria West, near school (separate). Bargain.

RANCHES-Improved and otherwise. An absolute snap, TWO LOTS on Belmont avenue. Price \$1,300.

NOTICE

IN THE MATTER OF THE ESTATE OF SAMUEL HENRY STEPHENS, LATE OF VICTORIA, BRITISH COLUMBIA, DECEASED.

All persons having claims against the estate of Samuel Henry Stephens, late of Victoria, British Columbia, deceased, are requested to send particulars, duly verified, to H. G. Hall, 629 Bastion Square, Victoria, B. C., on or before the 4th day of March, 1910, after which date the executors will be at liberty to distribute the estate amongst the parties entitled thereto, having regard only to the claims of which the executors then have notice.

Dated the 3rd day of February, 1910. H. G. HALL, Solicitor for the Executors, James Maynard and Samuel Johns.

NOTICE is hereby given that, 30 days after date, I intend to apply to the Board of Licensing Commissioners for a transfer of the license held by me to sell spirits, and to terminate liquor on the premises known as the Fountain Saloon, situated at the corner 35 Government and John streets, to George Brett, of Victoria.

JOSEPH MEDRICH. Dated this 31st day of January, 1910.

RESULTS IN TIMES A.B.S.

Fancy Evaporated Fruits--Pick of the Market

EVAPORATED APPLES, 1 lb.	15c.
EVAPORATED PEARS, 1 lb.	15c.
EVAPORATED PEACHES, 2 lbs.	25c.
EVAPORATED EXTRA FANCY PEACHES, 1 lb.	25c.
EVAPORATED APRICOTS, 2 lbs.	25c.
FANCY PRUNES, 1 lb.	15c.
FANCY PRUNES, 2 lbs.	25c.
FANCY PRUNES, 3 lbs.	35c.
IMPORTED FRENCH PRUNES, 1 lb.	15c.
SILVER PRUNES, 1 lb.	15c.
SMYRNA COOKING FIGS, 3 lbs.	25c.
NECTARINES, 1 lb.	15c.
SPANISH TABLE RAISINS, 1 lb.	15c.

SPECIAL BARGAIN THIS WEEK.

Ogilvie's Mount Royal Flour, sack **\$1.65**

DIXIE H. ROSS & CO.

THE QUALITY STORE.
Phones 50, 51, 52. Liquor Department, Phone 1598

FLOUR SUGAR RICE

We import direct in carload lots and sell direct to the consumer, giving you the best prices possible. Read what we offer, and of the best quality.
Sugar, per 100 lbs. \$8.50 Flour (Hungarian), per Japan Rice, per mat \$1.75
Sugar, per 50 lbs. \$4.25 sack China Rice, per mat \$1.75
Tel. 413. Sylvester Feed Company. 709 Yates.

Peter McQuade & Son

SHIP CHANDLERS

Wholesale and Retail Phone 41 1214 Wharf St.

—AGENTS—

Allen Whyte & Co. (Rutherglen, Scotland) Wire Ropes; Hub-buck (London) White Lead, Linseed Oil; Davies (London) White Lead and White Zinc; H. Rodgers & Sons (Wolverhampton) Gen White Zinc; Sherwin Williams Paints and Oils.

We also have Elephant, Tiger and Burrell's White Lead.

The Exchange

FURNITURE AND BOOK STORE,
715 FORT STREET.

Daily change in stock of GOOD READABLE BOOKS and GOOD USABLE FURNITURE.

Clean, up-to-date stock. Agency for TUG "MORRIS."

JOHN T. DEAVILLE.
Phone 1737.

Davies & Sons

AUCTIONEERS,
665 YATES STREET

Duly instructed by Mrs. Fraser and others to remove to our salerooms, 665 Yates street, corner Langley, and sell by

AUCTION

ON

Friday 4, 2 p.m.

Nearly new and well kept Mission Oak Golden Oak and Other

Furniture and Effects

Including nearly new Steel Range, six holes, hot water connections; Raymond Drop Head Sewing Machine. Full particulars later.

H. W. Davies, M.A.A., Auctioneer.
Phone 742 and 1992.

Maynard & son

AUCTIONEERS.

Instructed, we will remove from Lands-down Road to saleroom, 1314 BROAD STREET, and will sell on

FRIDAY

2 P. M.,

WELL KEPT

Furniture and Effects

OAK ROLLER TOP DESK, ETC. This will be a good lot of household furniture the contents of a 7-room house and including all the bedding. Full particulars later.

