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VICTORIA, B. C., THURSDAY, NOVEMBER 18, 1909.

NO. 97.

TUPPER VICIOUSLY SCORES McBRIDE

Great Speech at Revelstoke in Which the Government Railway Contract is Riddled

(Special to the Times.)
Revelstoke, B. C., Nov. 18.—"The government's wild and unconsidered bargain."
To hear the explanation of the above characterization of the McBride agreement with Mackenzie & Mann over one thousand people-packed the Revelstoke opera-house last evening. Liberals and Conservatives, Socialists and Independents were all there. It was a meeting that will be history in the political annals of British Columbia.
"My compliments to Mr. McBride," said Sir Charles Hibbert Tupper. "I had always understood that he had invited the consideration of those who were immediately concerned on the novel and extraordinary proposition he is making to the public of British Columbia. Yet he proposes to blacken the eyes of any Conservative who dares to say he disapproves of the policy. But I am one Conservative who dares to disapprove."
"He happened to say down at one of his little meetings at North Bend last night that when your humble servant had departed this life, British Columbia would continue to prosper. My compliments to Mr. McBride, and I firmly believe that when he and I are both dead British Columbia will prosper. But I also believe that after he has departed this political life in a few days British Columbia will prosper all the more."
A burst of appreciative laughter interrupted the speaker.
Does Not Want Policy.
"George the Third, although I did not know he had the reputation of being a wit, had said that he had been assured that government was good for some people, but that he did not want it for his part. That is my position, ladies and gentlemen. This policy of McBride's may be good, but for my part I do not want it. I cannot see any good in this extraordinary and wonderful policy, and I venture to say at the outset that I believe I can convince you I am warranted in speculating on this marvellous, this wonderful, this radical change of front on the part of the Conservatives of this province.
Black Sometimes "Green."
"I have been brought up on the idea of loyalty to one's party. This taught me that when in doubt we should recognize the advantages and responsibilities of our leader and give him the advantage. But never have I seen anything in English or Canadian history that party loyalty demands of a man to believe his leader when he said black was white. Although to be sure, it looks to me as though we were called upon to believe that black was green."
Then Sir Charles wanted to know if it was reasonable for him to leave his party without consulting his old father. He had not changed his politics, but he did protest against the Conservatives of the province committing themselves to such an atrocious agreement.
That Fearful Day.
He compared the atrocious platform of the McBride ticket to the last election when they went before the people and pleaded for the return of a party that brought order out of chaos. He had supported that platform. He had supported the government as a Conservative government up till the fateful day in October when the contract was signed, for up to that time the government had adhered to the promise which led to their election. Since the day in October Tattow, Fulton and all the conscientious Conservatives had withdrawn their support.
No Time for Consideration.
"They have changed in the twinkling of an eye. If McBride had gone to the country without this so-called railway policy, and just on the record of the last few years, on the record of the financial condition of the province and the huge surplus in the treasury, is there a doubt," he asked, "but that he would have swept the province?"
"He may possibly differ from me, but not only the Conservatives but the Liberals agree that he had the whole game in his hands, and for what reason is this impractical agreement sprung on the people? Why this indecent treatment and abuse of parliamentary etiquette in failing to give us time to consider this question? Why was not ordinary time given us for consideration? Why was not the same policy pursued that was pursued in Manitoba by Roblin? Before Roblin signed he called in both Liberals and Conservatives and said to them: 'Let us consider this proposition, let us all speak,' and asked for suggestions. Why was not that course followed in British Columbia? Why were we not taken into the confidence of the administration, so that we could advise the incorporation of these very clauses which the boards of trade of the province are clamoring to have included to-day?"
Thick as Thieves.
"To the shame of McBride, he claimed no credit for Green leaving him. Those who are as thick as thieves, I don't mean that they really are thieves, ladies and gentlemen, that is only a way of putting it. But Green for some reason seems to have an extraordinary



WHAT THE BIG FOUR GOT FOR VICTORIA.

TATLOW COULD NOT SWALLOW THE POLICY

Why He Resigned—Neither Cabinet Nor Caucus Were Consulted—Contract Sprung on Minister, As on Public, "Take It or Leave It."

It is unusual when a government presents to the people an important policy for this to have been considered in council long and carefully, even if it has not been submitted to a caucus of the government supporters, as is generally done.
But the McBride-Bowser-Mann railway policy was never considered at a meeting of the executive council, strange as that may seem!
The memorandum of agreement, or contract, or by whatever name it may be called, appears to have been drawn up, not between the government of the province of British Columbia and Mackenzie & Mann, as it purports to have been, but between the Premier and Attorney-General on one side and D. D. Mann on the other. Then it was presented to two members of the cabinet at least—presumably to the others—as a case of "take it or leave it." These two were honorable men and could not accept it. They left it, and left the government. It is evident now that they were treated just as the electorate are being treated, given scant time to consider the proposal.
The story of why Captain Tattow, regarded on all sides as the strongest and safest member of the ministry, resigned was told to a meeting of electors in Broad street hall last evening by W. H. Langley, who had it from the ex-minister of finance direct, and at the same time had permission to make use of the information.
"You have heard a great deal about the resignation of Captain Tattow and Mr. Fulton, but not why they resigned," Mr. Langley said. "I will tell you why Captain Tattow resigned, because he told me the night before last and told me again to-night, and gave me permission to make it public."
"I think I am not far wrong in saying that these two gentlemen stood high in public esteem of any of the McBride ministers; that they were honest and honorable gentlemen, sincerely trying to do their best for the people according to their political light. Whatever credit is due the government for financial management and a surplus is due to Captain Tattow alone. (Hear, hear.) Just before this railway policy of the Premier's was announced we knew they were well within the fold and leading members of the government. Why did they resign?"
"Captain Tattow has told me something of the circumstances of his resignation."
"When Premier McBride went to Captain Tattow, who holds the purse-strings, for his endorsement of this railway policy, how did he approach him? I asked Mr. Tattow that and suggested that the public were entitled to some explanation, to which he replied: 'Langley, you have a right to an explanation, just as well as every other

ASQUITH WILL NOT RESIGN

CABINET DETERMINED TO CARRY BUDGET

Irish Land Bill Passes the House of Lords With Amendments.

(Times Leased Wire.)
London, Nov. 18.—Premier Asquith, according to the present determination of the government, will not resign with the cabinet, even if the Lords do over-throw the budget. Neither will the government alter the budget.
The Liberals plan to "stand pat" and play for popular favor by daring the Lords to overrule the Commons. If the Lords persist Premier Asquith may threaten the creation of enough new peers to pass the measure.
Irish Land Bill.
The Irish land bill was passed by the House of Lords last night. Some changes in amendments proposed by the Lords, to which the House of Commons refused to agree, were accepted.
The vote in the Commons on the motion to agree to the Lords' amendment to the Irish land bill on November 5th stood 291 to 94. On moving the motion Augustus Birrell, chief secretary for Ireland, declared he was most anxious to come to terms as the failure of the bill would create a deplorable situation in Ireland and that an effort would be made to arrange a compromise between the houses of parliament. A committee was appointed for this purpose.
NAMES OF JUDGES WILL BE GIVEN SOON
Act Brought Into Force Relative to Appellate Court and Salaries Fixed.
(Special to the Times.)
Ottawa, Nov. 18.—An order in council was passed to-day bringing into effect on the 23rd inst., the Dominion act fixing the salaries of the judges of the new British Columbia court of appeal, and assigning them Dominion jurisdiction with respect to the Admiralty court.
The appointment of the judges themselves will be announced shortly.
O'CONNOR WELCOMES ATTITUDE OF LORDS
Providence, R. I., Nov. 18.—T. P. O'Connor, M.P., said to-day: "I hail with joy the announcement that the House of Lords has resolved to reject the budget. It marks the beginning of the end of the mischievous power of that assembly to retard all progress and reform, and especially all progress and reform in Ireland. The Lords will make Home Rule for Ireland not only inevitable, but will accelerate its advent perhaps by a year."

IS RAILWAY POLICY A MOVE BY C. P. R.?

T. W. Paterson Points Out Grave Danger in Present Situation—A Scrutiny of the Situation.

(By T. W. PATERSON.)

Behind all the subsidized shouting on behalf of the government railway policy there remain two or three primary questions which the dispassionate non-party man will ask, before he can subscribe his support to the scheme no matter in what rosy hues it may be painted.
Of what advantage to this province is the advent of another railway line, and (in return for a heavy subsidy) what benefits should such a line confer?
The answer is obvious. It should either be a colonization road, opening up a district which the people want opened, or it should be a competitive railway, insuring either better service than that provided by existing roads, or guaranteeing a substantial reduction in rates. Unless it does this it would stand little chance of ratification at the hands of the people of British Columbia.
The question which the elector must decide for himself is this: Does the government railway policy, with which a heavy subvention is associated, either open up the lands which the majority of the people wish opened up, or does it insure that competition in rates with the C. P. R. which the settlers and commercial bodies of this province so earnestly desire?
The answer to the first question is so obvious that the subject is avoided by government speakers and writers. The country of the North Thompson may be a desirable district to develop, but it is not comparable in extent with the great interior of this province lying between the Yellowhead and Bute Inlet. This is the country that all the people of Vancouver Island are eager to see traversed by a railway.
Instead of the proposed line paralleling for most of its length existing roads. From Vancouver to Chilliwack it parallels the B. C. Electric lines, built without subsidy. From Vancouver to Kamloops it follows closely the line of the C. P. R. through the country which for the major portion of the way is non-productive. It parallels a section of line, which together with the Lake Superior-Winnipeg section, cost the people of Canada \$25,000,000. It runs that entire length through the forty-mile belt of Dominion lands, thus precluding the province from even indirect benefits.
As a colonization road, therefore, and certainly as a line to colonize the portions of the province which the people want opened up, it may be fairly described as a failure.
Its principal value to the province therefore must be in the relief which it offers, as a competitor in rates, to the C. P. R. and as an avenue of escape from a road which at present has a virtual monopoly of the land carrying trade of British Columbia.
Does the agreement which Mr. McBride and Mr. Mann have concluded provide that safeguard?
Does that agreement protect this country in the matter of rates, and does it insure that the line, when complete, shall not pass under the control of another road?
The question can be promptly answered. It provides "absolutely no safeguards under either heading."
First, as to rates. Within the last few days representatives of the Vancouver Board of Trade have conferred with the Victoria board on this subject, and it has been shown that when approached the Premier seemed hostile to the idea that the rates on the C. N. should not be more than five per cent. over what they are on the eastern sections of its system. Evidently there are to be no hampering clauses in the agreement binding the railway company, so generously aided by provincial credit, and as many believe, ultimately by provincial funds, from imposing rates just as high as those charged by its competitor.
The new line may therefore be classed as giving no return for its liberal assistance at the hands of the province either as a colonizer or as a reducer of rates.
There remains still the question, will the Canadian Northern when constructed by a competitive rival of the C. P. R.?
To answer that query it is necessary

to scrutinize the relations of the two roads, and ascertain if possible what is the attitude of the older system to its younger supposed competitor and rival.
Both Mr. Mackenzie and Mr. Mann commenced their careers as sub-contractors on the C. P. R. line. Having made a profit they enlarged their operations and embarked on more ambitious schemes. Associated with them earlier in their history were a number of very prominent C. P. R. men.
Later their association with these C. P. R. officials ceased, at least nominally, and since that time their activities as railway builders in this country have been so marked as to justify the claim that they are among the foremost railway men of this country.
To what is their success due, and how does it happen that they have attained their wealth?
I am not prepared to say that the Canadian Pacific Railway is behind Mackenzie & Mann, but I do state that the C. P. R. has manifested such a spirit of benevolence toward the Canadian Northern that such a suspicion is justified, and more, is entertained, by men in this country in the best position to know the facts, and to make correct deductions therefrom.
I take the position that, without any injustice to any of the parties concerned, it is the imperative duty of the people of British Columbia to scrutinize the railway policy submitted by Mr. McBride in the light of the probable requirement when it is completed to the Pacific of the whole Canadian Northern system by the Canadian Pacific Railway.
Viewed from this standpoint a great many things will become plain that to-day seem inexplicable.
The evidences of such an alliance are both positive and negative.
One of the wonders of the financial world has been the ease with which Mr. Wm. Mackenzie has been able to obtain in London ample funds for his enterprises in this country. Everyone knows that the opposition of the C. P. R. to any Canadian railway loan being floated in the London market would make the task of the borrower, not only a difficult, but almost an impossible one. Does the facility with which these huge loans are obtained in London indicate serious opposition or objection from his powerful rivals?
The lines of the Canadian Northern throughout the prairies in a general way duplicate those of the Canadian Pacific Railway, or invade their territory. There is not a single district west of Winnipeg tapped by the lines of Mackenzie & Mann which is not a natural feeder for the C. P. R. Has the latter bitterly fought for exclusive possession of that territory? Has it ever put up a serious lobby in Ottawa or in the legislatures against the C. N.? And when I say a "serious lobby" I mean such a fight as only the C. P. R. can put up when its supremacy is being really threatened—such a blood-and-bones fight, for instance as they treated the people of this province to in the case of the Corbin charter, or of the V. V. & E. Men whose parliamentary duties keep them at Ottawa for much of the time will bear me out in saying that the pliability of the C. P. R. when Mackenzie and Mann charters are up for consideration is a rare object lesson in charity and forbearance.
Take the case of the struggle of the people of Manitoba for relief from the C. P. R. monopoly. The story is too familiar to require detailed repetition. After a long fight the Northern Pacific obtained entry into that province. After a time dissatisfaction with the method of the operation of the N. P. led the Manitoba government to buy out the system. The C. P. R. then tendered for its purchase. The Manitoba government, knowing the temper of the people on the subject, declined their offer. But failing to obtain their ends by direct methods, big corporations like individuals, frequently employ indirect ones. All we know is that when the C. P. R. offer

(Continued on page 12)

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BENEFIT CONCERT FOR VICTIM OF ACCIDENT

Entertainment is to be given in Aid of E. D. Allen.

It has been arranged to hold a concert for the benefit of E. D. Allen, who was seriously injured in a shooting accident at the Summit on Sunday last, on Friday evening, November 13th, in the Victoria theatre, through the kindness of E. R. Ricketts, A.C. energetic committee, composed of George Jay, Charles Rhodes, George Phillips, Stewart Williams, with Cliff Denham as honorary secretary, has been selected to arrange a programme to be given the evening of the entertainment, and to-morrow the committee will meet for this purpose.

That the programme will be an elaborate one without doubt, as the best talent in this city will be secured. Among those who will take part will be Mrs. Harry Pooley, Mrs. Hermann Robertson, Mr. George Phillips, Mr. Jack Melville, Master Neil North, with acts from the Grand and Pantages theatres, through the kindness of Messrs. Jamieson and Schaffer.

The entertainment will undoubtedly be largely attended as it is in the interest of a worthy cause.

MADE PRESENTATION.

Mrs. Warburton Made Recipient of Valuable Clock by First Presbyterian Choir.

The members of the First Presbyterian church choir were the guests of Captain and Mrs. Gould at their home on Simcoe street last night, and a very pleasant and enjoyable evening was spent. Songs, recitations, games and guessing contests and other amusements being indulged in, delicious and refreshing refreshments being served during the evening. The members of the choir took this opportunity to present Mrs. Warburton (nee McKenzie) with a very handsome eight-day clock as a mark of their esteem for her many personal kindnesses and for her services to the choir. The following is the address which was read by Miss Gleason, the clock being presented by Mrs. Lewis Hall.

Dear Mrs. Warburton—We, the members of First Presbyterian church choir, desire to express our regard and esteem for you both as a member of the choir and for your ungrudging services in connection with it, and for yourself. We therefore take this opportunity of presenting you with this clock as a mark of that esteem and regard which we all have for you. You have recently embarked upon another stage of life's journey, and we all join in wishing you every happiness, health and prosperity in your new sphere. Signed on behalf of First Presbyterian church choir.

MARGARET GLEASON,
SOPHIE HALL, Organist,
J. G. BROWN, Choirmaster.

—Through an inadvertence the name of Andrew Sheret, plumber, was used yesterday in a reference to a mechanics' lien case instead of Ernest Sherrill, who was the plaintiff.

The crew of a modern battleship numbered eight hundred.

Sir Hibbert Tupper

—Speaks on—

The Railway Policy

—in—

Broad St. Hall

—on—

SATURDAY EVENING

At Eight O'Clock

ELECTORS INVITED

BIG VOTE FOR ESQUIMALT YARD

APPROPRIATIONS FOR THIS PROVINCE

Nearly Three Millions for New Naval Service—Victoria Items.

(Special to the Times)

Ottawa, Nov. 18.—The main estimates for the next fiscal year were presented to the Commons this afternoon by Hon. Mr. Fielding. The total amount asked on account of the consolidated fund is \$91,891,578, an increase of \$10,782,940 over the amount voted last session; on capital account \$55,779,415, an increase of \$5,294,675. The total amount asked is \$127,676,993, and the total increase is \$16,047,616.

The total asked, however, is still over seven millions below the vote of 1908.

The chief increases on consolidated fund account are:

Naval service, \$2,821,000.
Militia, \$2,082,150.
Public works, \$2,855,780.
Post office, \$684,257.

The chief item on capital account is \$51,981,415 for railways and canals, of which \$23,909,000 being an increase of \$7,000,000, is for the National Transcontinental.

For the Hudson Bay railway survey and location line \$180,000 is asked, and for the Quebec bridge \$1,000,000.

British Columbia Votes.

The public works items affecting British Columbia include the following: Victoria harbor improvements, \$65,000.
Chilliwack public building, \$10,000.
Cranbrook public building, \$10,000.
Dominion public building, repairs, etc., \$8,000.
Duncan public building, \$10,000.
Fernie drill hall, \$11,000.
Fernie public building, \$10,000.
Grand Forks public building, \$10,000.
Greenwood public building, \$10,000.
Nelson public building, addition to, \$10,000.
Prince Rupert public building, \$50,000.
Prince Rupert quarantine station, \$25,000.
Revelstoke public building, \$10,000.
Vancouver, immigration detention hospital, \$15,000.
Vancouver, examining warehouse, \$30,000.
Vernon public building, \$25,000.
Victoria old post office property, to pay city's corporation taxes for 1907-08, \$4,040.
Victoria post office, etc., alterations and additions, \$5,000.
William Head quarantine station, \$5,000.

The harbors and rivers vote for British Columbia totals \$138,850 and includes the following items:

Atholmer wharf, \$1,500.
Banfield, Vancouver Island, \$5,000.
Campbell River improvements and wharf, \$5,000.
Columbia River improvements, \$14,500.
Coquitim River, removal of obstructions, \$1,000.
Courtney River, repairs to protection works, \$1,000.
Fraser River (Lower) Wing dam bank protection works, \$35,000.
Fraser river, to refund to municipality of old Delta one-half their expense of constructing an emergency works to protect the south bank of the river on condition the government of British Columbia will refund the other half, \$1,800; harbors, rivers and bridges, general repairs and improvements, \$10,000; Lockport wharf, \$2,000; Massett harbor, \$2,000.
Nitinat Lake, outlet, removal of obstructions, \$5,000.
Nootka, west coast of Vancouver Island, wharf, \$2,000.
Porcher Island, mouth of Skeena river, wharf, \$2,000.
Queen Charlotte City wharf, \$5,000.
Spallumcheen river, \$1,000.
Smith's Landing, Howe Sound, wharf, \$1,000.
Stewart, head of Portland canal, wharf, \$1,000.
Upper Fraser river, improvements of navigation channel at Fort George canyon, \$7,000.
William Head quarantine station, improvement, \$10,000.
Yukon river, \$10,000.

Other Votes.

The votes for militia and defence chargeable to consolidated funds include \$1,300,000 for capital expenditure now transferred to income account.

The vote for annual drill is increased by \$115,000 over last year.

The naval service vote, which is all charged to consolidated fund, includes \$3,000,000 for purchase, construction and maintenance of ships and maintenance and upkeep of dockyards at Esquimalt and Halifax and for the establishment and maintenance of training schools and \$28,000 for hydrographic surveys, including a survey of Hudson Bay.

A special meeting of the local option forces of this city will be held on Friday evening at 8 o'clock in the Y. M. C. A. All committees from the various wards of this city are requested to be present as important business is to be discussed.

The adjourned meeting of the City Basketball League was held last night in the Y.M.C.A. rooms, Broad street, when considerable business was discussed. The receiving of entries for the various divisions was the chief business and took considerable time. Entries for this year are large and four teams have entered the Senior Division, ten the intermediate and six in the Junior. On Wednesday evening next at 8 o'clock another meeting will be held for the purpose of drawing up the schedule and the discussing of the referee question. A committee composed of W. G. Findlay (chairman), K. Hughes, S. O'Neil and E. Christopher was appointed to look into this matter. The first game of the season will be played in the Assembly hall on December 6th.

LIBERAL CANDIDATES SCURE BIG SUCCESSES

List of Forthcoming Meetings Which Have Been Arranged in Their Interests.

Liberals are more than satisfied with the progress of the campaign thus far—they are convinced that they are going to score a great victory, not only in Victoria, but at all Island points, and the news from the Mainland is of the most cheering character. Thus far the meetings of the opposition in this city have been characterized with the utmost enthusiasm, and the Liberal standard-bearers have revealed a strength of personnel which has struck terror into the hearts of the "Do Something" quartette, otherwise known as the Big Four.

Another meeting in the interests of the opposition in this constituency will be held at the North Ward school to-morrow evening.

John Jardine is getting along splendidly in Esquimalt riding. This evening he will address a meeting of the electors at Colwood, when assisting him will be M. B. Jackson and Hans Helgeson. To-morrow evening the opposition candidate will speak at the Soldiers' and Sailors' Home, Esquimalt; on Saturday at Metchosin; on Monday at Otter Point; on Tuesday at Sooke, and on Wednesday again at Esquimalt.

Thos. Brydon will speak this evening at South Saanich Temperance hall. To-morrow evening he has a meeting at Bolekine road. On Tuesday he speaks at Cedar Hill, and on Wednesday at Royal Oak.

A SCIENTIFIC WONDER

The Secret of a Famous Healing Balm.

The re-discovery of a secret that has lain hidden in the dust of 20 centuries is an event full of fascinating interest, and the story of Zam-Buk the world-famed first-aid and skin-cure will always enlist attention. Zam-Buk is the virtual descendant of those wonderful and mysterious herbal balms by the use of which the many athletes of ancient Greece and the stalwart gladiators of Rome ensured the healthiness and ready-healing of their skin.

Many are the attempts that were made to produce a perfect balm for the skin, but only in Zam-Buk has the ideal been realized. Since its discovery Zam-Buk has been welcomed in mansion and cottage, and the people of two hemispheres realized that they have been placed in possession of an absolutely unique cure for skin complaints.

The reasons for this triumph of science are simple and few. Taking a lesson from the ancients, the proprietors of Zam-Buk first of all wisely decided that the ideal balm must be purely herbal and contain not the slightest trace of rancid animal fats or poisonous minerals. Thus Zam-Buk is made solely from rich and pure essences of herbs. These juices and extracts are prepared and refined by ingenious scientific processes and then so skilfully blended that a unique effective, and yet perfectly natural preparation for dispelling skin-disease is secured.

Zam-Buk has an affinity for the human skin such as no ordinary ointment or ointment can possibly possess. Besides soothing pain and allaying irritation, it possesses unique antiseptic and germicidal qualities which virtually chase disease germs out of their hiding-places in the skin tissues; at the same time it purifies the pores and invigorates the natural functions of the skin in a way that no other preparation can.

Zam-Buk solves in a perfect manner the problem of always having handy at home or at one's work an ever-ready and reliable first-aid for cuts, burns, scalds, bruises, lacerations, scratches, etc. Zam-Buk is without equal for eczema, ulcers, piles, bad leg, "ring-worm," scalp sores, festering sores, sprains, stiffness, poisoned wounds of all kinds, face sores, chafing, chapped hands, cold-sores, frost-bites, sore feet, diseased ankles, and all itching, irritation, and inflammation.

Zam-Buk is a daily need in every household and is sold by all druggists and stores at fifty cents a box. Refuse hazardous and dangerous substitutes sometimes "pushed" as being "just as good."

TOO LATE TO CLASSIFY.

NEW ADVERTISEMENTS.

WANTED—Partner, \$500, join advertisement, private individuals, no agents, profits should exceed \$1,000 per month. Full particulars and references, L. K., Times Office. n14

FOR SALE—Full patent rights for U. S. and Canada for "Saphic" and "Mole Crap" Sudden Death. These are new. H., Box 74, P. O., Victoria. n24

FOR SALE—For Canada, the Federal Wire Tightener and Splicer, patent, in use on all railways throughout the world, the only article which can repair a fence without the use of additional wires—over 1,500 first prizes.—H., Box 74, P. O., Victoria. n24

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GIRL WANTED, to be useful in house, and take two children out in the afternoons. Apply Mrs. Greenwood, 41 Vancouver street. n25

WILL EXCHANGE Alberta farming lands for Victoria property. Apply Green & Burdick Bros. n18

WANTED—Stripper, boy or girl, at once. Apply V. I. Cigar Factory, Johnson St. n18 t

TO LET—Part of store, good location, rent reasonable. Apply 871 Times Office. n29

WANTED—Bungalow, in exchange for 4 good lots in Oak Bay. Apply Green & Burdick Bros. n18

GOOD, clear corner lot on Blackwood Ave., only \$400; \$50 cash, balance \$10 per month. House to rent on Grant street, \$25.00 per month, including water. Westcott & Latta, Moody Block, 626 Yates. n18

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Xmas Will Soon Be Here

Ever think what a delightful gift a Gas Grate, Gas Heater or Gas Radiator would make?

We can sell you a Gas Radiator as low as \$4. Gas Heater prices start at \$9. Easy terms of payment if desired.



Victoria Gas Company, Limited.

COR. FORT AND LANGLEY STREETS

Wines and Liquors

Victoria's Popular Wine House

Something Good

Gordon's genuine House of Lords Scotch, the cream of Scotland's best, the perfection of all whiskies on the market to-day. Old, thoroughly matured and guaranteed to be the best. One trial will convince you.

HOUSE OF LORDS

PER BOTTLE \$1.25

Ever try our Overproof Jamaica Rum, it's good, especially for colds, in 50c flasks and in bottles, \$1 and \$1.25. Give us your orders if you need good Brandy and Sherry for mince-meat.

Copas & Young

Phones 94 and 133.

Phones 94 and 133

The many friends of Staff Captain Hayes of the Salvation Army and her assistant, Captain Knudson, who have been on furlough, will be pleased to hear that they are expected to arrive in the city to-day. There will be a "welcome home meeting" in the Broad street canteen at 8 o'clock to-night. The officers have been hurried back to Victoria to take part in the special meetings to be held on Sunday by Staff Captain Wakefield, of Vancouver. The night meeting will be held in the New Grand theatre, which has been taken

especially for the Sunday evening's services during the winter months. Lieutenant-Colonel Conthall will give his interesting lecture, "On the Thames Embankment at Midnight." Although a Canadian officer, the colonel was for some time engaged in the social work of the army in London, England, and therefore can tell from personal observation a great deal of the life that is lived under conditions that can not be conceived by those who enjoy the prosperity of the land we live in.

"Feather-Light" BAKING POWDER

OUR OWN PRODUCT PURE AND WHOLESOME NONE BETTER

We have installed in our factory, which is right here in Victoria, a plant of the highest class machinery made for the producing of Baking Powder. A fair trial will convince you that it is all we claim.

For Sale by All Grocers

W. A. Jameson Coffee Co.

VICTORIA, B. C. Manufacturers

ALL-WOOL HORSE BLANKETS for stable and stall; also all-wool English shawl rugs, just arrived. Call and get our prices. The B. C. Saddlery Co., 566 Yates street. n18

TO LET—2 or 3 housekeeping rooms, with all modern conveniences and phone; no other roomers nor children. Box 672, Times. n18

FOR SALE—4 acres on Cadboro Bay water front. This is a great bargain. Come and see us. Green & Burdick Bros. n18

MANUSCRIPTS, documents, etc., carefully typewritten and punctuated by expert typewriter. Box 58, Times Office. n25

NURSERY GOVERNMENT WANTED for little girl, daily. Apply, mornings between 10 and 12, 423 St. Charles St. n29

FOR RENT—New modern 7 roomed house, Oak Bay avenue. Apply Green & Burdick Bros. n18

TO LET—Fully modern 3 room house, on Superior street; rent \$10 a month. Apply 755 Pandora street. n29

LOST—Certificate of title to lot 28 at Willoughby. Will find kindly return to A. Ginn, 633 Fort street, and oblige? n18

FOR SALE—New 6 roomed modern story and half bungalow; will take lot as part payment. Apply Green & Burdick Bros. n18

TO LET—Front bedroom, modern conveniences. 25 Johnson. n23

TO LET—2 furnished housekeeping rooms, \$12 per month. Apply mornings 9:30, North Park street. n18

A SNAP—4 lots, good size and close to city, \$150 each. This is a good chance of getting a lot close in on easy terms and at a price below value, as they must be sold immediately. Apply Green & Burdick Bros. n18

SATISFIED and successful students our best advertisement. James Bay Academy, corner Media and Simcoe Sts., Phone 2041. n18

YOUNG MAN wants a job on a farm or otherwise, good milkers. Box 69, Times. n20

LOST—A photo in brass frame. Kindly return same to Acton Bros., 60 Yates street. n18

THE PRICE OF AN UMBRELLA may easily be saved. Let Waitt Bros. repair the old one. 411 Fort. n18

STIFF AND SOFT HATS, also Panama's, cleaned, blocked and re-trimmed like new. Victoria Hat Works, Government St., opposite Trunk Ave. n18

REMEMBER the Indian curio sale; also that the only place in Victoria where 100 Victoria postal cards are 5c, and the Navy brass shells 9c, such as from the Indian trader, H. Stadthagen, at 79 Johnson street. n18

SET OF DINING CHAIRS, solid oak, leather seats, \$22.50. Davies & Sons, 542 Fort street. n18

CHRISTMAS GIFTS in books. The Exchange, 718 Fort. n18

HIGHEST PRICE PAID for stoves and ranges. Kerr, 719 Yates. n18

J. Scott Ross

Tenor Vocalist, Organist and Choirmaster First Congregational Church. VOICE CULTURE ORGAN PIANO PHONE 1153. EASY TERMS.

VICTORIA LODGE, NO. 17

K. OF P.

All members are requested to attend a meeting on Thursday, 18th inst., on the occasion of the official visit of the Grand Chancellor. Visiting brethren cordially invited. By order of THE COMMITTEE.

The "Bon Ami"

Large shipments to hand of OLD COUNTRY BLANKETS, EIDER-DOWN, QUILTS, ROBERT LACE, RIBBONS, and a large selection of NOTTINGHAM LACE CURTAINS from per pair \$1.00 to \$2.50. A visit cordially invited to The "BON AMI" Late Co-op., 78 YATES STREET, SHELTON & SON, Proprietors.

Don't Run the Risk

Of spoiling your Christmas Pudding with POOR RAISINS. If you want the best order

GOLD RIBBON BRAND

FINEST QUALITY
ABSOLUTELY CLEAN
PERFECTLY SEEDED

Your Dealer Can Supply You

Fresh Fruits

For your Christmas puddings, cakes and mincemeat. The choicest goods procurable at attractive prices.

SEEDED RAISINS, choice 16-oz. pkgs., each10¢
SEEDED RAISINS, extra choice, 16-oz. pkgs.; 2 for25¢
SULTANA RAISINS, per lb.15¢ and 10¢
VALENCIA RAISINS, very fine fruit, 2 lbs. for25¢
CURRENTS, re-cleaned, 3 lbs. for25¢
ENGLISH MIXED PEEL, per lb20¢
FIGS, white Mission, 3 lbs. for25¢

The Family Cash Grocery
Corner Yates and Douglas Streets

WE SUGGEST AS AN ACCEPTABLE GIFT FOR THE GENTLEMEN

DIAMOND SCARF PINS, in various designs, such as horse-shoe, crescent, star, solitaire. Extensive range of prices, up from \$10, \$15, \$25\$35
DIAMOND RING, single stone, in any setting you may wish, \$25 to\$300
CUFF LINKS, set with diamonds, up from\$10

We are always willing to make up pins and rings in any way you like. We are experts in setting stones.

REDFERN AND SONS
DIAMOND MERCHANTS.
1009 Government Street Victoria, B. C.

FOR SALE

Almost THREE-QUARTERS OF AN ACRE OF BUSINESS PROPERTY, within a stone's throw of the Empress Hotel, with 188 feet frontage on Humboldt Street.

Price \$16,000, terms.

ROBERT WARD & CO., LTD.
Temple Building, 521 Fort St., Victoria

Ship Chandlery

We carry in stock everything FROM A NEEDLE TO AN ANCHOR

We aim at best goods at lowest prices
LOGGER'S TOOLS A SPECIALTY.

E. B. MARVIN & CO.
1206 WHARF ST. VICTORIA, B. C.

Plumbing & Heating

Good Advice Worth Knowing

The cool nights are around again, but what preparations have you made for keeping your home more comfortable than it was last year during the winter? It requires skill and experience to install good heating. We claim to have that. Can we be of any assistance to you? Our work always guaranteed.

A. Sheret
Telephone 629 754 Fort St.



The Taylor Mill Co.

LIMITED LIABILITY

Dealers in Lumber, Saw Dumps and all kinds of Building Materials, 1811, 1813 and 1815, North Government Street, Victoria, B. C.

P. O. Box 628 Telephone 564

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 a very better than maple. Mapleine is sold by grocers. If not send 5c for 2 oz. bottle and recipe book. Canadian Mfg. Co., Seattle, Wa.

NO COMPROMISE, LIBERAL SLOGAN

CABINET WILL NOT NEGOTIATE WITH LORDS

Mr. Balfour Declares Tariff Reform Only Alternative to Budget.

London, Nov. 18.—Walter Runciman, president of the board of education, speaking at Hull last night, made the important announcement in behalf of the government that it would refuse to entertain any negotiations or compromise with the peers over the budget.

A striking point in Mr. Balfour's speech at a great meeting at Manchester last night was the admission that tariff reform was the only alternative to Chancellor Lloyd George's budget, an important admission, which seems to indicate that the leader of the opposition in the House of Commons had at last been won over to acceptance of tariff reform as a plank in the Unionist platform. The rest of the speech was mainly a repetition of Mr. Balfour's denunciation of the budget, which has figured in previous Unionist speeches, and a special appeal to his audience by the representation that tariff reform would be especially beneficial to the cotton industry, which was seriously threatened by European, American and Japanese competition, and the growing difficulty of obtaining sufficient supplies of raw material.

Mr. Balfour contended that German and American prosperity had grown up contemporaneously with the imposition of high protective duties. He gave his party no special lead for the coming campaign, but expressed approval of Lord Lansdowne's motion to reject the budget, of which he has given formal notice. It would be fatal to the country's institutions if the House of Lords were deprived of power to say that some amendment was to be made to the budget, and he asserted that the main function of the second chamber was to see that the government of the country was a popular government. Mr. Balfour further said that he would not touch tariff reform "if it were to increase the ordinary cost of living of the working classes."

The Liberals in the election campaign will evidently concentrate their whole attack on the House of Lords, in which they will have the energetic assistance of the Irish party. John E. Redmond, leader of the Irish party, speaking in Dublin last night, declared that they refused to throw themselves into the arms of the tariff reformers or to back up the House of Lords, Ireland's deadly enemies. The Nationalists had long waited to strike a blow at the Lords.

The Daily News calls the action of the Lords the heinous political crime of a year in which democracy has caught up even Islam in its sweep, and which sees Lansdowne and Balfour attempting to convert the mother of democracies into an oligarchy.

Lloyd George, says the radical Morning Leader, alone stands between the country and revolution.

The radical Chronicle says: "A more shameful conspiracy against Commonwealth has never been unmasked—selfish defenders of privilege of land and liquor are bound to be beaten down by the uprising of an indignant people."

The Unionist press was more restrained, awaiting Mr. Balfour's battle call at Manchester. However, they laugh at radical talk of flouting the democracy because the very wording of the Lansdowne amendment shows it is to the people that the Lords appeal. If the people accept it the budget will pass, the Lords standing aside.

The Times argues that it is the Lords who are modest and democratic, the Liberals who are arrogant and oligarchic. The Lords' very reason for existence is to give the country time to reflect upon the acts of a chance majority in the Commons. The Standard and Morning Post also warmly approve the Lansdowne amendment.

One privy councillor said yesterday to be prepared for a possible general election early in December. He thinks Premier Asquith may yield to Lloyd George's belief that delay only cools public fervor for the Budget, and when the Commons meets next week will announce an immediate dissolution. In any case an election is now certain within three months.

Meanwhile, Mr. Pease, chief Liberal whip, yesterday made overtures to Kell Hardie's socialist organization to unite in fighting the budget against tariff reform instead of splitting the Liberal vote, as in Bermondsey. If they persist in placing socialist candidates in radical constituencies, Mr. Pease threatens that the radicals will put up candidates in constituencies now held by laborites and socialists.

WILL SUE CITY OF SPOKANE FOR DAMAGES

Industrialist Accuses Police of Beating Him Into Unconsciousness.

Spokane, Wash., Nov. 18.—Attorney David K. Tone, associated with Clarence Darrow, arrived from Chicago yesterday to take charge of the fight of the Industrial Workers of the World for the free speech. Five more cases, where men have been convicted of disorderly conduct for speaking on the streets were appealed to the Superior court today, making a total of one hundred and ten cases.

Robert J. Huston, an industrialist, who came into court Tuesday with his shirt matted with blood, signed an affidavit yesterday charging the officers with beating him into unconsciousness and knocking out some of his teeth with brass knuckles while he was confined in jail. Another damage suit will be filed against the city as a result.

The Huston affidavit alleges that conditions at the jail are terrible, and that baths given the industrialists consist of a stream of very hot water followed by a shower of very cold water.

HELD BY OFFICERS.

Immigration Authorities Detain Frenchman Who is Tramping Around the World.

Washington, D. C., Nov. 18.—The French embassy has appealed to Secretary Nagel to secure admission to this country for Alphonse Vergon-Jeanne, who is detained at the immigration station at San Francisco because he has not enough money to land.

Alphonse is tramping around the world on a wager of 25,000 francs that he can arrive in Paris by a specified time without working.

Alphonse arrived in San Francisco as a stowaway on a vessel from Yokohama.

The immigration authorities told the French embassy to have Alphonse appeal from the inspector's decision to Secretary Nagel and the embassy lost no time in doing this.

ALLEGED PLOT IN STEINHEIL CASE

Report That Foreman Who Favored Conviction Was Made Drunk.

Paris, Nov. 18.—La Patrie prints a sensational story in which it charges that Mme. Steinheil was acquitted as the result of a plot which included getting Jury Foreman Pourpart intoxicated on Friday night when it was announced that he was ill.

The paper alleges that Pourpart favored conviction and had the majority of the jurors with him, and claims that the juror who was substituted favored acquittal and succeeded in influencing the rest of the jurors into his way of thinking.

Mme. Steinheil participated in a dramatic scene yesterday when she took leave of her daughter, whom it is understood has cast off her mother, following the revelations brought out at the trial.

ENDS LIFE WHEN SCOLDED.

Phoenix, Ariz., Nov. 18.—Connie German, 16 years old, daughter of Mrs. Taylor, of this city, shot and killed herself. She had disobeyed her mother by going tarantula hunting with some companions, and when she returned the mother threatened to call in a neighbor to hear her scolded.

"If you do I'll kill myself," said the girl. Mrs. Taylor called the neighbor, the girl seized a revolver and sent a bullet into her breast.

SCIATICA EXPECTED DEATH ANY DAY

Another Case Where Life Was Saved and Health Restored by "Nerviline."

We have all read and heard of the agonies of Sciatica, but only those who have been tortured by this dread malady can fully appreciate what it means to be cured after years of suffering.

It is because he feels it his solemn duty to tell to the world his faith in Nerviline that Victor P. Hires makes the following declaration: "For three years I was in the Royal Mail service, and in all kinds of weather had to meet the night train. Dampness, cold and exposure brought on sciatica that affected my left side. Sometimes at a touch would come on that made me powerless to work. I was so nearly a complete cripple that I had to give up my job. I was in despair, completely cast down because the money I spent on trying to get well was wasted. I was speaking to my chemist one day, and he recommended "Nerviline." I had this good liniment rubbed on several times a day, and got relief. In order to be sure I had it in my order, I ordered a box. It improved my general health and improved my blood. I used Ferrozone, one tablet with each meal. I continued this treatment four months and was cured. I have used all kinds of liniments, and can truthfully say that Nerviline is far stronger, more penetrating, and infinitely better than anything else for relieving pain. I cured everyone with lumbago, neuralgia, rheumatism or sciatica to use Nerviline. I know it will cure them."

There isn't a more highly esteemed citizen in Westchester than Mr. Hires. What he says can be relied upon. For six years since being cured he hasn't had a single relapse. Don't accept anything from your dealer but "Nerviline." 25 cents per bottle or five for \$1.00; sold everywhere, or The Catarthozone Co., Kingston, Ont.

CURED SIX YEAR

FRENCH AVIATORS TO TC FLY LOS ANGELES

Paulhan and Le Grange Will Be Among the Competitors.

Los Angeles, Cal., Nov. 18.—The management of the proposed Los Angeles aviation week has sent a telegram to Paris accepting the terms of a syndicate of French aviators, composed of Paulhan, De La Grange, Lebron, Lagard and others, for their appearance here during that week.

The syndicate stipulates that following the aviation week here, which is to be January of the coming year, they are to be permitted to fly in San Francisco. The syndicate is to be paid \$50,000 for the appearance of the aviators here. They will use several types of heavier-than-air machines.

Special Announcement on Friday and Saturday

Campbell
THE FASHION CENTRE

Special Announcement on Friday and Saturday

Sale OF ELEVEN RAINCOATS \$21 VALUES FOR \$15

WITH A GOOD RAINCOAT AND UMBRELLA

You can defy the weather. We have a line of serviceable Umbrellas at the following special prices:
\$1.25, \$1.50, \$1.75
Extra good line at \$2.50
Plain and fancy handles

The most serviceable and prettiest garment to protect the child in stormy weather, light weight, waterproof, made of silky rubberized material. Very inexpensive. Ages 4 to 10 years.

Price \$5

Be sure and ask to see them.

These are silk and satin rubber raincoats. We have eleven left, as follows:
3 GREYS
2 CHAMPAGNE
4 GREENS
1 BLACK
1 NAVY

Will be on Sale To-day

Special Announcement on Friday and Saturday

The Ladies' Store **ANGUS CAMPBELL & CO., LTD.** 1010 Gov't St. Special Announcement on Friday and Saturday

Here They Are At Last!

GREAT SALE OF SAMPLE CARPET ENDS
TRAVELLERS' SAMPLES AT BARGAIN PRICES

EACH year as the season closes travellers dispose of their sample Carpets and Rugs to save carrying them back across the ocean to the Old Lands. We were fortunate enough this year to secure the promise of a splendid line of samples and now they are here ready for immediate delivery. They come mostly in lengths of 1½ yards and include Tapestries, Velvets, Brussels, Wiltons and Axminsters. These samples are useful in any home. First comers have first choice. We expect to sell them quickly, some come soon.

Tapestry Samples worth \$1.....50¢
Tapestry Samples worth \$1.75...75¢
Velvet Samples worth \$1.65...75¢
Brussels Samples worth \$2.25...\$1.00
Velvet Samples worth \$2.50...\$1.25
Axminster Samples, worth \$3.75.....\$1.50

Also a fine line of Oriental Pattern Rugs at much less than regular prices.

Smith & Champion
1420 Douglas St. Near City Hall Phone 718



FREIGHTER BURNED TO WATER'S EDGE

Crew Lose All Personal Effects and Escape in Small Boats.