MAYNARD & Sons, Auctioneers

WONDERFUL CASH PRICES PAID FOR
Gents' Second-Hand Clothing, Carpenters' Tools, Trunks and Valises, Boots, Shot-guns, Revolvers, Musical Instruments, Jewellery, etc.

JACOB AARONSON'S
New and Second-Hand Store,
Phone 1741,
572 JOHNSON ST., VICTORIA, B.C.
6 Doors Below Government.

LIQUOR LICENSE ACT, 1909, AND AMENDING ACTS.
I, the undersigned, hereby give notice that, one month from date hereof, I will apply to F. S. Hussey, superintendent of provincial police, at Victoria, B. C., for a renewal of the license held by me to sell spirituous and fermented liquors at the premises known as the Gorge Hotel, situated in Esquimalt District.
E. MARSHALL.
Dated this 25th day of February, 1910.



DOMINION CARRIAGES

First in Quality
Latest in Design
Best in Finish

B. C. HARDWARE COMPANY, Ltd.

Office Phone 82. 510 JOHNSON STREET. Phone 1811

A GOOD ARTICLE BRINGS A GOOD CUSTOMER

A Cheap Article Brings a Shopper

Our persistency in recommending Moffet's Best Bread Flour is because we are sure it is the very best flour and made in British Columbia. A sack **\$1.85**
Don't forget Voonia Tea, per lb. **50¢**

The West End Grocery Company, Ltd.
1002 Government Street. Telephones 88 and 1761.

SPLENDID LIST OF APPLICATIONS ARE IN

Many of Those Seeking Position of City Engineer Are Highly Qualified

To-night the city council in private session will grapple with the task of selecting a new city engineer in succession to C. H. Topp, resigned, from amongst a list of forty applications. A cursory examination of the letters from those who are applying indicates that Victoria has an opportunity to secure the services of some of the best qualified engineers on the continent. In one or two instances the applicants send testimonials which set forth that they possess skill and ability of the highest order. Possibly such applications are actuated by a desire to become identified with the life of such a beautiful and attractive city as Victoria quite as much as by the salary or \$3,500 per annum.

There are twenty-seven applications in for the position of city solicitor, a large number being from the city of Victoria.

—Mr. Stack, of New York, is holding very interesting and helpful meetings in the Gospel hall, Pandora street, near Douglas. Meetings to-night and to-morrow night at 8 o'clock. All are welcome.

—This evening the choir of the Victoria West Methodist church will give a concert in the church. An excellent programme has been arranged to which the following will contribute: Mr. and Mrs. Jessa Longfield, T. Angus, James Corkle, Geo. Rumsby, Mrs. D. C. Reid, Mrs. W. E. Staneland and Mr. Melville.

—E. E. Blackwood, general agent of the Northern Pacific, received a wire yesterday informing him that trains on their lines are running practically on time. The North Coast Limited train arrived in Seattle yesterday on schedule time. The floods in the Western States have not so far affected these lines.

Just What The Doctor Ordered

NOTHING MORE NOTHING LESS

Is what we put in prescriptions and they are compounded from pure and active drugs by a fully qualified pharmacist. We dispense any prescription WHETHER DIRECTED TO US OR NOT. Our prices are fair and just. Let us fill your prescriptions.

JOHN COCHRANE

CHEMIST.
N. W. Cor. Yates and Douglas Sts.

VOTING MONEY BY MILLIONS

ESTIMATES ARE ALL PASSED PRACTICALLY

House Spent Large Part of Yesterday in Committee of Supply

Legislative Press Gallery.

March 1st.
Such good progress was made in supply to-day that by spending an hour or so in the afternoon and all evening on the estimates they were practically disposed of. Millions were voted as a mere formality, and without any show of explanation. There was little discussion of any of the items, and what there was was rather local to some specific item than involving any large principle.

The administration of justice costs \$281,126 for salaries and \$291,550 for other expenses. Supreme and County court staff salaries in Victoria come to \$10,084. The provincial police force costs \$90,716. The industrial school in Vancouver \$6,722, the staff of Victoria Jail \$7,512, the factory inspector \$1,488.

On the vote for the salary of the factory inspector, J. H. Hawthornthwaite suggested that if ought to be struck out, as the usefulness of the official had been largely done away with by the legislation preventing him from appearing as a witness in civil suits. "That would not be kind to your friends in Vancouver who recommended his appointment," observed Mr. Bowser.