Soo, Mich., Nov. 18.—The Canadian freighter Rome, owned by J. W. Norcross, of Toronto, was beached on Lime Island, St. Mary's river, after a fire which started from unknown cause in the bow and burned the boat to the water's edge. The crew arrived at noon on the steamer Strathcona after losing all their personal effects and being obliged to take to the boats.

STATE MINING LAWS VIOLATED

Factory Inspectors Making Investigations at Cherry, Illinois.

Cherry, Ill., Nov. 18.—A riot was barely averted late yesterday afternoon at the shaft of the St. Paul mine, where several hundred miners are buried under thousands of tons of earth, when James Weatherly, a miner, made a fiery speech denouncing the mine officials for "living in private cars while the men below were being crucified." A deputy sheriff arrested Weatherly as the soldiers dispersed the crowd.

Probably there will be no attempt to recover the bodies for a week.

State Factory Inspector Davis is investigating charges that children were employed in the mine. Davis declares that he already had found four violations of the state law. He also states that he intended to prosecute the mine officials.

GAMBLER'S WILL

Kansas City, Mo., Nov. 18.—One of the strangest wills ever made here has come to light with the reading of the last testament of George Brown, Jr., famous as a gambler and rascalous man.

"It is my desire, as far as possible," the will reads, "to pay every person, man, woman and child, any money which I may have won from them by gambling during my lifetime, and I di-

GRIEVANCES OF ELECTRICAL WORKERS

Committee Appointed by Federation of Labor to Investigate

Toronto, Nov. 18.—The law committee of the American Federation of Labor, which has been considering the Electrical Workers case, yesterday advised the appointment of a committee of three, representing both factions of the Electrical Workers and the Federation, to pass upon the compromise agreement adopted. The report of the law committee was adopted and the decision of the committee will be final. The appeal of the San Francisco central body from the action of the American Federation in revoking its charter, was dismissed.

St. George's School for Girls
127 Bechtel Avenue
BOARDING AND DAY SCHOOL
At Home Expenses
Principal, MRS. DUSTIE

TIMES AD CALENDAR

**NOVEMBER
18**

Advertise for a job—so persistently, so sanely, so convincingly as to remove all doubts about your success.

You can sell it—if it's ad-
vertisable.

THE DAILY TIMES

Published daily (excepting Sunday) by
THE TIMES PRINTING & PUBLISH-
ING CO., LIMITED.

Managing Director,
JOHN NELSON.

Business Office: 124 Broad Street
Telephone Office: Phone 1000
Editorial Office: Phone 45

SUBSCRIPTION RATES.

Daily—City delivery \$50 per month
By mail (exclusive of city)
By mail (exclusive of city) \$30 per annum
Semi-Weekly—By mail (exclusive of
city) \$20 per annum
Address changed as often as desired.

**CAPTAIN TATLOW'S
SILENCE BROKEN.**

Shortly after the resignation from the
McBride government of Hon. R. G.
Tatlow and Hon. F. J. Fulton the Times
claimed that it was the obvious duty
of the ex-Ministers to lay before the
public a statement as to the reasons
for their resignation. In particular did
we assert that it was the plain duty
of the ex-Finance Minister to tell the
people why at a time of crisis in the
career of the government he felt called
upon to resign his portfolio.

Captain Tatlow was singled out as
the party from whom an explanation
was imperative because he had held
the important post of Finance Minister
since the day of birth of the Mc-
Bride administration and was there-
fore in a position to know whether the
finances of the province would be likely
to stand the strain the deal with
Mackenzie & Mann was likely to in-
volve? We held that if Capt. Tatlow had
retired because of a conviction that
the credit of British Columbia would
be imperilled by the consummation of
the contract, that was not a matter
between him as a Conservative, the Con-
servative party and a Conservative
government, but a matter between him
as a servant of the people and all the
people of British Columbia.

This demand was met by a statement
that Captain Tatlow was ready to submit
the reasons for his resignation to the
executive of the Conservative As-
sociation of Vancouver. The Times met
that attempt to dodge the real issue by
pointing out that as Finance Minister
Captain Tatlow was not the representa-
tive of the executive of the Conserva-
tive Association of Vancouver but the
representative of all the people of the
province; that if there were any
facts connected with his resignation
which would be illuminating to the
people now that they had been called
upon to accept or reject the Premier
and his railway policy, these facts
should be made public property.

Captain Tatlow, the electors of the
province will be pleased to learn, has
rejected the advice of those who pre-
fer darkness to light because their
deeds will not admit of scrutiny in the
light. He has conceded the principle
that the public is entitled to know why
he left the government.

Captain Tatlow, however, being a
life-long Conservative as well as a
strong personal friend of the Premier
with whom he was associated for six
years as Finance Minister, feels that to
take the public platform and lay the
facts before the electorate, which he
could not do without advancing the
strongest reasons for defeating the govern-
ment, would seem like an act of in-
gratitude towards his former political
associate and colleague. But he con-
cedes that he owes this much to the
public: that if any man asks him why
he resigned from the government he is
in honor bound as a well-wisher of
the province of British Columbia to
lay the facts unreservedly and fully
before the inquirer.

So the ex-Finance Minister, in the
discharge of a public obligation, has
gone as far as he conscientiously could.
In another part of this paper will be
found stated the reasons why he re-
sIGNED from the McBride government.
The statement was made to Mr. W. H.
Langley, a citizen and professional gen-
tleman of acknowledged standing in
Victoria. It was not given under a
pledge of secrecy, but with full per-
mission to give it all the publicity con-
sidered necessary in the best interests
of the province.

Captain Tatlow resigned because he
considered the deal with the Canadian
Northern Railway Company ill-advised,
outrageous, and a menace to the credit
of British Columbia. As the authority
best qualified to give an opinion upon
this subject, he believes that the strain
will prove greater than the finances of
the province can bear. He does not

take the position of the self-interested
supporters and uninformed defenders of
the government's policy that the
treasury will never be called upon to
meet the guarantee proposed to be
given. He assumes from the known
facts as to the nature of the country
through which the line will run and
from experience in former dealings
with railway companies that the pro-
vince will be compelled to meet every
cent of its so-called nominal liability
and that the effect cannot but be ruin-
ous to provincial credit.

That is one reason why Captain Tat-
low says he resigned. There are other
reasons for his startling action. He
says he was never consulted on the
subject of the contract or agreement
signed by Mr. D. D. Mann. The ques-
tion was never brought up in council.
Neither he nor Mr. Fulton knew that
negotiations were being carried on be-
tween the Premier, the paid agent of
the Canadian Northern Railway Com-
pany in the province and Mr. D. D.
Mann on the subject. The first in-
formation he received that an agree-
ment had been entered into with Mr. D.
Mann was on the evening before he
placed his resignation in the hands of
the Premier. On that occasion Mr. Mc-
Bride read the document over to the
Finance Minister and brusquely told
him he could "either take it or leave
it."

A certain politician of a not uncer-
tain kind, known from the Crow's Nest
Valley to Victoria, has made a state-
ment which is evidently intended to
discount the alarming effect upon the
fortunes of the government of Captain
Tatlow's resignation. This gentleman
says he is authorized to state that the
ex-Finance Minister was not given
twenty minutes by the Premier to ac-
cept the railway policy or resign his
position. The matter of the time given
for consideration is not important. The
significant thing is that Captain Tat-
low, after pondering over the situation
and its possibilities for one night, hand-
ed in his resignation the next morn-
ing. Mr. Fulton followed his example.

And the really important feature of
the situation from the point of view of
the public is that the only two mem-
bers of the government against whom
not a shadow of suspicion of self-in-
terest can be raised, the two men best
informed as to the financial resources
of the province, retired from their po-
sitions rather than become parties to a
deal which they believe from their ex-
perience will prove disastrous.

The example of Captain Tatlow and
Mr. Fulton should not be without its
effect when the electors of the provin-
ce cast their ballots on Thursday
next.

A PALPABLE FAKE.

The Colonel says the statement of
the Times that when Mr. Dan Mann
came to Victoria with a railway agree-
ment in his pocket he did not contem-
plate building a yard of railway on
Vancouver Island "is simply untrue."
This is not the first time the Times
has been charged with untruthfulness
by organs which have been guilty not
only of offences against the moral law,
but of infractions of the criminal law,
as well, in order to achieve a tempo-
rary triumph for their political friends
and much material profit for them-
selves.

In regard to this matter of veracity,
there is in this office, where it may be
seen by any one, a plan filed with the
Department of Railways and Canals
at Ottawa by Messrs. Mackenzie &
Mann. This drawing shows the pro-
posed extension of the Canadian North-
ern system to the coast. It shows a
line projected from the British Colum-
bia end of Yellowhead Pass to Van-
couver. The line is marked so plainly
that even the eyes of the veracious ed-
itor of the Colonist could not mistake
it.

But the line is not marked beyond
Vancouver. It does not extend to En-
glish Bluff. There is not even a dotted
line to the bluff or upon any part of
Vancouver Island. There is nothing
to indicate a ferry connecting the
bluff with any port, known or un-
known, upon Vancouver Island.

The plan in question was filed on
September 11, 1908, and approved by
the Minister January 15, 1909. The
company cannot change its line more
than one mile from the location as
marked except with the approval of
the department. The department has
not been asked to approve any change.

Taken in conjunction with the lack
of knowledge Mr. Mann has displayed
in regard to the geography of Van-
couver Island, does not the above prove
absolutely that when the Canadian
Northern magnate came here he had
no intention of building a yard of rail-
way on the island, that he has not
changed his views, and that the island
part of the deal is merely a fake for
the purpose of capturing the votes of
the unthinking portion of the elec-
torate?

**NOT OPPOSED TO RAILWAY CON-
STRUCTION.**

It is not the fact that the Liberal
party is opposing railway construc-
tion in British Columbia. The Lib-
eral party is advocating the encourage-
ment of railway construction, it stands
for the construction of railways be-
cause it realises that the province can-
not make progress unless avenues of
communication with its now all but
inaccessible parts be built. That has

been the position of the party ever
since it attained power at Ottawa. The
wonderful development of business and
industry in British Columbia during
the past few years has been coinci-
dental with the railway policy of the
federal government. While that gov-
ernment has been active, the local gov-
ernment has been passive. Premier
McBride has more than once made a
special point of this passivity. He has
indicated the progress that has been
made as a reason why a provincial
government was justified in having no
railway policy. He has claimed that
more mileage of railway has been
built in the province during his regime
when his policy was to do nothing than
during all the years predecescent gov-
ernments were offering inducements to
railway companies to come in and pos-
sess the land.

Now he has shaken off his lethargy
and suddenly comes forward with a
startling railway policy—a policy so
startling that one-third of his cabinet
refuses to accept it. And the people
are told that because the Liberal party
is in accord with the retiring ministers
in their views that the members of
that party are opposing railway con-
struction.

The truth is that the Liberal party,
while opposing the construction of a
trunk line of railway paralleling an-
other trunk line of railway upon terms
so extraordinary, so extravagant, so
outrageous as the late Finance Minis-
ter terms it) as to cause the Conser-
vative party to split in twain, advo-
cates the very policy of the govern-
ments of the prairie provinces which
excites the unbounded admiration of
its opponents in their vain attempts to
justify the deal with the Canadian
Northern Railway Company. The Lib-
eral party stands for the construction
of branch lines of road throughout the
province because they will prove pure-
ly development roads, believing that
it is the duty of the federal govern-
ment and of the railway companies to
attend to the business of providing
trunk lines. There is no question as
to the fact that the Canadian North-
ern Railway will build to the coast wheth-
er or not it receives a guarantee of
bonds from the provincial government.
If assistance be necessary to that end,
let Messrs. Mackenzie & Mann apply
to the Dominion government, and their
application will be treated on its
merits.

THE CRISIS IN BRITAIN.

One news agency expresses the
opinion that Premier Asquith will not
ask for a dissolution of Parliament
should the Lords reject the budget. It
claims to have information to the
effect that the King will be asked to
create a sufficient number of Liberal
peers to offset the Conservative ma-
jority in the so-called upper chamber.
We hardly think such a course is prob-
able. It would not harmonise with
the opinions which have already been
expressed by some of the ministers. We
should think the militant members of
the government, and of the Liberal
party would be delighted at the oppor-
tunity the Lords have afforded them
of putting to a final test a great con-
stitutional issue involving one of the
fundamental principles of responsible
government. The House of Lords has
been steadily mutilating or killing bills
passed by the Asquith government for
the amelioration of the condition of
the masses of the people. But a week or
two ago it threw out a measure de-
signed to have all the elections in the
city of London held in one day and to
effectively establish the principle of
"one man, one vote." If an unrepresen-
tative chamber can persistently and
deliberately burke the will of the
people as that will is represented in
the House of Commons, can nullify
the efforts of a Liberal government to
pass reform measures, then there is an
end of responsible government in Great
Britain until their Lordships have been
taught a lesson. When this rebuke is
administered it will be a sharp one.
The Lords are defying the lightning.

The defence of this arrogant cham-
ber is that they think the government
is out of touch with popular sentiment
and it is their prerogative to insist
upon a test. Matters political have
surely come to a pretty pass in Great
Britain when a precedent is sought to
be established that a Liberal govern-
ment must appeal to the country
whenever a Tory chamber of heredi-
tary legislators, seven-eighths of
whom never attend a session except
when they are called there specially in
defence of some passing privilege,
think the occasion opportune.

We do not think the Asquith govern-
ment will let such a splendid oppor-
tunity pass unimproved. The Lords
have thrown down the gauntlet. It will
be their own fault if they have given ac-
celeration to a movement which can
have but one result.

Linklater

Tailor
BROAD STREET AND
TROUNCE AVE.

CAPTAIN DICK.

Mann the yards of the ship of state,
Mann the yards and we'll abate
The fury of the Liberals.

Give them a broadside on their deck,
Load with buncombe and we'll check
The nery, saucy Liberals.

Ha! you've missed with your deadly hail,
Now for a Canadian Northern gale,
To bury the cursed Liberals.

SIR HILBERT TUPPER'S MEETING.

To the Editor.—Will you kindly grant
me space for a brief explanation regard-
ing the public meeting to be addressed
by Sir Hilbert Tupper in this city on
Saturday evening. It is my wish to explain,
in the first place, that it is to be a Con-
servative meeting and is to be wholly
under Conservative auspices. No Liberal
in this city or elsewhere has any part
whatsoever in the meeting. Sir Hilbert to
speak here, or even knew anything about it
until after the invitation had been given,
and accepted. I have conducted the cor-
respondence with him and am therefore
in a position to make this statement with
all positiveness. Invitations to attend
this meeting have also been sent to Cap-
tain Tatlow and Captain Clive Phillip-
Walley. The letter has not yet been
sent to either. It is possible, therefore,
that he may be present. Captain Tat-
low writes that he is leaving for the Up-
per Country on Thursday of this week
and will be unable to be present at the
meeting. At the same time he adds: "I do
not think I can add any more to the
protest I have already made against the
railway policy by resigning my seat in
the cabinet."

In a recent letter to Sir Hilbert Tupper
I gave him an intimation of the things
that were being said privately regarding
his motives in opposing this scheme.
That the C. P. R. was the great
power behind the throne with him, aided
by some personal pique he had against
Premier McBride for not taking him into
his cabinet. Replying to this under date
of the 13th inst., Sir Hilbert, among
other things, says: "I have no stock in
the C. P. R. and conduct litigation
against them instead of for them. I have
had no communication with any of them
on this subject, and as for McBride, to do
him justice, he never hinted that I should
join his cabinet, and I certainly never
had any aspirations in that direction."

Those of us who have known Sir Hil-
bert Tupper intimately throughout the
whole of his public career did not need
his declaration of his disinterestedness,
and I quote this extract from his letter
solely for the benefit of others.

I shall not here attempt to offer any
explanation or defence of the action of
those Conservatives who are associated
with me in inviting Sir Hilbert Tupper
to deliver a public address in this city. In-
deed I do not see that any is necessary.
Just at present the people of this provin-
ce are called upon to decide the gravest
issue with which they have had to
deal since British Columbia entered the
Canadian federation. It is a question
that is far more important to the provin-
ce, more important to the government or party,
if ever in the history of this province the
people were called upon at very short
notice to decide this question, needed
wise guidance and sane leadership. It is
just now.

I hope, therefore, that every fair-
minded Conservative will do himself the
justice of attending this meeting and of lis-
tening, as I shall, with an open mind to
the views of the speaker. If this railway policy
will not stand the test of the severest
criticism, now is the time to discover it.
An honest jury wants to hear both sides
before rendering its verdict, so it would
seem to be equally as reasonable that an
intelligent people should be willing to
hear both sides when a question of such
tremendous importance is to be decided
by the great jury of the province.

F. ANDREWS,
1345 Stanley Ave., Victoria, B. C., Nov.
18th, 1909.

CHANCERY MILLIONS.

Romances That Lie Buried Inside
Misty Deed Boxes.

Although the ordinary notion that
millions lie in the coffers of the Court
of Chancery awaiting claimants is
erroneous, there is still a wealth of
mystery and romance about the court's
work and proceedings, says Lloyd's
Weekly News.

According to the report of the comp-
troller and auditor-general upon the
supreme court of judicature (funds) ac-
count just issued, cash and securities
of the noble value of £50,000,000, the
property of suitors in the supreme
courts, are held by the paymaster-gen-
eral. It stands:

Cash	£ 2,304,429
Securities	46,928,096
Or this total £49,232,525 is in British government securities and £7,794,022 in British railways, and represents alto- gether £7,568 accounts.	

In the list of miscellaneous effects
which the Bank of England is guarding
on behalf of the supreme court, are
boxes of plate, jewellery, bedrooms and
deeds.

A relic of an old Chancery suit is a
bag of slipped money, marked "Jones
v. Lloyd, Aug. 20, 1736."

A sealed envelope deposited at the
bank contains certificates for a million
shares in the Mexican Smelt-
ing Corporation, Ltd.

In another envelope are two bills of
exchange for £500 each, dated June 20,
1885, and payable three and six months
after date.

A sealed packet is said to contain a
bill of exchange for £1,000. Eight boxes
of plate are deposited at the bank
under a Chancery suit begun, thirty-
five years ago.

Among securities of value not ex-
pressed is an exchequer order of £5 a
year. The bank holds the certificate,
which is in respect of a life annuity,
against which claim ceased to be made
in 1795.

During recent excavations at St. Paul's
Cathedral, London, four coffins, two of
stone and two of lead, were unearthed.
They were found within the walls of the
old Cathedral, and probably belonged to
the twelfth century.

When a modern battleship is going full
steam ahead the coal consumption works
out at about eighteen tons per hour, the
cost amounting to £7.

YOUR DRESS SUIT

Should show you at your best. It is
never worn except on occasions when
you should appear at your best—on
occasions, in fact, when you are
judged by your appearance.
Evening dress.

MUST BE CORRECT

in every detail. That is why the
choice of a tailor counts for so
much when you are thinking of a
new dress suit. For perfect
work, consult

Linklater

Tailor
BROAD STREET AND
TROUNCE AVE.

A Stirring Sale of Ladies' High Grade Costumes on Friday

Regular Values \$37.50 and \$45.00 for \$25.00

OUR Mantle Depart-
ment should cer-
tainly be a very busy
place during Friday,
judging from the ex-
ceptional offerings we
are making in Ladies'
High Grade Costumes.
These were taken from
our regular lines, which
usually sell at \$37.50
and \$45.00, yet on Fri-
day the price is only
\$25.00. The materials
are mostly broadcloths,
all beautifully tailored,
trimmed in many cases
with jet buttons. The
coats are long, being
the very latest effects,
while the quality of
material should certain-
ly make it worth your
while buying. There
are no two alike, which
means exclusiveness.
Regular values \$37.50
and \$45.00, on Friday
your choice \$25



A Week End Sale of Ladies' Moire and Heatherbloom Silk Underskirts

REG. VALUE \$3.75 AND \$5.00, FOR \$2.50

Every lady in Victoria and vicinity should take advantage of this splendid
bargain opportunity of getting a good silk underskirt at from one-third to
nearly half what they are usually sold at. The assortment which we are
placing on sale Friday is indeed worthy of a special trip down town. The
quality of the goods used in their construction, coupled with the reduction
in price tends to make it imperative that you should visit this store early
Friday morning. They are made with deep tucked flounce, in light
shades. Reg. sold at \$3.75 and \$5.00. Special clear out price Friday \$2.50

Friday Bargains in Men's Underwear and Men's Heavy Wool Shirts

REGULAR VALUE \$1.50, FOR \$1.00

MEN'S EXTRA HEAVY IMPORTED WOOL SHIRTS AND DRAWERS,
double breasted, specially strengthened at elbows and knees; best quality
—just the kind for winter wear; in shades of blue and grey.
Sizes, shirts are 34; drawers, 32. Regular \$1.50. Friday \$1.00

DAVID SPENCER, LTD.

THORPE'S SODA WATER

Made from Water Purified and Sterilized by the
PASTEUR BERKFELD SYSTEM

Walter S. Fraser & Co. LIMITED.

Wholesale Hardware

NO. 200, "CHAMPION" DRILL, COM-
BINATION AUTOMATIC SELF
FEED, QUICK RETURN,
With patent never-slip chuck.

WHARF STREET
Telephone 3. VICTORIA, B. C.



TRY THE CLASSIFIED COLUMNS IN THE TIMES

Cure That Cough

Very unwise to let a cough run on because frequent coughing increases irritation in the bronchial passages.

BOWES' BRONCHIAL BALSAM

Cures coughs and colds. A fine remedy for young or old; unrivalled in all throat and lung troubles. 50c bottle here only.

CYRUS H. BOWES
CHEMIST.
123 GOVERNMENT ST.

Dolls Perambulators



I HAVE IN DIFFERENT STYLES IN STOCK.
ENGLISH "BASSINETTES," as above, \$2.50, \$3.50, \$5.00, \$7.50, \$10.00, \$15.00, \$20.00, \$25.00, \$30.00, \$40.00, \$50.00.
Other styles of PERAMBULATORS, 50c., 75c., \$1.25, \$1.75, \$2.00, \$2.50 and upwards.

Wm. WILBY
1319 DOUGLAS ST.

EVEN WET NIGHTS FRIENDS CALL IN

When you'd least expect them. They're welcome—you are glad to see them for a little chat or game of whist. Some evenings perhaps when you wish you had not forgotten to order some

WINE, LIQUOR, ALE OR PORTER.

THINK OF THEM TO-DAY AND PHONE US

So that if your friends call in to-night you'll have something good to offer them. The best and purest brands await you here.

Our delivery system is perfect. We are pleasing many and would like to please YOU.

Capital City Wine Store

Tel. 1974. 1327 Douglas St., Corner Johnson.

SPLENDID BUILDING SITE

Harbinger Avenue, lot 50 by 148, high and dry, no rock. Permanent sidewalks and boulevard being laid and road to be graded this month. Close to two car lines, 12 minutes walk from Postoffice.

Price \$1100; on Terms.

P. R. Brown, Ltd.
MONEY TO LOAN.
FINE INSURANCE WRITERS.
1130 BROAD ST.
Tel. 579.

Local News

Do not forget that you can get an express or truck at any hour you 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 rest place, also store it. See us before you make your arrangements. We guarantee to satisfy everyone on price and the way we handle goods. We consider it a favor if you will report any overcharges or irregularity on part of our help.

Pacific Transfer Company.
Phone 248, 50 Fort St.

Round Oak Hot Air Furnaces have taken the grand prize at A. Y. P. Exposition. Look them up at Watson & McGregor's, 447 Johnson street.

Red, Weak, Wear, Watery Eyes. Relieved by Murine Eye Remedy. Try Murine for your Eye Troubles. You Will Like Murine. Write For Eye Books. Free. Murine Eye Remedy Co., Toronto.

Cheap fuel, Millwood—Order now and have dry wood next winter. Cameron Lumber Co. Ltd. Phone 319.

Gillespie & Hart, 1115 Langley street, for fire marine, life, accident, employers liability, automobile and all other insurance. Telephone 368.

Lifebuoy Soap is delightfully refreshing for bath or toilet. For washing underclothing it is unequalled in cleanliness and purity.

Fine wool blankets, size 60x90, soft and durable wool blankets in white and grey, \$2.25 a pair. Robinson's Cash Store, 642 Yates street.

Foxall can help you decide what to give your friends for Xmas. A photo taken in that latest costume and finished with artistic effect is sure to please. Studio, 1111 Government street.

The new hall on Broad street is all complete and ready to let for any occasion.

Something New—Whole wheat bread with a soft crust, at the Central Bakery, City, 404 Yates street.

Our prices make it expensive for you to buy your hosiery elsewhere. Try our wool cashmere hose at 25c a pair. Robinson's Cash Store, 642 Yates street.

Cleaned Currants, 3 lbs. for 25c. Mixed Raisins, 15c per lb. Seeded Raisins, 10c per packet, or 1 lb. for \$1.00. Sultana Raisins, 10c per lb. E. B. Jones, corner Cook and North Park streets, Phone 712.

Coal Hods—Are you interested? Read on. Good big kitchen hods, made of heavy galvanized iron, extra strong. \$1.25; japanned hods with covers, \$1.35; others, 45c and 40c. Shovels, 10 and 25 cents. R. A. Brown & Co., 1302 Douglas street.

Building permits have been issued to Mrs. Lucy Gillingham for a residence on Prior street to cost \$1,000, and to R. E. Blakeway for a five-roomed house on Graham street to cost \$1,700.

To-morrow evening Grand Chancellor Townley, of Vancouver, will pay an official visit to Far West Lodge, No. 1, Knights of Pythias. All members are requested to be in attendance and an invitation is extended to all visiting brethren.

At a special meeting of the police commissioners held yesterday afternoon the contract for the supply of twenty-six pairs of trousers for the police force was awarded to Guy W. Walker at a figure of \$194. Routine matters were also considered.

A Gold Watch FREE!

Our great Fall clearing SALE OF BICYCLES is now on. To every purchaser of a lady's or gent's English wheel we will present, free of charge, an order on Chaltoner & Mitchell for a guaranteed Gold Watch. This great offer will only last a few days. Do not miss it.

CALL AND SEE THE GOODS.

Thos. Plimley
1118 GOVERNMENT ST.
Opposite Spencer's, Victoria, B. C.

MATTERS BEFORE TRADES COUNCIL

To Seek Information Respecting Systems of Governing Other Cities.

President Watters presided at last evening's meeting of the Trades and Labor council and a lot of interesting business was transacted. Credentials were received from the delegates representing the Journeymen Barbers' International Union.

Letters were received from the Blacksmiths' union and the Alliance of the Theatrical Stage Employees and the Association of Stationery Businessmen. A resolution was passed favorable to the Labor Temple project. On reconsidering the resolution of a former meeting it was again decided to reject the proposal to ask the candidates of the three political parties in the present campaign to address the Trades and Labor council.

All the unions accredited to be represented at the labor temple meeting in the Labor hall are asked to take note that the meeting takes place to-night, Thursday, the 18th, and it is hoped that all the elected delegates will be present. The Trades and Labor council will be represented by President Watters, Vice-President Douglas and Corresponding Secretary Sivetz.

The legislative committee reported that the following letter had been sent to the mayors of a number of cities on the continent:

The Trades and Labor council of this city have initiated a movement for the securing of an improved form of government. As secretary of a committee composed of the legislative and civic committee of the Trades and Labor council with other citizens, I am instructed to get as complete information as possible from those cities known to employ modern methods in the management of their affairs. Accordingly I submit a number of questions and hope that you will be so kind as to send the information as soon as possible. Thanking you for any courtesies you may extend.

1. What is the governing or law-making body?
2. Of whom is it composed and what are its powers under the legislature?
3. How are they chosen or appointed, and for what term, and what are their qualifications?
4. What remuneration do they receive?
5. Are they subject to recall? If so, how?
6. Can by-laws be initiated by citizens if needful?
7. For what purpose is the referendum used? Is it mandatory or not?
8. What are the duties of the mayor and other members?
9. Are the following departments under the absolute control of this body: Police, license, works, health, fire, finance, light, legal, clerical, schools.
10. What is the form of organization of each of the above departments, and by whom appointed?
11. Are the heads of these departments subject to recall? If so, how?
12. Do you have any special system of balloting at election?
13. Do you have any special system of balloting at election?
14. Who are entitled to vote for mayor and other representatives and what are their qualifications?
15. Who are entitled to vote on by-laws?
16. How long have you had present system in operation?
17. Do you have an official gazette?

A new shipment of large "Sailors" at the Elite, 1316 Douglas street.

Have you put in a tender for lots 826, 827, 828 and part 829. This has 206 feet frontage on Johnson street, with fine house, stable and garden. Tenders opened noon, November 24th. Gillespie & Hart, 1115 Langley street.

The funeral of the late Charles Ward will take place to-morrow morning at 9 o'clock from the Victoria Undertaking Parlors, Yates street, and a little later at the Roman Catholic cathedral.

A missionary meeting will be held this evening at 8 o'clock in St. Saviour's church, Victoria West, when the Rev. H. A. Collinson, B.A., will give an address on missionary subjects. Beaumont Boggs, president of the St. Saviour's branch of the Laymen's Missionary Movement, will occupy the chair. All members and friends of the church are invited to be present.

At to-morrow evening's meeting of the streets committee of the city council consideration will be given to a suggestion from Senator Macdonald that the retaining wall along the foreshore at Dallas road be heightened, as it is now too low to serve the purpose for which it was erected. In a communication to the board the senator advocates the construction of an additional barrier outside the present cement wall. The board has already under consideration two schemes for preserving the foreshore adjacent to the city, but as considerable expense will be involved it will be necessary to submit a by-law to the ratepayers.



"Tic! Toe!" Give a Clock

As a Mission Clock will harmonize well with any furniture or surroundings it forms a very pleasing present. See our fine display of "Early English" or "Mission" design, ranging from

\$3.00 UP.

FINE TIMEKEEPERS
Any clock or other articles selected now will be cheerfully laid aside for you until Xmas without extra charge.

W. H. Wilkerson
The Jeweler
918 GOVERNMENT ST.
Tel. 1608.

IS DOING WELL.

Joe Levy's Properties in the Yukon Are Giving Good Returns.

The Dawson News of a recent date contains interesting news concerning the operations of Joe Levy, formerly of this city. An interview with Jack Suttles, who had recently come into Dawson from Dublin Gulch, says:

"Aside from the extensive operations on Dublin by the Dublin Gulch Hydraulic, whose work is well known by most Dawsonites, quite a number of others have been busy on the creek this year. On Joe Levy's property eleven men, including a cook, were at work. Two lays were let on discovery, and one on No. 11.

"Some of the men obtained first class pay on Dublin. In 13 hours Bob Fraser took 20 ounces from Joe Levy's ground."

Joe Levy is an old timer of this city who opened the Arcade restaurant on Government street in 1862. He has brothers here who are well known.

The remains of the late Mrs. Helen Mary Banister took place yesterday afternoon at 2.30 o'clock from the family residence, Government street. Rev. Leslie Clay conducted the service at the home and also at the graveside. A number of friends were in attendance and many flowers were present. The pallbearers were as follows: S. O. Copas, H. S. Lott, C. A. Rea, A. T. Abbey, G. F. Poxnall and J. A. Watson.

The funeral of the late George Jacques took place yesterday afternoon at 3.30 o'clock from the B. C. Funeral Furnishing Company's parlors, where Rev. John Grundy conducted an impressive service. The hymn "Jesus Lover of My Soul" was sung and by F. Giles. There was a large attendance of old-timers and many floral offerings were sent. The following acted as pallbearers: W. Lenfesty, W. Bickford, P. Crookford, John Dean, James W. Bland, sr., and J. L. Crump.

PRIVATE Christmas Cards

We have just received a choice assortment from England and can print them to your order at a reasonable price.

Sweeney & McConnell
Quality Printers
1207-1209 LANGLEY ST.
Opp. Court House

BORROWED A PAPER AND WENT TO COURT

Searcher After Political News Discharged With Warning.

An early pedestrian borrowed a newspaper out of the door handle of the Victoria Coffee Parlors, Broad street, this morning about 8.30, and was taking it round to his room to get a glance of the political news when Constable Palmer who saw the paper removed intervened and directed the steps of the offender to the police court, where he appeared this morning before Magistrate Jay charged with stealing a newspaper, the property of the Colonist Publishing Company, from 1218 Broad street.

The magistrate held that the paper having been delivered was not any longer the property of the company which printed it, and that the charge could not stand. No amendment of the information was asked for as the charge was not pressed, and accused, saying he wouldn't do it again, was released. He said he intended taking the paper to his room to glance over the news and would then have returned it to the luncheon rooms as he came down the street to work. He was warned to buy his newspapers for the future.

WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.

Victoria, Nov. 18, 5 a. m.—A severe southerly gale prevails on the coasts of Oregon and Washington, and North Head reports a wind velocity of 44 miles an hour. Heavy rains are general over the Pacific slope, and snow has fallen in Cariboo. The weather is becoming milder in the prairie provinces.

Forecasts.
For 26 hours ending 5 p. m. Friday. Victoria and vicinity—Strong southerly gales on the Coast, unsettled and mild, with rain.

Lower Mainland—Easterly to southerly winds, fresh to strong on the Gulf, unsettled and mild, with rain.

Reports.
Victoria—Barometer, 29.75; temperature, 47; minimum, 44; wind, 4 miles S.; rain, 35; weather, raining.

New Westminster—Barometer, 29.80; temperature, 42; minimum, 40; wind, 4 miles E.; rain, 1.8; weather, raining.

Kamloops—Barometer, 29.75; temperature, 36; minimum, 32; wind, 8 miles N.E.; weather, cloudy.

San Francisco—Barometer, 30.21; temperature, 56; min. sun, 48; wind, 4 miles N.; weather, cloudy.

Edmonton—Barometer, 29.50; temperature, 34; minimum, 12; wind, calm; weather, cloudy.

Winnipeg—Barometer, 29.9; temperature, 18; min. sun, 16; wind, 16 miles E.; snow, .34; weather, cloudy.

WEEKLY WEATHER REPORT.

Victoria Meteorological Office, 10th to 15th November 1909.

Victoria—Total amount of bright sunshine, 74 hours and 28 minutes; rain, 7.5 inch; highest temperature, 49.7 on 13th; lowest, 25.4 on 15th.

Vancouver—Total amount of bright sunshine, 27 hours and 24 minutes; rain, 1.28 inch; highest temperature, 47 on 10th; lowest, 22 on 14th and 15th.

New Westminster—Rain, 23 inch; highest temperature, 48 on 10th; lowest, 22 on 14th and 15th.

Kamloops—Rain, .04 inch; snow, 10 inch; highest temperature, 44 on 10th; lowest, 10 on 15th.

Barkerville—Snow, .30 inch; highest temperature, 35 on 10th; lowest, 4 below on 14th.

Fort Simpson—Snow, 1.86 inch; highest temperature, 40 on 13th; lowest, 25 on 11th, 13th and 14th.

Atlin—Snow, 1.20 inch; highest temperature, 24 on 14th; lowest, 2 on 15th.

Dawson—Snow, 1.42 inch; highest temperature, 14 on 14th; lowest, 8 below on 16th.

For \$18.50

We guarantee to sell you a better Talking Machine than can be purchased elsewhere for \$35.00.

"COLUMBIA" TYPE B. W. T.
Plays the largest records, plays them perfectly. Come in and hear it. Ask for Catalogue.

Ever think what a splendid Xmas Gift a Columbia Graphophone would make. 'Twould give pleasure to all the family.

FLETCHER BROS.
SOLE AGENTS
1231 GOVERNMENT ST.

BROAD ST. HALL.
2nd DOOR FROM YATES. Has clear space of 60 ft. x 60 ft. Spring floor. Seats provided to the number required. Dining room in connection. Hall may be booked for DANCES, ENTERTAINMENTS, LECTURES, ETC.
Prices Reasonable.
Apply 1231 DOUGLAS ST., 1307 BROAD ST., or
I. Waxstock, Prop.
186 BROAD ST.

Our Leaders

LINDOW GROVE CREAMERY, per lb. 35c
Three pounds for.....\$1.00
SELECTED EASTERN EGGS, per doz. 40c
SEATTLE FRESH EGGS, per doz.....50c



ACTON BROS.
550 YATES ST. Wide Awake Grocery TEL. 1061

Have You an Automobile?

If so, it will probably want overhauling this winter. That is if you want satisfaction next season.

LET US QUOTE YOU OUR PRICES

They are as low as first class work and material will allow. Our staff are automobile experts and can locate trouble and repair it in half the time an ordinary mechanic can—and you pay by time—see the difference!

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Stilenfit Clothing For Men

Raincoats AND Overcoats

A Complete Stock for Men, Boys and Children

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"LION BRAND" Clothing for Boys.



Help Wanted:

To Spread the Glad Tidings All Over the West To the Striving and Struggling, The Worn and Distressed,

Royal Crown Soap

Is the Best in the Land!

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Is Certainly Grand! While the Premium Department Is at Your Command With

Hundreds of Presents for Coupons

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Cor. Douglas and Yates St. Centrally Located.

Comfortable, furnished rooms to rent. Hot and cold baths on each floor. All cars in city pass the door.

Rates 50c per day and up. \$2 per week and up.

Our Glass Front Hacks

Are the very best that can be had. RIDE IN THEM To be had any time of the day or night.

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We also do a general Livery business.

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We Are Now Located AT 755 Kane St.

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The best household coal on the market at current rates.

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Mechanics' SHOES

ELECTION SHOE SALE!

An Election Shoe Sale of Fall and Winter Footwear



Our Stock is known by all the shoe buying public



You take no chances in buying the goods that we offer



ELECTION GUESSING CONTEST

What will be the number of votes received by the Victoria candidate receiving the highest vote in the coming Provincial General Election?

\$17.50 IN CASH FOR CORRECT OR NEAREST CORRECT GUESSES AS FOLLOWS:

- \$10 for the first correct or nearest correct guess.
- \$5 for second correct or second nearest correct guess.
- \$2.50 for third correct or third nearest correct guess.

Every purchaser of goods to the amount of \$1 or over will receive a coupon on which to register their guess. The coupons will be deposited in a sealed box, which will be opened (as soon as the returning officer announces the result) by representative business men, who will also award the prizes.

No guesses received after 6 p. m. on Thursday, November 25.

1008 Government Street Phone L 953

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Men's and Boys' Shoes

- MEN'S \$5 GUN METAL AND VELOUR CALF LACED BLUCHER BOOTS, double soles, welted, made in the famous Boston last and stamped by the makers. Cut price, \$4.15
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- MEN'S \$4.50 OIL TAN GRAIN BLUCHER BOOTS, two full soles to heel, outside counter. "Our Mechanics" boot..... \$3.50
- MEN'S \$3.75 BOX CALF BLUCHER LACED BOOTS, welted and riveted. Everyday wearing boots..... \$3.00
- BOYS' \$2.75 "ENGLISH" KIP BLUCHER LACED BOOTS, "Leekie made," 11 to 5..... \$2.45
- BOYS' BOX KIP BLUCHER LACED BOOTS, double soles and well put together..... \$2.00

Ladies' and Misses' Shoes

- LADIES' \$4.75 PATENT COLT LACED BLUCHER BOOTS, welted and turn soles, Cinderella brand. Now..... \$3.50
- VICI KID BLUCHER YOUNG LADIES' \$3.75 LACE BOOTS, dull top, punched, foxing and tip to match, stout sole, welted military heel, full of snap. Now..... \$2.95
- LADIES' \$3.75 GLACE KID DERBY CUT BOOTS, flexible soles, high Cuban heels, patent tips. Now..... \$2.85
- LADIES' \$3.25 DONGOLA KID BLUCHER LACED BOOTS, Cuban heels and patent tips..... \$2.25
- LADIES' \$2.75 DONGOLA LACED BOOTS, patent tips, double soles. Don't miss these at this price..... \$1.65
- MISSSES' \$2.25 BOX CALF LACED BOOTS, leather lined, double soles, welted, 11 to 2, half sizes. Now..... \$1.95

LIBERAL RECORD IN LOCAL OPTION

STOOD FOR PRINCIPLE HERE IT WAS POPULAR Magnificent Rally in Support of Liberal Candidates Last Night.

The feeling of the electors of Victoria in regard to the record of the two parties was abundantly shown by the splendid meeting held last night in Broad street hall, when the Liberal candidates and other speakers addressed a crowded gathering. For three hours the large assemblage followed with the deepest attention the arguments of the speakers testifying their endorsement of the cause as represented and their appreciation of the points made by frequent bursts of applause and cheering.

There was a quiet but none the less strong feeling of confidence manifested on the part of the electors present in the success of the cause of clean government and honest administration of public affairs.

A statement of the manner in which the railway contract was ratified through, without submission to or consideration by the cabinet, and presented to Messrs. Tatlow and Fulton—"take it or leave it"—which was made by W. H. Langley on the authority of the late Minister of Finance, created intense amazement, and the audience appeared astounded at this fresh revelation of the audacity of McBride and Bower.

The stand of the Liberal party in regard to local option was made plain by R. L. Drury in the course of his speech. From the journals of the session of 1906 he proved that the Liberals are the friends of that movement, while the Conservative party stood almost solidly opposed to it on the occasion when they got an opportunity to vote.

Dr. Ernest Hall was in the chair, and on the platform were R. L. Drury, W. K. Houston, A. J. Morley, M. B. Jackson, W. H. Langley and Richard Lowe. About the hall were such motes as "Vote for the Liberals and a sane railway policy," "A vote for McBride means provincial disaster," and "What has McBride done for Victoria?"

was to be completed by May 8th, 1899, but where was the road? Let Mr. Eberts explain to the people of Saanich and the people of Victoria why the province never got its rights in the matter of the guarantee for the construction of that line. The McBride government was now trying to work the English Bluff game again.

The resignation of the two ministers was referred to and Mr. Lowe asked why they had never explained the reasons for their retirement from the government as a result of the Dan Mann contract. As Capt. Tatlow was intimately acquainted with the state of the province's finances it must be assumed that he was thoroughly satisfied that the carrying out of the contract would irreparably injure the credit of the province.

The Liberal policy was not to retard railway construction; it believed in getting all the railways possible, but it would not burden the province with a liability which would damage its financial standing. The Grand Trunk Pacific would soon be running in the north of the province and would make things hum. Its advent was the result of the policy of the Laurier government. Other railways were proposed to enter the province and the Canadian Northern could be trusted to get in as quickly as it could. But neither it nor any other railway should be allowed to use the province in order to get in in the way of the Canadian Northern was trying to do.

Mr. Lowe humorously pictured the first trip of the car ferry from Sidney to English Bluff, with Dan Mann ploughing the briny main in command and William Mackenzie as pilot.

In conclusion Mr. Lowe recalled the victory achieved under Sir Wilfrid Laurier over a corrupt and scurrilous government, placing in power a business-like government under which Canada was advancing to greater and greater prosperity, and appealed to the electors of Victoria to do their share in bringing about a similar victory for the Liberal party here.

Local Option's History. R. L. Drury, who was given a very hearty reception, plunged at once into the subject of local option, on which he said: Every candidate at the Liberal nomination meeting, from John Oliver down has declared himself in favor of a local option measure. This movement has a history so far as the legislature of British Columbia is concerned. On March 12th, 1906, a measure of local option was introduced by John Evans, of Cowichan, in the form of new sections proposed to be added to the Municipal Charter Act. I had the honor of seconding the motion for the inclusion of these sections. I did not anticipate any opposition, because such a law is on the statute-books of every other province. We had no encouragement, there were no deputations of local optionists coming over to back us up; there was in fact no local option organization in the province at the time. Instead of that we had men coming across the floor to ask to withdraw the amendments. When it came to a vote every Liberal present voted for the adoption of a principle which, with the exception of Mr. Murphy, while those who voted against the giving to the people of the right to say whether or not they should have sections included every member of the cabinet except Captain Tatlow, who was absent, and every Conservative except two.