There was a vote of \$1,000 for election expense in the aggregate of \$65,620 for legislation.

Mr. Hawthornthwaite asked if this covered the whole cost of the elections. The minister replied that it was for the coming year, to cover possible bye-elections, as, for instance, that caused by filling the vacant portfolio.

"Or in Yale," added Mr. Hawthornthwaite.

For the maintenance of public institutions a vote of \$231,592 was taken, including \$86,387 for the printing bureau, \$4,500 for the bureau of mines, \$3,556 for the provincial museum, \$118,110 for the hospitals for the insane at New Westminster and Vernon, and \$13,940 for the provincial home for aged people at Kamloops.

Mr. Hawthornthwaite again urged that the provincial jail at Nanaimo be altered and utilized as a home, there being no use for it as a place of detention.

The minister remarked that the care of old people was rather a matter for municipalities.

The fisheries vote amounted to \$22,500, and before it passed Mr. Brewster asked the present position of the stated case on the jurisdiction of Dominion and province in fisheries matters.

Mr. Bowser said he had discussed the matter when last year with the minister of justice, the minister of marine and fisheries and the minister of the interior. The deputy attorney-general was going to Ottawa after the session closed to take the matter up with the minister of justice, and it was hoped to have a stated case argued at the fall term of the Supreme Court of Canada.

The votes for hospitals and charities aggregated \$33,100, of which \$200,000 is for grants to hospitals, \$10,000 for front-to-refuge-homes, aid societies, etc., \$20,000 to the tuberculosis sanatorium, \$80,000 for assistance in the building of hospitals, including \$10,000 for an isolation hospital, \$14,000 in aid of the destitute, poor and sick, and the balance for grants in aid of resident physicians in twenty-five isolated districts of the province.

Parker Williams put in a plea for assistance for the new hospital at Nanaimo, the patients in which will be chiefly miners.

Hon. Dr. Young stated that the matter is being considered, and that in the distribution of the \$80,000 Ladiesmith would be liberally provided for.

The total of the education votes was \$745,742, made up as follows: Education office, board of examiners of public schools, teachers, etc., examiners of high school entrance papers, \$15,610; free text book branch, \$23,652; inspection of schools, \$24,700; provincial normal school, \$10,700; education of deaf and dumb and blind, \$1,500; evening schools, \$10,000; per capita grants, \$656,580. These votes passed without discussion, beyond a remark from Mr. Williams as to the division of a rural school district in his constituency to which he had referred the other day.

A number of votes following were passed mechanically, including \$2,000 for charges on remittances, \$45,000 for travelling expenses of officials on duty, \$25,000 for collection of revenue, \$10,000 for repairs to the parliament buildings, \$150,000 for a new hospital for the insane, \$40,000 for furniture for government offices throughout the province (including \$20,000 for steel fittings in the vaults of the lands department), \$25,000 for the improvement of the government grounds at Victoria, \$50,000 for Fernie court house, \$20,000 for the purchase of a site for Grand Forks court house, \$20,000 for Vancouver court house, \$20,000 for government offices at Kaslo, \$205,000 for construction, repairs and furniture of public schools throughout the province, \$10,000 for the provincial normal school, \$5,000 for government house, Victoria.

No Clearing of Streams.
On a vote of \$100,000 for the protection of river banks, Mr. Brewster asked if this was for river banks only or for sea shores as well.

Hon. Mr. Taylor said it was entirely for repairs to river banks.
Mr. Brewster drew attention to the need for clearing streams inland which were blocked by logs and other obstructions. There were one or two such in Alberni constituency, some caused by the C. P. R. in the extension of its line. A vote should be taken to clear these streams, which were not navigable, were far from salt water, and in speedily waxing wrathly if the Dominion should presume to touch them.

The minister of public works replied that if the government undertook the clearance of all streams, and evidently this was what Mr. Brewster proposed, it would have to spend half the revenue of the province. He had taken up with regard to which the premier would speedily wax wrathly if the Dominion should presume to touch them.

"Then I understand it is not the intention of the government to assist in keeping the jams out of these small streams?" asked Mr. Brewster.

"It is not the intention unless it is in the up-keep or wagon roads," replied Mr. Taylor.

The premier considered that Ottawa should attend to these matters, and intimated that the government was only intervening out of a feeling of duty to the people of the province, and would endeavor to collect from the Dominion government.