It was quite plain that we were not trying to catch any wind of popular enthusiasm but were simply advocating what we considered right legislation. The lobbyists of the liquor party were there. Then and there was drawn up the lines of battle front on this great question of public right and morality. Do any of the Conservative candidates mean to tell you that the liquor interests did not know then who were their friends, that they do not know to-day who their friends are? From that day there went forth a mandate and the liquor interests went into the Conservative organization to make their power felt. In 1907 they nominated the ticket that suited their purposes and the same

power and organization has controlled the party ever since and has nominated the same four candidates whom you have as the Conservative standard-bearers in this fight. Many consistent Conservatives have recognized that fact and stated that they will withdraw their support at this time.

"We welcome the fact that there is such an interest taken in this question, but sometimes when we are asked where the Liberal party stands, where John Oliver stands, where you or I stand—and some local optionists there are who ask those questions—my answer is that three years ago I stood in the firing line beside John Oliver and the other Liberal members for Victoria and voted for local option when there was no local option organization, no sermons on local option, no public feeling to back us up. And it is only fair to say that while we do not claim to be anything but imperfect men, on this question it cannot be said that we did not occupy a position which is not to be questioned. Here are the official journals here you will see the names recorded as I have told you—John Oliver, W. G. Cameron, Richard Hall, T. W. Paterson, myself and all the others. If anyone can be trusted on this matter it is John Oliver, who then voted for it. No matter what the verdict at the polls I have not altered my opinion and never will." (Cheers.) The Songhees Reserve.

Going into the question of the Songhees reserve Mr. Drury pointed out the situation in which the matter stands. There never had been anyone able to go to the Indians and say how much they would get. It was all contingent on provincial and city reversionary legislation. Mr. Drury pointed out the fact of going to the Indians to make an offer of purchase at market value, and secure their rights for the province. Mr. Drury thought such an offer would be accepted. Mr. Oliver then considered that as the value of the reserve had been made by the proximity of the city the city was entitled to a clear deed of the 43 acres promised them by the government, including 25 acres for park purposes and eighteen acres on the waterfront. The Colonel laughed at this proposition as silly the day after it was made, but the day following it proposed this very plan for the settlement of the problem, and undertook on behalf of Premier McBride that he would endorse this proposition as soon as he gets back.

"Mr. Oliver being a candidate in Victoria and naturally being interested in all that concerns the capital he is to be commended for the fact that he for the first time anyone has done so he has brought forward a proposition which bids fair to settle the problem," said Mr. Drury.

Replying to H. B. Thomson's sneer that he was appealing on low ideals when he talked of a normal school for Victoria, Mr. Drury pointed out that Mr. Thomson had other people than he to talk to if he wanted to term speaking of a normal school for the capital as a low ideal; he must talk to men like ex-Mayor Redfern, Ald. McKeown, W. H. Bone, Chas. Hayward and Capt. McIntosh and others who formed the deputations which went across the bay to urge the establishment here of a normal school. Undoubtedly Victoria should have a normal but there was no reason why a centre of population like this, to say nothing of being the capital, should not have the next, instead of its being placed in the Kootenays, as the minister of education had stated would be done. In this city which Lord Strathcona said had unrivaled opportunities as an educational centre it was impossible for anyone to obtain training as a teacher here. Out of 108 candidates who passed the non-professional examination to qualify for a teacher this year only six were studying in the Vancouver normal school, owing to the expense. Of some 50 who passed last year only 10 were able to go to normal. In this city which had produced so many splendid teachers it was not now possible to secure a teacher's education, even though qualified teachers were so scarce in relation to the demand that the department of

education had to issue permits to teachers not fully qualified.

Neglect of Victoria. Speaking of the Court of Appeal, Mr. Drury pointed out that in every other province and in all states such a court sat in the capital. In the neighboring state, with a great commercial city in Seattle and a growing center in Tacoma, its appellate court sat in the capital city, Olympia. If Olympia was good enough for the Washington Court of Appeal surely Victoria was good enough for British Columbia's chief court. (Cheers.) The Premier, both as a Premier and as a member for the city, should have seen that the Appeal Court sat here. The government organ found itself forced to declare that his action in this matter was "a very great mistake."

In the matter of the university, too, the Premier had neglected the city he represented. There were many good reasons he could have seen, as Lord Strathcona did, for placing the university here without asking any commission to find a site. But all through the records and the statutes proved that he had done absolutely nothing for Victoria, while he had done generously by other places, notably Vancouver.

Referring to better terms and the Premier's position, Mr. Drury pointed out that the Colonel reported the Premier on his return home as stating that what British Columbia got was \$100,000 for ten years. Not one word did the Premier say then or since as to the province getting a grant for civil government and legislation for all time increased from \$25,000 to \$100,000 a year, or as to it being a per capita allowance on the same basis as the other provinces. The Colonel, discussing this speech, blamed the Premier's offer of purchase at market value, and the limit of 400,000 population in regard to the amount of this allowance, whereas the fact was that the provision was part of the terms of union and had been removed as a result of the conference of Premiers. This the official record of the conference showed. The Premier had mis-stated the financial position of the province and the Dominion. Instead of his allegation that the province had paid into the Dominion treasury twenty millions more than it had got back the statement of the auditor-general showed that the province had got back five millions more than they paid out.

A Socialist wanted to know when Mr. Drury had ever voted for working class legislation, such as the eight-hour bill. The candidate promptly pointed out to him on February 22nd, 1906, the same of R. L. Drury as the first recorded in support of the eight-hour bill introduced that session. George Oliver, the Socialist candidate, tried to put a question which was not at all clearly expressed, but seemed to have something to do with a coal mining bill in 1905. Mr. Drury had to leave to attend the Oak Bay meeting, but announced his readiness to discuss that bill at his next meeting.

W. H. Langley, after making the statement regarding Captain Tatlow's resignation given on another page, spoke briefly on the railway policy, dwelling on the financial aspects of it and the tremendous obligations it would involve on the government.

Mr. Houston declared that the facts stated by Mr. Langley showed the people had much to fear in regard to the contract; there was something being done. Here was a contract made without the knowledge of the man who held the purse strings, shoved up to him to take or leave. In other provinces the Canadian Northern had terms dictated to it by the governments; in British Columbia Mackenzie & Mann made their own terms. Manitoba, for example, three millions got 1,200 miles of railway in a new country; British Columbia entered into a guaranteed which would mean \$45,000,000 of the people's money for 200 miles of railway in new territory. In the prairie provinces the governments took care that the lines added were not trunk lines. The companies were left to construct these

themselves and the governments saw to it that branch lines to open up the country were aided and built.

The financial aspects of the contract were dealt with by Mr. Houston fully. He pointed out the interests of British Columbia were left quite out of the question, but the interests of McBride, Bower, Mackenzie, Mann & Co. were well looked after. Those railway builders had to get to the coast, and even if British Columbia did not give them one cent they would get there. The only concession the province got from the Canadian Northern, according to Bower in his nomination speech, was the right to cross the bridge to be built at Lytton whenever the province might want to. The same minister gave the people as the reason why the road was not to come down by Hope mountain, that link so greatly desired, that Mackenzie & Mann were not building railroads for sentiment. Further he told the people that Mr. Mann had promised that anything overlooked or which might be found in the interest of the province would be placed in the final contract!

The McBride Ideals. Mr. Houston, referring to the sneers of some of the candidates on the other side as to ideals, said:

"I will have the same heart and the same ideals as when I was young. I have not become callous and cold. I do not hold with the ideals of men who call the governing of the country a game, and the ideal of the successful politician to get in and stay in. These are not the ideals I have put before myself or kept in view. The duty of the government is to be there for the whole people and not for the enrichment of their friends and satellites. These men have got into power by treachery to their friends, to the men who put them in the way to be put there. John Oliver is the man who put Richard McBride in the position he is occupying, and how did the Premier serve him—by stabbing him in the back."

"I am ashamed of a premier who has such low ideals as to talk of governing the people as playing a game. These men have got into power by treachery to their friends, to the men who put them in the way to be put there. John Oliver is the man who put Richard McBride in the position he is occupying, and how did the Premier serve him—by stabbing him in the back."

Ex-Mayor Morley, although placed at some disadvantage by having to speak last, was listened to with the same deep attention as he rapidly sketched his views on amendments to municipal legislation and the McBride railway policy. He declared himself in the fight, not for political honors, but for a square deal to the people. He was glad to support honest John Oliver in this fight. He had always been interested in civic matters, but the Premier could not be looked to to attend to necessary amendments in the law—he was too busy with his gold brick propositions.

"I have received private assurance from John Oliver," continued Mr. Morley, "assurances satisfactory to myself, that the whole needs of Victoria shall receive attention at his hands, including practical self-government, including the solution of that much vexed question of the Songhees reserve, including the appointment by the citizens of their own license and police commissioners, and many other matters; in all these John Oliver has proved to me that he not only has time to think of the interests of the citizens of Victoria, but time to think, and think carefully, of how he can assist them in every way." (Cheers.) Mr. Morley pointed to the tremendous price British Columbia had paid for her population of 350,000, grants to the E. & N. and C. P. R., the alienation of millions of acres of timber lands, of her

coal lands, of her agricultural lands. If this policy was pursued in ten years the province would be bankrupt, and the people drifting into the awful conditions of poverty which burdened Britain. Government friends got grants of rich land before the surveyor's reports were made public. One man got ten square miles only the other day—and the surveys, although made two years ago, were not available to the public yet. Alone of the provinces, British Columbia had no land for the settlers. As the population increased the public resources were decreasing. If Mr. Oliver was put in power he had some suggestions to make to him, and support in the House, which would remove the conditions of the past.

The meeting closed with cheers for the leader and the singing of the National Anthem. After the meeting the Socialists started a noisy after-meeting, with George Oliver as the central figure. Some bystander made a sarcastic remark, involving a comparison of Oliver's Socialism and trade abilities, on which Oliver turned and struck another bystander a blow in the face. The rapidly with which he was rushed from the room and hustled downstairs to the street probably took his breath away.

What Other People Think

A PATRIARCH, INDEED.

To the Editor:—Your contemporary, the Colonist, in describing the distinguished career of a professional gentleman, now retired, states positively the length of his "active service" extended over a period of "four score decades." Consequently, as I figure it out, he must have attained the patriarchal age of about 80 years.

As I presume the "aged one" is a Conservative, this "fact" is probably held out as a tempting bait to allure those wavering to the ranks who would swallow any thing before the 25th.

Unless prices of this kind are inadmissible during election times, perhaps you will find a nook for this short letter somewhere in the Times.

MR. HANNA AND HIS TREES.

To the Editor:—I see by last evening's Times that, by request, you publish the letter written to the city council by Mr. W. J. Hanna in reference to the cutting down of some mangled maples on Vancouver street.

Really, Mr. Editor, it makes one tired to think that Mr. Hanna cannot find some more profitable occupation than to compose a letter misleading and, in passages, insulting to the public press. If Mr. Hanna has such an eye for beauty (?) in the form of stunted maples, why, in the name of common sense, do he practically acquire the lot he has recently acquired of eight or nine trees? Surely, as he is particularly fond of trees, he would never have destroyed the beauty of his property by removing eight or nine beautiful trees from eight to ten inches in diameter unless he had good reasons for so doing. I grant Mr. Hanna the right to do just what he likes in reference to his own property, but he should like to know where he has the authority to cut down two trees on Vancouver street? As far as I am aware, the streets belong to the people and not to Mr. Hanna; yet the tone of his spiteful article is such as to lead the citizenry to believe that he has consulted his wishes in reference to the four stunted trees he consensated to let remain on public property to be a thing of beauty and a joy forever in his eyes, and a nuisance to the rest of the public. As regards that man Warwick, or "Friday," as the great "I Am" puts it in his insulting letter, Mr. Hanna (I won't refer to him as man) should make himself acquainted with facts before he commits himself to paper. For his edification I might say Mr. Warwick, the city superintendent, was not "tacked on to the city staff." Mr. Warwick gained his position in open competition and, further, as far as appearances go, he has given every satisfaction and has the confidence of his superiors. I would also suggest to Mr. Hanna that he should be more abstemious and not jump at conclusions.

at the corner of Yates and Vancouver streets three or four times a day, and I fail to see where the engineer has altered his "location stakes," as Mr. Hanna calls them. When a man really does not know what he is talking about it would be better for him to keep out of print and not lay himself open to public ridicule by the display of his ignorance.

CURIOSUS POINT RAISED.

Vancouver, Nov. 17.—Will it be impossible to administer the estate of George S. Snyder because his body has not been recovered from the Fraser river and there is no absolute evidence to prove that he is dead?

This curious point was discussed in the Supreme Court to-day, when George E. Martin, of New Westminster, made application before Mr. Justice Martin for an order directing that Snyder's property be administered. Snyder was the fireman of the Great Northern locomotive that plunged from the bridge at New Westminster last summer. Both fireman and engineer were drowned. The body of the engineer was recovered, but that of the fireman has not been, and it is presumed that it lies buried beneath the tender at a depth of 125 feet.

"In order that such an application may be granted you have to produce the body of the deceased or get someone to swear absolutely to his death," advised his lordship. Another application will be made, and in the meantime an effort will be made to find someone willing to swear that Snyder is dead.

LEG BROKEN.

New Westminster, Nov. 17.—Frank Alfate, a laborer on the new Chilliwack carline, met with a painful accident yesterday as a result of which he suffered a fractured limb, the bone of the left leg being broken just above the ankle. He was conveyed to the Royal Columbian hospital in this city, where the bones were set.

NEW WESTMINSTER'S CHARTER.

New Westminster, Nov. 17.—The city council has decided to submit a referendum to the ratepayers at the civic election next month in which the question would be asked whether the city should retain its special charter or go under the Municipal Clauses Act governing all municipalities.

RICH STRIKE.

Nelson, Nov. 17.—A good strike has been made in the United mine at Alsworth at a depth of 270 feet. A rush of water incident with the strike has been overcome. The indications are, a good mine giving place to lead.

TRADES UNION MEETINGS.

- Barbers..... 2nd and 4th Monday
- Blacksmiths..... 1st and 3rd Tuesday
- Bollermakers..... 2nd and 4th Tuesday
- Bollermakers' Helpers—1st and 3rd Thurs.
- Bookbinders..... Quarterly
- Bricklayers..... 2nd and 4th Monday
- Partners..... 1st and 3rd Sunday
- Cooks and Waiters..... 2nd and 4th Thursday
- Carpenters..... Alternate Wednesdays
- Cigarmakers..... 1st Friday
- Electrical Workers..... 3rd Friday
- Garment Workers..... 1st Monday
- Laborers..... 1st and 3rd Friday
- Leather Workers..... 4th Thursday
- Laundry Workers..... 1st and 3rd Tuesday
- Langshoremens..... Every Monday
- Letter Carriers..... 4th Wednesday
- Machinists..... 1st and 3rd Thursday
- Moulders..... 2nd and 4th Thursday
- Steam Fitters..... 1st and 3rd Sunday
- Musicians..... 3rd Sunday
- Painters..... 1st and 3rd Monday
- Plumbers..... 1st and 3rd Tuesday
- Printing Pressmen..... 2nd Monday
- Shipwrights..... 1st and 3rd Thursday
- Street Cleaners..... 2nd and 4th Tuesday
- Stonemasons..... 2nd Thursday
- Street Railway Employees..... 1st Monday, 2nd and 4th Tuesday, 1st and 3rd Friday
- Street Sweepers..... 1st Monday
- Tailors..... 1st and 3rd Wednesday
- Typographical..... Last Friday

Victoria Creamery & Milk Supply Co.

LIMITED
Manufacturers of VICTORIA CREAMERY BUTTER, which can be obtained of all grocers.

Phone 1344 1311 BROAD ST.

AMUSEMENTS.

NEW GRAND

VICTORIA'S POPULAR FAMILY VAUDEVILLE THEATRE Phone 618

Week Commencing November 15th

George X.—WILSON AND DE MONDEVILLE—Camille German Comedy Playlet, "A Thanksgiving Eve."

Table listing performers: DAMM BROTHERS, NELLIE BURT, GEORGE H. WOOD, THOMAS J. PRICE, MOVING PICTURES, OUR OWN ORCHESTRA.

VICTORIA THEATRE

GEORGE HAMLIN

Prices 50c, \$1, \$1.50 and \$2. Box office opens 10 a. m. Nov. 18

VICTORIA THEATRE

Week of November 15th Pictures will be shown from Monday to Friday.

The London Bioscope AND AMATEUR SHOW

ADVANTAGES THEATRE

WEEK NOVEMBER 15.

EXTRAORDINARY BY SPECIAL REQUEST

HARRY MARGURITA POLLARD-FISCHER & CO.

Present New Play "WHEN HEARTS ARE TRUMP."

FOUR BEAUTIFUL DANCING GIRLS

MAUREL ARDMORE, Society Violinist.

MOHAMMED KAHN, Oriental Magician.

ARTHUR ELWELL AND BIOGRAPH. Don't Miss This Great Show.

MAJESTIC THEATRE

YATES STREET Just Below Government.

WHERE YOU SEE THE LATEST AND BEST

MOTION PICTURES

Money and Skill Can Produce.

Illustrated Songs

Continuous Performance, 2, 5, 7, 11. Programme changed each Monday, Wednesday and Friday.

A RATTLING GOOD SHOW FOR 10c.

EMPRESS THEATRE

Corner Government and Johnson Sts.

Latest Moving Pictures and Illustrated Songs

Complete Change of Programme Every Monday, Wednesday and Friday.

ADMISSION, TEN CENTS. Children at Matinee, 5c.

ROMANO, THEATRE

GOVERNMENT STREET. Between Yates and Johnson.

Latest and Best Moving Pictures, Illustrated Songs.

ADMISSION 10c. Orchestra in Attendance.

ELITE STUDIO

60 FORT STREET. OPPOSITE ROYAL HOTEL.

DEVELOPING AND ENLARGING FOR AMATEURS.

Properties photographed, post cards, lantern slides, photos copied and colored. Mail orders handled promptly.

HINTS FOR HOME.

To Prevent "Print" Running.—If black and white print be soaked in cold, strongly-salted water for several hours before washing the color will not run, unless very badly dyed.

Sewing Fur.—Fur can be sewn together so that the join is not visible. Do not cut the bad pieces off with the scissors, but lay the fur right side downwards, on a table, and just all the skin carefully with the point of a sharp knife.

Staining Floors.—A useful stain for boards is composed of four ounces of vandyke brown, a pound of household soda, and a pennyworth of burnt sienna boiled together in a quart of water for twenty minutes.

Keeping Clothes.—Fold your clothes up in plenty of old newspapers, and lay little naphtha balls or lumps of camphor between them.

Cleaning Real Lace.—Real lace, on account of its value, should be washed as rarely as possible.

Removing Varnish from Painting.—This is a very delicate operation indeed, and if the picture be at all a valuable one, should not be undertaken by an amateur.

Why as a Drink.—Why makes a cooling and nourishing drink for the invalid, and when mixed with cream is exceedingly useful for feeding an infant which cannot digest the ordinary cow's milk.

THE DECEMBER SMART SET. What is a man to do when forced, on the eve of an election to a post of honor, to choose between the office almost in his grasp and the woman he has loved for years?

Correct Silver. There is no surer way of choosing correct silver than to look for the mark "1847 ROGERS BROS."

Pearl Rings

Nothing can surpass the Pearl for dainty and unostentatious articles of adornment.

We call your particular attention to a large assortment of Pearl Rings, with a wide range in price.

We have a solid gold ring, with small whole pearl, \$2.50.

Three Stone Rings. Five Stone Rings.

All these Rings contain whole pearls of good quality, the most expensive being set with splendid gems of good size and great beauty.

A lady's silver watch which was found in our store waiting for the owner.

CHALLONER & MITCHELL

Jewelers and Opticians

1017-19-21 GOVT. STREET

Social and Personal

E. J. Palmer, of Chemainus, is in the city.

W. J. Goepel left last night for Vancouver.

W. Stevenson sailed for Vancouver last night.

Mrs. Russell spent a number of days in Seattle.

G. H. Hughes is spending a few days in Vancouver.

A. Williams arrived from Seattle yesterday afternoon.

F. C. Malpas was a passenger for the Sound last evening.

Mrs. Rivers of Menzies street, is leaving for Everett shortly.

Mr. and Mrs. A. Searer were passengers from Seattle yesterday.

Mrs. Coleman sailed for Seattle last night on the Princess Charlotte.

H. G. Munroe left for Vancouver last night on the Princess Charlotte.

J. J. Bradford, after a few days in Seattle has returned to the city.

Miss Martin and Miss Hickey were passengers from Seattle yesterday.

G. H. Barnard left for the mainland on the Princess Charlotte last night.

J. A. Stenson, of Vancouver, returned to his home in the Terminal city last night.

E. E. Welch crossed over to the Terminal city on the Princess Charlotte last night.

Mrs. W. H. Jones and Mrs. E. J. Gray were passengers for Vancouver last evening.

A. E. Flumerfelt is on a visit to Vancouver leaving last night on the Princess Charlotte.

F. J. Ryan and J. Case were passengers for the mainland last night on the Princess Charlotte.

Miss Cooley, of this city, spent a few days in Seattle, returning yesterday on the Princess Charlotte.

Mrs. Ullick, Mrs. Slater and Mrs. Price arrived from Seattle yesterday on the Princess Charlotte.

Miss Holby, Mrs. Eyer, Mrs. Daniel and Miss Milsander were among yesterday's passengers for the Sound.

Mr. and Mrs. J. B. Wheeler were among those who arrived from Seattle yesterday on the Princess Charlotte.

Mr. and Mrs. Stanley Hobbs, after spending a few days in Seattle, returned to this city yesterday afternoon.

Among the passengers from Seattle on the Princess Charlotte yesterday were: F. Martin, J. Blackwell, C. J. Smith, F. Johnson, D. Cuthbert, F. Wyse, and D. R. Swaine.

The residence of Mr. Edward Murton, of Market street, was the scene of a very pretty event last Tuesday evening, when his granddaughter, Miss Clara May Murton, was united in marriage with Mr. Percy G. McCartney, of Vancouver.

Rev. A. Henderson performed the ceremony. The beautiful young bride was prettily attired in a white princess gown, and was given away by her father, Mr. Frank Murton, of the postal service of Victoria.

After the wedding supper was served a social evening was spent, Miss Murton, the bride's aunt, graciously performing the duties of hostess. Among the wedding presents were several substantial ones.

A bridegroom's gift to the bride was a jewelled brooch of very pretty design. At the close of the evening's festivities Mr. and Mrs. McCartney left on the Princess Victoria for Vancouver, en route to Lytton, where they will spend the winter, afterwards returning to make their home in Vancouver. The young couple carry with them the best wishes of their many friends.

YEAR OF NEW STYLES.

This is a year of discovery. Evidently the world has decided to stop harping upon old things, get the old unsolved problems out of the way as promptly as possible and, after a little keen argument to pass honors around, proceed to something quite new.

Old rose under a grayish smoke cloud, tan — half a brown and half a gray — purple blending into elephant gray, brown touched with a bluish quality, all these are satisfying and useful and mean much for the appearance of the well-dressed woman upon the street.

In harmony with the "moyen age" idea which predominates the modes, the jersey finds its place and is artistically used. It can be found to fit the figure perfectly if the one who chooses it wishes the close lines.

An autumn golf girl is seen with a white hip-length sweater trimmed with a red cuff and pocket flap and a red collar — then with an up-to-date alpine hat with a red band drawn about the crown, no one could ask for a prettier equipment.

Wigs — Don't you think Miss Antique keeps her age remarkably well? Wags — Sure; she never gives it away. Philadelphia Record.

TEA FLAVOR

Tea acquires a flavor under the peculiar climate of Ceylon that cannot be acquired anywhere else on earth. The delicate fragrance and delightful aroma of

"SALADA"

will please you. Buy a package to-day from your grocer. You'll like it.

GILLETT'S PERFUMED LYE. In the Standard Article READY FOR USE IN ANY QUANTITY. E.W.GILLETT CO. LTD. TORONTO, ONT.

REMOVED. Having bought out the B. C. Trading Co. stock of HARDWARE AND CROCKERY I will move my stock to their address 558 Johnson Street.

AN IMPORTANT ADDRESS. Sir Wilfrid Laurier's recent speech on "The Constitutions of Great Britain and the United States — a Comparison."

Mrs. J. E. Elliott. 700 YATES ST. Next to Carnegie Library. Phone RUSL.

Y. M. C. A. BOYS' MEMBERSHIP CONTEST. Just One Week More. Keen Competition Among the Teams.

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BLADDER DISTRESS SIMPLY VANISHES**

**A Few Doses Regulate Out-
of-Order Kidneys and End
Backache.**

If you take several doses of Pape's Diuretic, all backache and distress from out-of-door kidneys or bladder trouble will vanish, and you will feel fine.
Lame back, painful stitches, rheumatism, nervous headache, dizziness, irritability, sleeplessness, inflamed or swollen eyelids, worn-out, sick feeling and other symptoms of sluggish, inactive kidneys disappear.
Uncontrollable, smarting, frequent urination (especially at night) and all bladder misery ends.
Feeling miserable and worried is needless, because this unusual preparation goes at once to the disordered kidneys, bladder and urinary system and distributes its healing, cleansing

and vitalizing influence directly upon the organs and glands affected, and completes the cure before you realize it.
The moment you suspect any kidney or urinary disorder or feel rheumatism pains, begin taking this harmless medicine, with the knowledge that there is no other remedy at any price, made anywhere else in the world, which will effect so thorough and prompt a cure as a fifty-cent treatment of Pape's Diuretic, which any druggist can supply.
Your physician, pharmacist, banker or any mercantile agency will tell you that Pape, Thomson & Pape, of Cincinnati, is a large and responsible medicine concern, thoroughly worthy of your confidence.
Only curative results can come from taking Pape's Diuretic, and a few days' treatment means clean, active, healthy kidneys, bladder and urinary organs—and no backache.

**CANADIAN NORTHERN
AND ITS FRIENDS**

**T. W. Paterson Clearly Explains Dangerous Contract With Which Premier Threatens Province
---Rousing Meeting For Thos. Brydon.**

Is the Canadian Pacific railway behind the Canadian Northern? That is the query that T. W. Paterson set going last night at the Liberal meeting at Oak Bay and people to-day are asking themselves, can it be true? The idea came suddenly upon them but Mr. Paterson showed the reasons for believing there was a connection, the action of the McBride government and of a great many other unexplained things became clear.
Paterson made a splendid speech letting the light in on the Canadian Northern, the hired rolling stock, the watered stock, the heavily mortgaged road, in such a way that the true inwardness of the proposed deal was borne in upon his hearers and they were shown how the country would be ruined, the credit of the province destroyed, and the money which should be used in opening up new country expended in such a way as to benefit the country but little. Is it worth it? was the question asked by Mr. Paterson when he had shown the inside, and there was not a person there but answered to himself that it was not worth the proposed cost.

source of this revenue was examined it could be clearly shown that this earning power was stretched considerably.
One Picket to Other.
"When the line is being built," continued the speaker, "the cost of carrying the construction material is charged to the part of the line which is under operation and is considered as revenue for it. There would be a charge of \$10 a ton probably for carrying all the rails which were used, and this would amount in itself to a very large sum, but besides this the ties cost even more for transportation. The total freight charges for carrying their own stuff would amount to something like \$1,500,000 in one year. In this way the revenues of the line were swollen by charges for carrying their own materials and besides this the fares for carrying the men engaged on construction work were charged up. There would be 14,000 men employed which if charged at \$10 each would amount to a considerable sum. As long as the company kept four to five hundred miles of construction work ahead of them they could show a large revenue from this alone."
"Apart from all the other considerations the line was sandwiched between the C. P. R. and the G. T. P. The C. P. R. was one of the largest if not indeed the largest railway corporations in the world. The G. T. P. when finished will be the only modern railway in Canada. The government of British Columbia proposed to tie the province to a railway which was not first class."

In opening his address Mr. Paterson referred to the fact that the election had been called on a year and a half before the natural time for it, and as an excuse for doing so they had brought forward what was said by them to be a contract between the government of British Columbia and the Canadian Northern railway to secure the construction of a line of railway from Yellowhead Pass to the coast and on to Barkley Sound.
The premier apparently seemed sure that his policy would receive the support of the country, but it was the duty of the electors to look into the matter and see if the cost was not too great for the benefits which were likely to accrue. They should ask themselves was the proposed railway worth the risk involved.
The only purpose in subsidizing a railway in a new colony such as British Columbia was that it might open up new districts which were before inaccessible and thus allow the government to derive a large amount of revenue from the settlements along its route. He asked the audience to look with him at this proposed road and see if it fulfilled these conditions.

Question of Rates.
"The Grand Trunk Pacific was using rails from 56 to 60 pounds to the yard, nearly all being 60. The Canadian Northern on the other hand were using rails from 56 to 60 pounds to the yard to compete with two railways which were the best equipped in the world. No matter how badly a railway was wanted it would have been better to have made a bargain with the best railway. The Grand Trunk Pacific wanted aid from the province to construct a railway over the same route but the government would have nothing to do with them. It was hard to understand how they should choose a railway which was so poorly equipped when a first class railway was offered. A 56 to 60 pound rail will not carry a modern train."
"Mackenzie and Mann are enterprising men. I heard Mr. Mann state that the railway he would build would have a grade of four-tenths of one per cent, but the contract, such as it is, says nothing about this, simply stating that it must be equal to the line built in the Northwest Territory. This shows how much dependence could be put upon the words of the Premier or the railway contractor."

Duplicating Road.
The proposed road would duplicate the Grand Trunk Pacific as far as Tete Jaune Cache. From there it passed through new country for nearly two hundred miles along the Thompson river as far as Kamloops. In this territory there might be some development but the country was similar to that which extended along the canyon of the Fraser where so far there has been no extensive settlements. From Kamloops to the coast the line paralleled the C. P. R. and in all this extent of railway the C. P. R. had never developed any large amount of local business.
"The railway if built," continued the speaker, "will not pass through provincial lands from which the province could expect to derive any revenue, but through the Dominion railway belt with the exception of a little over 150 miles along the Thompson river."
The government proposes to guarantee the interest and the bonds themselves to the extent of \$35,000 a mile which would amount to \$21,000,000 without interest. The credit of the province would be pledged to this amount and they must be prepared to pay it. A reference to the balance sheet of the Canadian Northern, as published in the Colonist, showed that the line was earning over \$600,000 above its working expenses in one year, but when the

Railway Equipment.
"Now let us consider the equipment of the railway. At the time the last report was made the company was operating 2,551 miles of railway, yet on this the rolling stock consisted of only 68 passenger engines, 103 freight engines, and 11 switching engines, making a total of 182. Of this number, however, only 41 were owned by the company, the others being leased. A first-class company should own its own rolling stock, but not so the Canadian Northern. The same state of affairs was found in the freight and passenger cars. The company had 7,539 freight cars, which were leased. The company had a bonded indebtedness of \$2,300,000 for equipment, and yet this equipment was leased. A charge was made for it, but it was not owned. If the province should decide to make a foreclosure it would be found that they had nothing but a pair of rails running

across the country. If it was decided to guarantee the bonds of the company it would be well first to investigate the standing of the company.
"There are many places in British Columbia where railways are needed to open up new territory, but this line would be only used to compete with the C.P.R. to Vancouver. Is it worth the amount proposed to be expended?"
English Bluff.
"I have heard before," said Mr. Paterson, "about railway ferries similar to that proposed to run from English Bluff. I have examined the place myself and have had engineers examine it, and I know that anyone proposing to run a ferry from that point does not know what he is talking about. An engineer when he sees it will not consider it for ten minutes. A pier would have to be built out into the Gulf of Georgia for two miles, and there it would be exposed to all the force of the elements. A brewhater would be necessary and no competent engineer but would condemn it in ten minutes. Yet Mr. Mann says he will build to English Bluff, not near it, and will operate a ferry from that point. He cannot do it. Vancouver Island and Barkley Sound were only tacked on to the railway proposal for the purpose of catching the eye of Victoria and the other parts of the island. Mr. Mann has never examined the country from Victoria to Barkley Sound, and no railway man builds railways without thoroughly examining the country. As a matter of fact Mackenzie & Mann never intend to build on this island. If construction proceeds and the bonds are sold there will be no way of compelling the work to be done on Vancouver Island. The government will be powerless."

"In entering into an arrangement of this sort the first thing that should have been considered would have been whether the company was in a position to carry out the terms. They should see that the power of raising the credit of the province was not put into the hands of anyone."
"The only thing binding on Mackenzie & Mann was to build a line of the same standard as that built in the Northwest Territories. A railway of this standard could be built for \$5,000 a mile, so the government was proposing that the province should put up all the money. It would be quite possible to start the work in three months for the same firm had done a similar thing years ago when they pretended to start on the V. V. & E. They then built 50 feet of the line, and to do this they borrowed a plow and a scraper from a farmer near Penticton. When they said they would complete the line in four years they knew that they could not do it in the present state of the labor market. They could not do it, and did not intend to do it. At the same time the interest on the bonds would go on once they were sold. If it took years to build the interest would have to be paid for that time. It would cost the province \$150,000 a year for interest alone, while the work was under construction."

False Pretences.
Mr. Paterson then showed how McBride had at first tried to deceive the people as to the real terms of the agreement. There was nothing in the agreement which called for a first mortgage. It would not have taken long to have inserted those words had they been intended. It was not in the contract, and the contract was what was before the people at the present time. He also showed the fallacy of the statement that a mortgage could be given as it would be impossible to raise any more money from selling bonds if the line was mortgaged.
"Besides giving the company the bonus," said Mr. Paterson, "they are giving them exemption of taxation for ten years, which amounts to a large sum. When they were getting \$3,000,000 for building the line, the least they could have done in return would have been to pay taxes. Instead of that they want the same exemption as was granted to lines that asked for no bonus. Besides this they are to be granted a free right of way, and free timber and stone. I know the value of this, for I have built railways where I have had to pay for the timber, and the amount paid is surprising."
"There is a further clause in the contract which gives the province a charge against all the lines of the Canadian Northern. This of course is a charge against the surplus earnings after all the fixed charges have been paid. On the prairies the approximate cost of building the line of the standard usually built is \$12,000 per mile. The bonds of the company have been guaranteed to that amount, so that there has been no cost to the company over and above that, yet there is a bonded indebtedness on the road of \$27,230. The Colonist boasted that although the company had issued stock to the amount of over \$20,000,000, none of the stock had ever been offered to the public. It was all held by Mackenzie & Mann. The stock had been issued to themselves, and yet people sometimes wondered why these men were rich. Part of this is preferential stock and the rest ordinary stock, the entire charge against the railway in the Northwest provinces being \$40,655 per mile. They do not even own the rolling stock, so that all the security the province would have would be the amount left over after paying the interest on all the fixed charges."

Serious Matter.
"Every elector should consider this well," continued the railway man, "and see whether he thinks the advantage to be gained is equal to the risk entailed. If the province is called upon to pay the interest on the bonds of the country will be ruined for a longer time than the life of anyone present. The two strongest men in the cabinet, men who were respected by Conservatives and Liberals alike, threw up their

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positions rather than stand for the deal, and they knew more of the inner dealings with the company than anyone else. He knew these men when he was in the House as men that would deal fairly and squarely with those on either side."
Mr. Paterson then took up the matter of the C. P. R. being interested in the deal. Some people he said thought that Messrs. Tatlow and Fulton were influenced by the C. P. R., but the C. P. R. were not opposing this contract. When the Canadian Northern wanted to build to the coast without any subsidy, a railway which everybody had been crying for, the C. P. R. put up the hardest fight that had ever been waged. All the men and influence possible that could be brought to bear was centred on the fight, with the result that it only carried by one vote, the casting vote of the chairman.
When the fight against the Terminal railway proposal was on the agent of the C. P. R. had wakened the mayor at 3 o'clock in the morning to tell him that the C. P. R. were running cars into the city.
When the V. W. & Y. wanted to cross the C. P. R. tracks to get to Vancouver a train was stood on the crossing for days to prevent any movement being made, but in this present case everything was lovely. The company was going to build over the same route as the C. P. R., yet there was no opposition. Mackenzie & Mann were lauded by the C. P. R. newspapers as capable men, and their papers were supporting the policy of McBride. The Vancouver Province was out in their favor. Seeing the C. P. R. could not get a subsidy themselves the clear reasoning was that they had enlisted the services of Mackenzie & Mann to get it for them. The C. P. R. never put up any fight at Ottawa against the Canadian Northern paralleling their lines on the prairies, and now when they were proposing to parallel the same line to the coast there was not a whimper.

In conclusion, Mr. Paterson asked the electors to consider these things when they were casting their ballots. The election should not have been sprung on them in this way, but they should have had the benefit of a discussion on the subject in the legislature. This was not a time to consider whether a person was a Liberal or Conservative. Many were building their hopes on the Barkley Sound railway, but they must if they thought anything about it, see that they were paying too much for their whistle. He advised them to go to the polls and vote for Brydon, who would do nothing he considered wrong and was a man of good judgment. He would take more interest in the constituency than the

You cannot be cheerful, active and energetic when the liver is wrong.
A torpid, sluggish liver brings constipation of the bowels, indigestion, deranged kidneys and all sorts of depression and discouragement.
There is headache, backache, pains in the limbs and rheumatism.
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Dr. A. W. Chase's Kidney & Liver Pills
cleanse the system of poisonous impurities and restore good digestion and assimilation.
Dr. A. W. Chase's Kidney and Liver Pills owe their phenomenal success to the fact that they positively cure liver complaint, biliousness, constipation, backache and kidney disease.
One pill a dose, 15 cts. a box, at all dealers or Edmanson, Bates & Co., Toronto.
Look at getting what you ask for.

man who was running in the Conservative interests.
Liberal Candidate.
Thomas Brydon, the Liberal candidate, said all would be indebted to Paterson for his exposition of the railway policy. Turning to the map of the province he pointed out the course of the proposed railway showing how it would open so little new territory.
An injudicious thing was that on the Delta the new road would come into direct competition with the road of the B. C. Electric which was building without asking one dollar. Mr. Eberts the day before the last election said the scheme that was close to his heart was the building of the railway from Buta Inlet via Seymour Narrows to Victoria or Esquimalt. He said he would advocate this on the floor of the house. Mr. Eberts has never been heard from since the last election but now he is out advocating the new policy. He thought all would be old men before McBride's railway came to Victoria. Heretofore the railway policies had always been accepted but there were no railways yet. Mr. Brydon gave it as his opinion that some of the immense sums proposed to be given to the railway should be spent nearer home in developing the agricultural resources of the district. Much was heard of the fruit lands of the Upper country. Victoria was mentioned in the advertising pamphlets only because of its climate. Until he went to the Upper country himself he had felt it was the only place, but on his return from a visit he felt Vancouver Island was good enough for him. The worst obstacles to the settlement of the country were the holding of land for speculative purposes and the difficulty of clearing. He advocated the government aiding in the clearing of the land by either advancing the money or providing a plant to do the work. When the immense amount proposed to be spent in railway-building was considered it was not much to ask that money should be spent in opening up the agricultural land for settlement.

Experimental Farms.
Mr. Brydon further spoke of the need of experimental farms in the different districts as object lessons to the fruit growers. The growing of fruit was one of the finest occupations in the world, but many went into the business without knowing anything about it. This they could learn at the small experimental farms. The gentleman who had represented the district for many years took no interest in the district beyond giving them a little of their own money to repair the roads. Nearly six million dollars was paid for the import of agricultural products when they might have been raised at home. It was an enormous drain but the government was doing nothing to make a change. The government should establish an agricultural college. Facilities were offered to prepare for the professions but nothing to be done for the greatest industry in the province. He considered that one of the most important planks in his platform. Young men had to go to the state of Washington in order to get training along these lines. Every acre cleared increased the asset of the province.

Rural Telephones.
What would help locally would be a rural telephone system. In Manitoba the government had bought out the telephone companies and something might well be done here. Where there was a rich strawberry district like Gordon Head all should be connected by telephone. Mr. Eberts was interested in none of these things except during election times. He thought there were far too many lawyers in the House.
Mr. Brydon felt it would be a splendid thing for the peninsula if they had an electric car service. He referred to the fact that Mr. Eberts had done what he could to injure the Victoria Terminal railway. The speaker said he was prepared to advocate the things which were required.

He supported the Liberal party in regard to timber, railways, water conservation and other points. He promised to look after the interests of the constituency if elected. These interests were his own.
R. L. Drury.
R. L. Drury, who arrived later, said on a former occasion better terms were made the great cry, and Premier McBride in his great speech had led the people to believe something which was not true. There was a great increase in the cost of civil government which was never mentioned. Mr. Drury made this very clear. Now a railway policy was thrust upon them. The statements in regard to better terms were of the most vicious character, and now there was another proposition which was not a good one. Formerly the Conservatives advocated a railway through the northern central portions of the province, yet now they come and try to palm off a railway following the Fraser river and paralleling an existing line. Mr. McBride was not entitled to the confidence of the electorate when he had tried to deceive them. The men who knew the true inwardness of the deal were Messrs. Tatlow and Fulton, who were so staggered by it that they resigned.
The meeting was presided over by Frank Sere.

COMPANY UPHELD.
Toronto, Nov. 18.—Justice McMahon yesterday gave judgment in favor of the Sun Life Assurance Company of Canada, sued by the children of Arthur A. and Mary Dickson for \$10,000. Two \$500 policies were paid to Dickson on the death of his wife, and he failed to turn the money over to the children when he left the country. The company claimed that its responsibility ceased when it paid the money to Dickson.

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2241—BOOKKEEPING DEPARTMENT.
2242—C. P. W. SCHWENGER, Secretary.
2243—RETAIL DEPARTMENT.
2243—SHIPPING DEPARTMENT.
1160—WAREHOUSES, Pembroke street.

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SCOTT TALK OF ANTARCTIC TRIP
STEAMER ROOSEVELT OFFERED TO EXPLORER
Naval Officer Says Expedition Will Be All-British One.

London, Nov. 18.—Captain Scott, the British naval officer who intends to make a dash for the South Pole in August of next year, said to-day that he hopes an American expedition will start at the same time and "make a race for it."
"The American party," said he to the United Press, "could make a start from the Horn on America's side of the world, and strike the great ice barrier somewhere in Grahamland. We will reach the ice wall at McMurdo Sound, and follow the route taken by Lieut. Shackleton, who scored the 'farthest south'. It is quite likely the two expeditions will meet and continue on together in an effort to reach the pole. Two such parties attacking the problem from different points and perhaps ultimately co-operating, would be inestimable in its benefit to exploration and science."
Captain Scott's proposal is an answer to the many tentative offers of money from America to his expedition fund. He is trying to raise \$200,000, and the money is coming in slowly.
While grateful for the numerous offers from many wealthy Americans, he wants his to be a strictly British expedition.
Among the American offers of assistance was one from Secretary Bridgman of the Peary Arctic Society, proffering him the use of the steamer Roosevelt. This offer was declined, as negotiations are already under way for another ship.
"The Americans have captured the North Pole," said Captain Scott, "and of course we shall do our best to be the first at the other tip of the world. But whether we are first there or not is a matter of nothing finer than two expeditions, representative of the two Anglo-Saxon nations, entering into friendly competition upon this quest."
The Scott party will make its start from New Zealand, as did Shackleton's party.

GOOD PROSPECT FOR CORN CROP
Every one with corn will be pleased to know that Putnam's Corn Extractor is guaranteed to cure hard, soft or bleeding corns in twenty-four hours. Paiglass and sure is Putnam's. Try it.

IMPRISONED BY FLAMES.
Chicago, Nov. 18.—General Frederick D. Grant, his wife and six servants, narrowly escaped being burned to death here yesterday when General Grant's home caught fire. All the occupants were imprisoned in the burning house by the flames, and it was necessary for the firemen to rescue them from the windows. Ladders were raised and all were carried down to safety. None was seriously hurt. Two of the women servants were nearly suffocated by smoke, however, before the firemen took them from the burning structure.