Mr. Brewster pointed out that the government was wanting the Dominion government to look after provincial streams, after strenuously declaring the province's jurisdiction in these streams. There was no logic or consistency in this.

Mr. Hawthornthwaite trotted out his annual motion to increase the salary of the gardener at Government House from \$50 to \$75 a month. The former sum, he claimed, was not even Chinaman's wages. He understood there were some perquisites of the gardener's, and that the late lieutenant-governor's boots fitted him admirably. Still, he should not have to depend on perquisites.

The minister of finance added to the merriment by remarking: "This is a new gardener with new feet."

Mayor Morley has given notice that he will move at the next meeting of the City Council that the tenders for sand and gravel be reconsidered. Last Monday evening the Lindeham company, which has since been discovered that the tender submitted by the company was for only twenty per cent. of the amount required by the city.

The hotel premises known as the Victoria Gardens near the Gorge are being demolished. The land occupied was sold some time ago and subdivided. The time of the lease has expired and the owners have commenced the pulling down of the hotel. The property will be built up with residences, being delightfully situated from that standpoint.

RICH RED BLOOD

You Will Never Have it as Long as You Have Dyspepsia.

Just as long as you have dyspepsia your food will not properly digest, and the nutritious elements in the food will not be extracted. Stomach and intestinal or watery blood will follow. This condition may not be apparent at first, but it will come just as sure as the sun will rise again.
Any stomach ailment, including all forms of indigestion, can be promptly cured by using M-I-O-Na tablets, a scientific treatment unsurpassed.
It stops fermentation, belching of gas and taste of sour food almost at once.
The mighty power of M-I-O-Na to invigorate and restore the stomach to perfect condition is known everywhere.
M-I-O-Na cures by building up—by banishing the cause. For this people it is a great flesh builder, because it causes the stomach to give more and purer nutrition to the blood. It cures sea and car sickness and vomiting of pregnancy almost immediately. D. E. Campbell sells M-I-O-Na for 50 cents a large box, and guarantees it to cure or money back.

HYOMEI

(Pronounced HEE-O-ME)
CURES CATARRH, ASTHMA, Bronchitis, Croup, Coughs and Colds, or money back. Sold and guaranteed by D. E. Campbell, the druggist.

WEILER BROS



Every woman should know

About the Magnificent Things Here

EVERY woman—and especially every homekeeper or prospective homekeeper—should know the hundreds of beautiful things to be found at this store. If you are not already a frequent visitor to this store, we want you to start right now to make this YOUR store. Come and get acquainted with us, acquainted with the most magnificent stock of home furnishings in Western Canada.

The daintiest and best products of the best china factories and the leading art potteries of many countries are on display in a variety that isn't excelled anywhere in Canada. The very newest creations of London and other fashion centres are shown in the drapery department, and the selection will surprise you in its beauty and breadth. Templeton and Crossley—the World's leading carpet makers—supply us with carpets. Our furniture is the product of Canada's best factories, from the United States, from British makers, and there are also some foreign contributors. The best patterns from the largest silver plate makers in the World are to be found here, and the cutlery bears a name known by all—Joseph Rodgers & Sons.

We could go on down the list, enumerating the very highest grade productions, but we want you to come in and see these rather than just read about them. Start the new month right by visiting this "Woman's Store."



Every Man Should Know

IF through the smoke you see visions of a "happy home"—a new home—if, in other words, you are going to be one of the after-Easter-husbands, you are the man we want to interest. You, and every man, should know of the wonderful offerings of this establishment.

This is the one store in the country that offers you a big assortment of every home-furnishing need; that shows every home-furnishing necessary under one roof. Men, and especially business men, will understand the great advantages of buying in large quantities and for spot cash. This is what we do, and is one main reason for the excellent values this establishment offers. We don't profess to sell "cheaper" furniture than anyone else, but we do claim to give a little better quality for the same money.

The best advice we can give to any prospective buyer of home-furnishings is to come—

"Where the Most Furniture Is Shown and Sold"

New Spring Carpets and Curtains

New Spring Carpets and Curtains are arriving weekly, and delightful contributions they are. We want you to come in and see these latest arrivals—the Brussels carpets and the new Squares we received from the Templeton factory last week.

You'll like the pretty patterns, and you'll find the choice broad. Prices are very, very reasonable when you consider the splendid quality that is woven into every yard. Come in at your earliest convenience—second floor.

The West's Greatest Furniture Store.

WEILERS