A Tonic
Tired? Just as tired in the morning as at night? Things look dark? Lack nerve power? Just remember this: Ayer's Sarsaparilla is a strong tonic, entirely free from alcohol. It puts red corpuscles into the blood; gives steady, even power to the nerves; strengthens the digestion.

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 - 25c Papers for 17c
 - 30c Papers for 25c
 - 35c Papers for 35c
 - 45c Papers for 45c
 - 60c Papers for 60c

This wall paper sale has induced many who intended to wait until spring to do their decorating now before Christmas. We know that these are the greatest values in Victoria—every day new patrons tell us this is so. Come in and see these bargains, don't let them pass.

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Tenders for Steel Tubular Poles
Tenders will be received up to 4 p.m. Monday, 22nd day of November, 1909, for Twelve (12) Steel Tubular Poles for poles and 272 lamp supports, to be made and delivered as per specification, which can be seen at the office of the undersigned. The lowest or any tender not necessarily accepted.

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Purchasing Agent.
City Hall, November 12th, 1909.

BLAKEMORE'S EXPLANATION SEES EX-MINISTER IN OFFICE AGAIN
Seven Conservative Speakers Address Spring Ridge Electors.

William Blakemore, the Conservative speaker, whose tongue reels off rail-way statistics at a faster speed than will ever be attained by a Victoria-English's bluff ferry boat, appeared as a champion of Capt. Tatlow at the Spring Ridge Conservative meeting last night and said: "Captain Tatlow is a man of the highest integrity and honesty. No man has ever questioned his integrity. He found himself unable to agree with the financial assistance proposed in connection with the McBride railway policy and said so." Mr. Blakemore then said Mr. Tatlow had authorized him to say he had more than twenty minutes to consider the railway policy before he decided to hand the premier his resignation. This statement that he had only twenty minutes had been made by Mr. Wide, K. C., on the mainland. Continuing, Mr. Blakemore said: "Mr. Tatlow has an undiminished regard for Mr. McBride. This matter has gone to the electors, and I think Mr. McBride will be returned. I shall be greatly surprised if Capt. Tatlow doesn't eventually go back into the cabinet. That's how I see it working out."

Mr. Blakemore in opening said he had been allowed to speak early as he was feeling the strain, and would go home early. He next told the audience British Columbia wanted railways, and gave a nice little kindergarten lecture on bonds, describing exactly what a bond was, so that the audience would know, and this after Chairman Lewis had said Spring Ridge held a large labor vote noted for its intelligence.

Mr. Blakemore again referred to the News-Advertiser's statement that the proposed C. N. R. only went through 500 miles of productive country. He said the Barkley Sound railway was 100 miles, and there was 250 on the interior that was productive country. "I love my railway policy, but, oh, you iron properties," was the sum and substance of Henry Behnen's talk to the electors, and from a lengthy description of the resources of the island and the thousands of men to be employed some day, he said local option was a non-political question, but that if a majority of ballots were cast in favor of it the government would put the legislation before the House.

ALL CRIPPLED UP FROM KIDNEY TROUBLE Cured by Gin Pills

Mrs. John Pettigrew, of Central Economy, N. S., was practically helpless from Kidney Trouble. She could not stoop, and her limbs ached so that it was torture for her to be up and around the house.

As Mrs. Pettigrew put it, "I was all crippled up. I saw Gin Pills advertised and sent for some, and after taking only two boxes am a different woman. Gin Pills are the only thing that helped me, and I cannot say too much for them."

If you have that dreadful pain in the back—if you are tortured with Rheumatism or Sciatica—if you have trouble with your Bladder and especially in passing water—if your Liver is torpid and you are Bilious—get Gin Pills at once.

Perhaps you do not care to buy a remedy which is unknown, personally, to you. Very well. Will you use Gin Pills if we send you a free sample? Simply write the National Drug & Chemical Co., (Dept. V. C.), Toronto, Ont., and you will receive a free sample of Gin Pills by return mail. After you have seen for yourself that Gin Pills are all that we say, get the regular size boxes at your dealers—50c or 6 boxes for \$2.50.

MONTREAL DRUGGIST DEAD.
Montreal, Nov. 18.—Charles Lyman, one of the oldest druggists in Montreal, and head of the firm of Lyman, Knox & Co., died suddenly at his home last night from heart failure.

EBERTS TELLS ABOUT HIS COWS IS AS MUCH A FARMER AS BRYDON
His Children Born in Saanich Also—Attack on Mr. Tatlow.

Hon. D. M. Eberts, K.C., the Conservative candidate for Saanich riding, made a grotesque attempt, at a meeting held in Boleskine road last evening, to stem the tide of popular favor which is running so strongly for Thos. Brydon, the Liberal candidate. The ex-speaker declared with trembling voice and a tear in his eye that his children had been born in the district—notwithstanding the cruel assertion that he was a comparative stranger to Saanich. Was there ever a baser slander uttered against a public man? The farmers of the district, so he heard, were going to vote for the Liberal candidate because he (Mr. Brydon) was one of themselves. Now this was unfair. He owned more thoroughbred cows—fine animals, and great milkers—than Mr. Brydon did.

Mr. Brydon grows apples," said Mr. Eberts. "So do I. Mr. Brydon grows a few vegetables. So do I. Mr. Brydon keeps a horse. So do I. And I have two thoroughbred cows. Can he say as much?" (Tremendous and long-continued applause and laughter.) Joseph Nicholson acted as chairman, and after pleading that the candidates be given a fair hearing, he introduced John Braden, ex-M.P.P. Mr. Braden was particularly anxious that the Canadian Northern should be extended to Barkley Sound, as he had some mineral properties there which he held for years because of lack of adequate transportation facilities. He believed that the building of the line was necessary in the interests of Vancouver Island. He assured those present that Mr. Eberts was a fine man and pleaded that he be given another chance to see what he could do for the district. The record of the McBride government was a good one. As for the resignation of the Minister of Finance and the Minister of Lands—that was a mere trifle.

The candidate, Mr. Eberts, was next introduced. He devoted his opening remarks to an attempt to prove that he was as much a resident of the district as Mr. Brydon, and as much of a farmer as him; also, the fact that he was a lawyer being only a mere incident. He was, he might say, a farmer first and a lawyer afterwards—and in Saanich district he expected to end his days.

Mr. Oliver has said that his policy was to construct 1,000 miles of railways with the assistance of the Dominion government. What were the facts? Simply that Mr. Oliver knew that the McBride railway policy was a good thing for the country and as such was appreciated by the people. He had therefore accordingly taken his map and criss-crossed it with imaginative railways in a blindly imitative ambition to evolve a railway policy.

Against this programme of odds and ends there was the clean-cut, definite and common-sense policy presented by the Premier. He defended the huge financial responsibility that would fall upon the province as a result of the contract with Mackenzie & Mann.

In respect to the withdrawal from the government of Mr. Tatlow, he recalled that that gentleman had been opposed to other railways promising much to Vancouver Island. A company was chartered a few years ago, whose purpose it was to build from the Barkley Sound to the end of the Island, and which actually deposited eight million dollars in the bank as a guarantee of their bona fides. This company had also proposed to place a certain number of families each year on the land, and had come to the government with proposals for assistance. Tatlow had opposed, and it had ultimately fallen through. The people of Vancouver Island could not agree with Mr. Tatlow's views in these matters. It was true that destiny ordained that take the proper place in the world. But he wanted to advance the day. The people of to-day wanted to see the beginning made in their own day and time toward the development of the Island. He could understand why Mr. Tatlow had resigned. It was because he did not believe in assisting any railways.

On concluding his speech Mr. Eberts said he would be glad to answer any question, and Thos. Brydon, Jr., a son of the Liberal candidate, proceeded to put some posers to him. One question which Mr. Eberts found it very difficult to answer was: "Why had the Conservatives in the House voted down bills brought by the opposition to grant aid to railways already subsidized by the federal government?" Mr. Eberts got around this by saying that the government could not endorse any proposed aid unless the same was initiated as a government measure. An opposition member could not introduce a money bill.

A gentleman named J. Dunn then arose and assured all present that the McBride railway policy was all right, that the Conservative candidate for Saanich riding was all right and that everybody should vote for him.

The meeting closed with a vote of thanks to the chairman and cheers for Mr. Eberts and the Premier.

MUST GO TO PRISON.
Tinton, Mass., Nov. 18.—"Professor" Frank L. Hill, the herb doctor, of Fall River, who had previously pleaded guilty of manslaughter in connection with the death of Amelia St. Jean, of Weymouth, R.I., was sentenced to not less than seven nor more than ten years in the state penitentiary yesterday. After the girl's death in his herb shop, Hill dismembered the body and distributed it in the woods near Tiverton.

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TRADE RELATIONS WITH UNITED STATES
No Retaliation Expected as Result of Franco-Canadian Treaty.

Ottawa, Nov. 18.—During the debate on the address in reply to the speech from the throne in the senate yesterday, Senator Lougheed called attention to the persistent reports that in retaliation the United States would impose their maximum tariff against Canada. The evident spirit behind the proposed tariff was one which could not be admitted. It was designed among other things to provoke a disruption of the trade relations between Canada and the Mother Country or any other country. Senator Lougheed called attention to the fact that Canada had developed her trade in the face of hostile American legislation, and he hoped that the Canadian government would not humiliate the Dominion by approaching the United States to ask the benefits of the minimum tariff.

Sir Richard Cartwright, who replied to Senator Lougheed, stated that Canada was committed to the ratification of the treaty with France. The best American authorities were of opinion that a treaty of this sort did not involve discrimination against the United States, and therefore did not necessarily call for the placing of Canada among the list of nations against which the maximum American tariff would be imposed. However, if they chose to do so, they would probably be the greater sufferers, as was indicated by the figures of trade between the two countries. In any event, the policy of Canada should be to regulate her own affairs in her own best interest and without very great regard for what was done by other countries.

Sir Richard expressed himself as heartily in accord with the sentiment expressed by Sir Wilfrid Laurier some years ago, that Canada should no longer go as a supplicant to Washington for trade favors.

Sir Richard Cartwright stated that in view of the large expenditures planned it was probable the government would not enter upon construction of the Georgian Bay canal until the Transcontinental railway was finished. While circumstances did not obviate need for prudent and reasonable economy in the administration of affairs, he thought everyone would agree that Canada had entered upon an era of great progress and prosperity and that the government programme was altogether warranted by it.

The insurance bill was read a first time, and comes up for second reading on Friday.

In the Commons.

The tide of petitions against crippling on race-track continues to flow strongly, and they are pouring in from all parts of the country.

J. E. Armstrong, for years the opponent of the German surtax, wants to know what action the government has taken to improve trade relations with Germany, and if it is intended to assist the representatives of the German-Canadian Economic Association now touring Canada.

Sir Wilfrid Laurier informed Dr. Roche that it was not the intention of the government to introduce a bill for the extension of the boundaries of Manitoba until the resolution in regard thereto, passed by the House on July 29th, 1908, was accepted by the provincial government of Manitoba.

Mr. Tomlinson's resolution regarding an amendment to the inland revenue act was passed in committee of the whole, and a bill founded thereon read a first time.

The Maharajah of Jodhpur has presented a lakh of rupees (£2,500) to the Mayo College at Ajmer, as a token of his admiration of Lord Minto's work in India and of gratitude for his policy towards the native states.

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We have decided to change it frequently and feel you will not be wasting time in looking for the changes.

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GOVERNMENT ST.

THROWS HERSELF UNDER STREET CAR
Pathetic Case is Revealed by Suicide of Woman at San Francisco.

San Francisco, Cal., Nov. 18.—Investigation by the police of the tragic suicide of Mrs. Charles Burns, 24 years old, who hurried herself before a street car Tuesday night after being turned away from her brother's door, has developed one of the most pathetic cases on record here.

The young woman was married four years ago to Charles Burns, of New York. Two years ago they were divorced and she was given the custody of their baby.

Walter Pender, her brother, is 22 years old. He has been supporting his mother and two step-brothers on his salary of \$225 per day.

The police at first charged him with inhuman cruelty in turning his sister out. Yesterday he said:

"God forbid that I should defame the name of my sister, but the truth must be told. She had disgraced the family and had been addicted to drinking so that as a result of her conduct we have been forced to move from three towns. When she came back I had to decide whether we should all be disgraced or whether she should be forced to go away. She had promised over and over again to stop drinking, but she never kept her word, and I told her she would have to go away and prove that she had stopped before she could return."

The mother of the family, Mrs. Mary Meagher, a widow, was present at the fatal interview which took place on the sidewalk and pleaded for the daughter.

According to Patrolman Desmond, who was present, young Pender said to his mother:

"You will have to choose between us. You can go with her or stay here. I am through with her for good."

The patrolman had been attracted by that as a result of a reconciliation, but in vain. According to Desmond, the mother turned from the daughter to the son, when he demanded that she choose between them. Then, before anyone could interfere, the young woman ran into the street and threw herself under the wheels of a rapidly moving street car. She died soon after she was taken to the emergency hospital.

WOMAN ARRESTED IN EMBEZZLEMENT CASE
Alleged to Have Received \$1,000 From Former Railway Treasurer.

Cincinnati, O., Nov. 18.—Charles L. Warriner, former local treasurer of the Big Four railroad, and Mrs. Jeanette Stewart Ford, are in jail, the latter on a charge of receiving \$1,000 of the \$425,000 Warriner is accused of having embezzled.

The warrant against Mrs. Ford was issued on Tuesday upon application of Prosecutor Hunt, who had been closeted the greater part of the day with Warriner. The former railroad official informed the prosecutor that he

had given part of the money he is alleged to have taken to Mrs. Ford and that the last payment he had made was on October 7th.

When arraigned Tuesday afternoon on the indictments charging him with embezzlement, Warriner entered a plea of not guilty. His bond was fixed at \$20,000.

APPEAL DISMISSED.
Toronto, Nov. 18.—The Court of Appeal, without calling upon counsel for the respondent to reply, dismissed the appeal of Mrs. Agnes Warnock from the divisional court judgment, sustaining the decision of Chief Justice Falconbridge, who dismissed Mrs. Warnock's claim to upset the will of John Gregory Warnock, the Ottawa and Brockville horseman. Under his will his estate was left to the children of his first wife, and to Eva Warnock, his second wife.

There were 93 deaths from drowning in the Royal navy last year.

M'Clary's

The oven in the Kootenay Steel Range is ventilated

Kootenay Range

London-Toronto-Montreal
Winnipeg-Vancouver-St. John, N.B.

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PACKERS AND REMOVERS.
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Acute and Chronic Diseases treated with heat, water and massage.
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Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 50c. at all dealers or J. M. MORRIS, HAYES & CO., Toronto.
DR. CHASE'S OINTMENT.



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Is the keynote of Royal Standard Flour. Back of this goodness is the best wheat that Canada's prairies produce. It is milled by the most modern and perfect methods, and more than that, our location right in British Columbia enables us to experiment so as to be able to blend Royal Standard just right for the conditions in which it is used.

When once you use it, you will continue to use it. Quite apart from its goodness, however, there is another reason for trying it, in the opportunity you have of drawing a 109 piece china dinner set. There is a numbered coupon in each sack entitling the holder to an opportunity. The winning numbers are announced in this paper each month.

Get a sack at once.

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VANCOUVER, B. C.

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The very highest grade of Atlantic Codfish in its most economical form. Prepared easily, enjoyed thoroughly, digested rapidly. Your grocer sells it in 1 lb. Cans.

NOTICE OF DISSOLUTION OF PARTNERSHIP

Notice is hereby given that the partnership heretofore subsisting between us, the undersigned, as "Sanitary Feather Works," in the City of Victoria, British Columbia, has this day been dissolved by mutual consent. All debts owing to the said partnership are to be paid to William Arthur Hurd at No. 1157 North Park street, in the City of Victoria aforesaid, and all claims against the said partnership are to be presented to the said William Arthur Hurd, by whom the same will be settled.
Dated at Victoria, B. C., this 21st day of October, 1909.
WM. A. HURD
CHAR. T. WARD.

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Men's Warm Felt Slippers, 75c to \$1.50
Men's Carpet Slippers, good value, 75c to \$1.25
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160 pairs Men's Special High Cut, reg. price \$4.50. Now \$3.00
90 pairs Men's Box Calf Leather Lined Boots, \$4.00
24 pairs Men's Velour Calf, dull kid top, \$3.50
Sole Agent for C. P. Ford's Fine Shoes of Rochester.
60 pairs Boys' Oil Tanned Boots, top sole \$1.75
Geo. A. Slater's Livvictus Five Boots, \$4.50 to \$6.00

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IS RAILWAY POLICY

A MOVE BY C. P. R.?

(Continued from page 1.)

was refused, another was forthcoming from the C. N. and it was accepted, it being believed that the C. N. was a real rival to the other line. But to-day the people of Manitoba are complaining that the relief they anticipated has not materialized.

In the light of these events, which I have cited merely to show that past occurrences justify the people of B. C. in not taking too much for granted when it is suggested that the C. N. will give them competition, I wish to point out a few things in connection with the present situation which would warrant caution in accepting at face value the policy now submitted by the premier.

What is the railway situation in B. C. to-day?

It is well known that the C. P. R. main line from the Kicking Horse to Vancouver is taxed to its fullest capacity. Before the lapse of four years the traffic will have become so great that relief must be sought in some quarter. The provision of a second line somewhere with better grades than the main line, to relieve this congestion, has been a live and urgent question with C. P. R. officials for some time.

Where do they intend to build?

A high official of the C. P. R. told me over two years ago that they had already decided the question, and that they proposed to extend from Edmonton through the Yellowhead and down the North Thompson to Kamloops and thence by the Fraser to Vancouver.

The very route now proposed to be followed by the Canadian Northern? In other words a rival line proposes to seize the route decided upon by the C. P. R. exact a heavy subsidy from the province of B. C. for doing so, parallel the existing line of the C. P. R. and make its terminus in the C. P. R.'s own city of Vancouver!

What a fierce fight the C. P. R. would certainly put up to such a project!

But are they?

The recognized C. P. R. organ in B. C. is the Vancouver Province. It is supporting, not opposing, the railway policy, and the government which fathers it.

Another pro-C. P. R. paper is the News Advertiser of Vancouver, although I do not suggest that its association with the C. P. R. is of a mercenary character. It also is supporting this policy.

When Mr. Mann was in Victoria completing his arrangements with Mr. McBride was his solicitor with him? He was here, excepting for a few days when his land commissioner was also in the city, alone, so far as C. N. officers were concerned.

But who was at his elbow, daily, and almost hourly? None other than E. P. Davis, K. C., chief counsel of the C. P. R. in this province. Mr. Mann is not versed in legal matters. The agreement which he signed was drawn by some one who was, and the name of the man who most probably drew the document I have already given.

Are the lobbyists of the parliament buildings to-day haunted by C. P. R. men? Is that corporation fighting desperately against the return of Mr. McBride and his candidates? If not, why not?

Another fact should be remembered. A committee of the board of trade waited on Mr. McBride some time ago asking for some recognition of Vancouver Island in the rumored railway policy of the government.

On that occasion the premier told the committee practically what his railway policy was, namely that he proposed to subsidize the C. N. to

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reckless in matters of finance as he is in his public statements.

Back of that incident, also, stands the sinister situation of R. F. Green, ex-Chief Commissioner, who left office under circumstances which need not be recalled, acting in the dual capacity of representative in B. C. of Mackenzie & Mann, and president of the Victoria Conservative association, and the real organizer of the ministerial forces in B. C. Does any one suggest that the details withheld from the responsible Ministers already mentioned were not fully known to Mr. Green, and is the fact a reassuring one?

Is it not also a fair inference that the reason why the alleged "agreement" with Mr. Mann was published, signed only by Mr. Mann, and not by Mr. McBride, was because the premier dare not call his cabinet together and reveal to them its contents?

It may be urged, what object would the C. P. R. have in playing their game through another road, instead of directly?

I do not think anyone who has studied the situation carefully needs an answer to that query. If the C. P. R. to-morrow applied to this province for a heavy subsidy to double track its main line with four-tenths grades they would be laughed at by the electorate?

If, however, the province can be duped into granting such a subsidy to a line which will eventually fall into the lap of the C. P. R., the latter would not raise any objection. And is it not a fact that they are raising no objection?

But could such a transfer be effected?

A government organ a few days ago published a sketch of Messrs Mackenzie & Mann, in which the statement was made that they controlled every share of the common stock of the company. What does this mean? Simply that as the voting power lies, not with the bonds, but with the common stock, that the moment the C. N. is completed to the coast that Mackenzie & Mann have in their own hands the instrument wherewith their line can be transferred, en bloc, to the older road.

Nor does such an eventuality seem at all unlikely. I have long held the view that just as soon as Mackenzie & Mann had completed their construction work, under liberal subsidies, and it became necessary to operate their line as a carrier of commercial business, and not be able longer to swell their earnings from the carriage of their own material and men which was charged back to construction account, that they would be pinched between the other two great systems, the C. P. R. and the G. F. R., or the G. T. P., which have wide connections throughout the east and which are what the C. N. is not, real transcontinental roads.

I have only a word or two to add, and it has special reference to the withdrawal from the government of Hon. Mr. Tatlow, the Finance Minister, and of Hon. Mr. Fulton, Minister of Public Works.

A rumor, which I cannot help thinking was sedulously fostered by government men, has been circulated to the effect that the retirement of these two gentlemen was due to C. P. R. pressure, the inference being that they were in some way under C. P. R. control. In a former letter I tried to show how improbable this was. Later events have proven, circumstantially, that it was a pure slander. The C. P. R. organs would certainly not support a government, from which the C. P. R. had withdrawn its support. Nor even adopting the premises of government supporters, would it be characteristic of C. P. R. tactics to cause the withdrawal of its friends from a Ministry in which they could be of such service to that corporation.

The incident of their retirement has been now stated in public, presumably with their permission, so I may refer to it. The conduct of the premier in throwing a contract, which he had permitted none of his old colleagues to see, on the table, with the declaration that they could take it or leave it, was not characteristic of Mr. McBride. He undoubtedly had an object in doing it, and with men of the temperament of Capt. Tatlow that object was sure of attainment. He evidently intended by the adoption of a high handed and arbitrary course to drive out of the Ministry the men whom he knew would not stand for such a contract. In the seat worthily occupied for years by Capt. Tatlow, he has placed a man of the type of Mr. Bowser, who, from his own speeches, evidently intends to be as

CAPTAIN TROUP LEAVES MONDAY

WILL ARRANGE FOR TWO OR THREE STEAMERS

Sails for England on Empress of Britain on December 3rd.

On Monday next Captain Troup leaves for England to secure two or three new steamers for the British Columbia coasting service. These vessels will not be quite as large as the Princess Charlotte, the cost of operating the smaller vessels being less in proportion and therefore more profitable. The captain said this morning that he could not yet give any definite particulars as he had not yet submitted them to his own company. He could say, however, that the vessels would be suitable for general coasting work, either for the Prince Rupert and Alaska business or for the ferry or other runs for which steamers might be needed.

For a long time past there has been talk of the company securing vessels. One is required for the Comox and Islands run, and the West Coast of Vancouver Island will soon require a larger craft than the Tees, unless a second steamer is put on to help her. Then there is the growth of business to the North and on the ferry routes to be coped with. The charmer will soon be dropping out, and the Amur may be sold if a customer offers.

Captain Troup sails for England on the Empress of Britain on December 3rd.

SHIPPING GUIDE

OCEAN STEAMSHIPS			
Vessel	From	Due	To
Veszel	From the Orient		
Kaga Maru		Nov. 23	
Empress of China		Nov. 28	
Montagu		Dec. 15	
From Australia			
Aorangi		Dec. 18	
From Mexico			
Lonsdale		Nov. 17	
Idia		Nov. 21	
From Liverpool			
Bellerophon		Nov. 23	
TO SAIL			
From the Orient			
Empress of Japan		Nov. 18	
For Australia			
Makura		Dec. 3	
For Mexico			
Lonsdale		Nov. 25	
For Liverpool			
Canfa		Dec. 5	
COASTWISE STEAMERS			
TO ARRIVE			
From San Francisco			
Veszel		Due	
Umatilla		Nov. 18	
Queen		Nov. 25	
From Skagway			
Princess May		Nov. 20	
From Northern B. C. Ports			
Vadso		Nov. 17	
Princess Beatrice		Nov. 18	
From West Coast			
Tees		Nov. 18	
TO SAIL			
For San Francisco			
Umatilla		Nov. 17	
For Skagway			
Princess May		Nov. 22	
For Northern B. C. Ports			
Vadso		Nov. 18	
Princess Beatrice		Nov. 20	
St. Denis		Nov. 20	
From West Coast			
Tees		Nov. 20	

NEW HATCHERY AT COWICHAN LAKE

SITE CHOSEN BY FISHERIES INSPECTOR

Herring Factory Being Built at Nanaimo and Number of New Salteries.

The site has been chosen for the new salmon hatchery to be established by the Dominion government at Cowichan Lake. It will be placed near the Riverside hotel, and the water will be brought from a small stream in the mountains behind. This was the news brought last night by E. G. Taylor, fisheries inspector for this district, who had just returned from that point after having chosen the site. The propagation of salmon will be conducted on a large scale and the result should be very beneficial to the canneries operating on the coast.

Mr. Taylor also spoke of the growth of the herring industry at Nanaimo. A new factory is being built on the Newcastle townsite, where the fish will be cured in a number of different ways. Nine or ten new salteries will also be operated this year, and if the run is a good one it is probable that the pack will be very much larger than has ever been taken before.

MOVEMENTS OF VESSELS

(Times Leased Wire.)

Seattle—Arrived: Str. Umatilla from Southern ports; str. Fairhaven from San Francisco; str. Mavrick from Tacoma; str. Admiral Sampson for San Francisco; str. Governor from Seattle; Sailed: Str. Umatilla for San Francisco.

Everett—Arrived: Sch. Alex. MacDonald from Port Townsend; Sailed: Str. Riverside for Mukilton.

Seward—Arrived: Str. Portland for Valdez.

Ketchikan—Arrived: Str. Cottage City from Skagway and sailed for Seattle; Sailed: Str. Yucatan for Seattle.

Tacoma—Arrived: Str. Tampo from Seattle; str. Governor from Seattle; Sailed: Str. W. J. Patterson for Gray's Harbor.

Valparaiso, Nov. 18—Arrived: Ger. str. Ammon from Hamburg, etc., via Punta Arenas, for Puget Sound.

Vancouver—Arrived: Str. Yellowstone from Tacoma; str. Westerner from Gray's Harbor; Nor. str. Hornelene from Antofagasta; sch. Bannockburn from Newcastle; sch. Ethel Zane from Port Loddon; Sailed: Str. Cleamont for Gray's Harbor; bktn. Kohala for Bellingsham; bktn. Archer for Puget Sound.

SHIPPING REPORT

Capa Lazo, Nov. 18, noon—Raining; southeast breeze; bar, 29.7; temp., 49; moderate.

Point Grey, Nov. 18, noon—Raining; southeast; thick seaward; bar, 29.7; temp., 52; Empress of Japan leaves Vancouver at 12.45.

Talooch, Nov. 18, noon—Light rain; wind, south 45 miles; bar, 29.5; temp., 53; sea, rough.

Pachena, Nov. 18, noon—Fog, southeast breeze; bar, 29.2; temp., 50; sea, rough.

Estevan, Nov. 18, noon—Raining; calm; bar, 29.6; temp., 51; heavy swell.

WANT LOWER DUES

Widening of St. Charles Canal Makes It Necessary to Sustain Present Charges.

The government of Australia a short time ago discussed the matter of asking for a lowering of the dues charged those who passed through the St. Charles canal. It was pointed out that representations had been made on former occasions, but the plea against doing it was that the canal was being widened and all the available money was needed for this purpose.

TENDERS

For the purchase of a comfortable eleven roomed residence on ST. CHARLES STREET, with grounds, will be received by the undersigned up to noon of the 23rd instant. Full particulars may be obtained at the office of the undersigned. No tender necessarily accepted.

Dated 9th November, 1909.

CREASE & CREASE,
Solicitors for the Crown.

CAPTAIN TROUP LEAVES MONDAY

WILL ARRANGE FOR TWO OR THREE STEAMERS

Sails for England on Empress of Britain on December 3rd.

SHIPPING GUIDE

OCEAN STEAMSHIPS			
Vessel	From	Due	To
Veszel	From the Orient		
Kaga Maru		Nov. 23	
Empress of China		Nov. 28	
Montagu		Dec. 15	
From Australia			
Aorangi		Dec. 18	
From Mexico			
Lonsdale		Nov. 17	
Idia		Nov. 21	
From Liverpool			
Bellerophon		Nov. 23	
TO SAIL			
From the Orient			
Empress of Japan		Nov. 18	
For Australia			
Makura		Dec. 3	
For Mexico			
Lonsdale		Nov. 25	
For Liverpool			
Canfa		Dec. 5	
COASTWISE STEAMERS			
TO ARRIVE			
From San Francisco			
Veszel		Due	
Umatilla		Nov. 18	
Queen		Nov. 25	
From Skagway			
Princess May		Nov. 20	
From Northern B. C. Ports			
Vadso		Nov. 17	
Princess Beatrice		Nov. 18	
From West Coast			
Tees		Nov. 18	
TO SAIL			
For San Francisco			
Umatilla		Nov. 17	
For Skagway			
Princess May		Nov. 22	
For Northern B. C. Ports			
Vadso		Nov. 18	
Princess Beatrice		Nov. 20	
St. Denis		Nov. 20	
From West Coast			
Tees		Nov. 20	

MOVEMENTS OF VESSELS

(Times Leased Wire.)

Seattle—Arrived: Str. Umatilla from Southern ports; str. Fairhaven from San Francisco; str. Mavrick from Tacoma; str. Admiral Sampson for San Francisco; str. Governor from Seattle; Sailed: Str. Umatilla for San Francisco.

Everett—Arrived: Sch. Alex. MacDonald from Port Townsend; Sailed: Str. Riverside for Mukilton.

Seward—Arrived: Str. Portland for Valdez.

Ketchikan—Arrived: Str. Cottage City from Skagway and sailed for Seattle; Sailed: Str. Yucatan for Seattle.

Tacoma—Arrived: Str. Tampo from Seattle; str. Governor from Seattle; Sailed: Str. W. J. Patterson for Gray's Harbor.

Valparaiso, Nov. 18—Arrived: Ger. str. Ammon from Hamburg, etc., via Punta Arenas, for Puget Sound.

Vancouver—Arrived: Str. Yellowstone from Tacoma; str. Westerner from Gray's Harbor; Nor. str. Hornelene from Antofagasta; sch. Bannockburn from Newcastle; sch. Ethel Zane from Port Loddon; Sailed: Str. Cleamont for Gray's Harbor; bktn. Kohala for Bellingsham; bktn. Archer for Puget Sound.

SHIPPING REPORT

Capa Lazo, Nov. 18, noon—Raining; southeast breeze; bar, 29.7; temp., 49; moderate.

Point Grey, Nov. 18, noon—Raining; southeast; thick seaward; bar, 29.7; temp., 52; Empress of Japan leaves Vancouver at 12.45.

Talooch, Nov. 18, noon—Light rain; wind, south 45 miles; bar, 29.5; temp., 53; sea, rough.

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Estevan, Nov. 18, noon—Raining; calm; bar, 29.6; temp., 51; heavy swell.

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Dated 9th November, 1909.

CREASE & CREASE,
Solicitors for the Crown.

Canadian Pacific Ry.

Winter Train Service

Effective Sunday, Oct. 31st, 1909.

TRAIN NO. 2 leaves Vancouver daily at 7:50 a. m., carrying through Standard and Tourist sleepers to Eastern destinations. Also through Tourist Cars, Vancouver to Toronto daily.

TRAIN NO. 36 leaves Vancouver daily at 12:15 (3:15 p. m.), carrying through Standard and Tourist Cars, Vancouver to Montreal and Eastern destinations.

Both Trains equipped with ELECTRIC-LIGHTED compartment observation cars.

B. C. Coast Service

Victoria—Vancouver—Seattle

SERVICE NOW IN EFFECT.

VANCOUVER ROUTE—Steamer leaves Victoria daily at 1 a. m., arriving Vancouver daily at 7 a. m. Returning leaves Vancouver daily at 1:30 p. m., arriving Victoria at 6:30 p. m.

SEATTLE ROUTE—Steamer leaves Victoria daily, except Monday, at 11:30 p. m., arriving Seattle daily, except Tuesday, at 7 a. m. Returning leaves Seattle daily, except Tuesday, at 9:30 a. m., arriving Victoria daily, except Tuesday, at 3:00 p. m.

The above service will be operated by the Three-funnel liners Princess Victoria and Princess Charlotte. For tickets and reservations:

L. D. CHETHAM, City Passenger Agent.
All Berths not paid for by 5:00 p. m. will be considered cancelled.

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 21st of each month.

Apply Head Office, Vancouver, or to the agents.

MESSRS. SHALLCROSS, MACAULAY & CO. VICTORIA.

S. S. ST. DENIS

Will sail for Northern B. C. Ports AND BELLA COOLA.

On Thursday, Nov. 25th.

JNO. BARNESLEY, Ag't
Phone 1925—534 YATES ST.

KMAS

Sailings to Europe

Canadian Pacific Atlantic Steamships Empresses

Less Than Four Days at Sea. ST. LAWRENCE ROUTE.

Lake Erie Sat., Nov. 20th

From West St. John
WINTER ROUTE.

EMPRESS OF BRITAIN, Fri., Dec. 3rd
Lake Manitoba Sat., Dec. 11th
Caribon (chartered) Fri., Dec. 11th
EMPRESS OF IRELAND, Fri., Jan. 14th
Caribon (chartered) Fri., Jan. 22nd
EMPRESS OF BRITAIN, Fri., Feb. 11th
EMPRESS OF IRELAND, Fri., Feb. 25th

First Cabin, \$2.50 and up. Second Cabin, \$4.75 and up. One Class Cabin, \$4.50 and up.

The popular "Lake" steamers carry ONE CLASS OF CABIN passengers only at second cabin rates.

For further information call on or write to:

L. D. CHETHAM,
1102 Government St. City Passenger Agt.

MARINE NOTES

Steamer Queen is due here to-night with passengers and freight for this port.

Steamer Fitzclare, which is in dry dock at Esquimalt undergoing repairs, is expected to leave on Saturday next.

Steamer Unalaska left this morning for San Francisco, taking 253 passengers, of whom 22 took passage from this port. Fifty of the passengers came here on the Makura from Australia.

WHITE PASS & YUKON ROUTE

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.&Y.R. 405 Winch Building, VANCOUVER, B. C.

GRAND TRUNK RAILWAY SYSTEM

Solid wide Vestibule Trains of Coaches SLEEPING CARS BETWEEN CHICAGO, LONDON, HAMILTON, TORONTO, MONTREAL, QUEBEC, PORTLAND, BOSTON, And the Principal Stations of the Ontario, Quebec and the Maritime Provinces.

Longest Double-track Route under one management on the American Continent.

For Time Tables, etc., address
W. S. COOPER,
Assistant Gen'l Passenger Agent,
120 Avenue St. STEWART, N.S.

TIMES WANT ADS. PAY

WHY GERMANY IS FOREMOST EMPIRE HAS SCHOOLS FOR EVERY TRADE

Apprentices Are Compelled to Attend—Ontario May Adopt This.

After a visit of six weeks in England, Scotland, France, Switzerland and Germany, where he was inquiring into the system of technical schools, Dr. John Seath, superintendent of education for Ontario, has returned to Toronto.

He will proceed to investigate the conditions of technical schools in Ontario and afterwards prepare a report for the minister of education, containing the results of his observations in Europe and this province, and embodying a series of recommendations as to a proper system of schools for Ontario. It is anticipated that this report will be placed in the hands of the minister early in the session, says the Toronto News.

The investigations of Dr. Seath were greatly facilitated by information supplied by Sir Robert Morant, the permanent head of the English board of education, who gave him a list of typical schools in the different countries, and the names of the chief educational men with whom he should discuss the situation. His knowledge of French and German was also of considerable assistance.

While unwilling to venture an opinion as to how far the technical schools of Germany are responsible for her occupying the foremost position in the manufacturing world, Dr. Seath declared that these schools were a considerable element in that success.

In Manchester, England, the schools were good, while in Liverpool, as this city is rather a distributing than a manufacturing character, the work was of an elementary description, corresponding to Ontario's manual training schools. But trades, such as shoe-making, were also taught thoroughly. He also visited Edinburgh and Glasgow.

Parisian Trade Schools. In Paris there were thirteen or fourteen schools, half a dozen of them for girls. These are day trade schools, and take up the various trades of the locality. They were rather of an artistic character, the girls being taught dress-making, corset-making, embroidery, designing, etc. The work was excellent, and probably on the whole the best he saw.

Switzerland was next visited. He saw the day trade schools at Bern and Zurich, and the technical school in Bienne, a very fine school with a staff of twelve teachers. This is an intermediate school between the elementary trade schools and the university technical schools in Zurich, always officials in the school of practical Science in Toronto. In the Bienne schools foremen were prepared.

"Here I saw what I did not see elsewhere," said Dr. Seath. "Most of the Swiss railways are government owned and also the post office. Here they had a school for training railway officials and a complete outfit of tracks, stations, engines, etc. The students afterwards obtained positions in the government service. This training included signaling and telegraphy.

"They had also a school for training post office officials. Here there was also a horological school, where they are trained to make watches. "It was at Munich in Bavaria, however, that the most celebrated schools in the world were located, and the trade school system more completely developed than anywhere else in the world.

"The system here was revolutionized by Dr. Kechemster and differs very materially from that in the rest of Bavaria, and so far as I know in the rest of Germany.

"In Munich the theoretical work and practical go together as they do in Switzerland and France, but in a great many cases in Germany the students learn the theoretical side only, as any machinery there is for the purpose of illustration. The students can take them to pieces and draw the parts. Drawing as properly is fundamental to all technical systems.

"In Germany there is a trade school for every trade in a city. For instance there are schools even for chimney sweeps.

Compel Apprentices to Attend. "In most of the cities they have a law by which the local board in charge of the trade school compel, in which the education authorities can compel manufacturers to send their apprentices for 6 to 10 hours a week to attend these trade schools. In Munich that law is enforced and every one after having completed the compulsory period of attendance at the trade school must correspond to a British continuation school for a period varying from two to four years. "Lift boys and servant girls have to attend for instance. These classes are provided for them on Sundays; indeed the trade schools originated in the Sunday schools. Of late this work on Sunday is discouraged by the authorities and it has become purely voluntary.

"In Munich there are classes not only for apprentices but for journeymen and master workmen, but these are not compulsory. "Where is the unskilled laborer in Germany?" asked the News. "There are none under the system," was the reply.

The compulsory age at the elementary schools is fourteen, or until the pupil passes a satisfactory test. He then becomes an apprentice. Compulsory attendance, Dr. Seath remarks, could be enforced much more easily in Germany than in other countries, as there is a system of compulsory military training, and an accurate record is kept of every one in the state.

choose the gymnasium or private schools, art schools, etc. "In general, the son follows his father's trade, and they have not the same means of rising in Canada and the United States, and more latterly in England."

Many in Germany regard the manual training schools as much more important than those of separate trades, as they give a basic training, and can adapt themselves to special lines afterwards.

Co-operate With Manufacturers. In Bern they go so far as to teach plumbing, and the pupil's work for the inhabitants. In Aix-la-Chapelle there is a textile school, and the manufacturers, when over-rushed, have their orders filled there. Usually wherever the products are sold it is done with the approval of local manufacturers.

In Prussia, at Cologne and Aix-la-Chapelle, there are magnificent schools, including technical universities. Here are found also monotechnical schools, reserved for a single industry, such as silk or cotton.

Many of the technical schools of Germany are established originally by the local authorities or the state.

"In many cases, however," said Dr. Seath, "a manufacturing establishment finds one necessary to secure properly trained assistants, and starts a school, such as in Toronto in connection with a council aids it with a grant. The third step is this: When the attendance and equipment is such that they think they do work the state should recognize and are prepared to admit pupils from the neighborhood it becomes a royal institution, and the state takes over the whole control, and the cost of maintenance, but it is arranged that the local authorities continue their contributions as well."

The boards of these schools have representatives of the manufacturers and other labor men upon them, appointed or elected, or both.

In this connection Dr. Seath declared that these schools should have a separate board, independent of the municipal council, not as it was in England.

The attendance in the day schools was small, compared with the night schools. The teachers in all schools were carefully selected and well equipped, and were paid enough to make it worth while preparing their lectures beforehand with a good general education as well.

SAYS SCHMITZ DID NOT GET FAIR TRIAL Former United States Senator Scores Judge and Prosecutor.

Portland, Ore., Nov. 18.—Following the announcement that Francis J. Heney had been appointed an assistant attorney-general to prosecute land fraud cases in Oregon, the speech of ex-Senator Charles W. Fulton before 300 members of the Oregon Bar Association created a sensation.

Without allusion to Judge Dunne or Francis J. Heney by name in his address, Fulton acted as a trial judge and prosecutor in the case of the people of California against Eugene Schmitz, saying that the prosecutor was unfair and that the trial judge showed a disregard of rights of the defendant to a fair and impartial jury. The speaker averred that the Appellate court of California did only its duty when it reversed the verdict of guilty against former Mayor Schmitz. Fulton said in part:

"I state without any reservation after careful reading and consideration of the decision that had the court failed to decide as it did it would have discredited itself and the judiciary of the country."

"They could not have decided otherwise without violating their official oaths and pleading guilty to a degree of cowardice and pusillanimity that would have justly earned for them the enduring contempt of the bench and bar of the nation."

"I do not contend that the record disclosed the innocence of Schmitz. I do contend, however, that he was entitled to a fair and impartial trial and that the record disclosed not only that he had been denied such, but that the character of the trial in the lower court, in its utter disregard of the most simple and elementary principles of business and decency was rarely if ever surpassed by Jeffrey in his most vicious and vicious examples of judicial tyranny and depravity."

HAVE WE TWO MINDS? Gerald Balfour Makes Some Striking References to Spiritualism.

Gerald Balfour made some striking references to spiritualism in his presidential address to the members of the Students' Union at the London School of Economics, Portugal street, London.

"Let us consider the phenomenon of cross-correspondence," he said. "A, B and C are three automatic writers producing script in different parts of the world. References are made in each to a particular topic, and the full significance is not understood until the three are compared."

"It is impossible to ascribe them to chance, especially as one script will often give an indication that the explanation is to be looked for in another script, while the idea of fraud and collusion has been discarded by those who have studied the subject and are qualified to express an opinion."

"It is, in my judgment, difficult to resist the conclusion that the correspondence is brought about by some mind or other. The question is, What mind?"

"Is it the incarnate personality it claims to be? The intelligence at work may be some secondary self, belonging to one of the automatists."

"That one man should be able to establish communication with another man is accepted by many who would regard spiritual return as gross superstition. If the Psychological Research Society had done nothing else except establish telepathic communication, it would have justified its existence a hundred times over."

No fewer than 57 Maundy coins, dating from the time of Charles II. to the present reign, were sold for £4 18s. at Sotheby's, London, recently.

DR. OSLER SPEAKS ON TROPICAL ILLS Responsibility of Empire to Study These and Remedies.

The American ambassador visited the London School of Tropical Medicine, which is carried on under the auspices of the government at Connaught road, E., London, recently, when the inaugural address of the winter session was delivered by Prof. W. Osler (Regius Professor of Medicine, Oxford). There was a crowded attendance in the lecture theatre.

The school has the largest laboratory in this country, one room alone having accommodation for fifty-six students. Dr. Bahr, a student of the school, is proceeding to Fiji to study dysentery, and the cost of the expedition is being defrayed by the family of Lord Sheffield.

In occupying the chair, the American ambassador said the lecturer needed no introduction. Perhaps, however, he might say about him that he was a very excellent example of what America could do with a Canadian when it caught him young.

Professor Osler afterwards delivered an address on "The Nation and the Tropics." Three outstanding events, he said, had loosened, as a spring, the pent-up energies of the modern world—Greek civilization, the geographical renaissance of the sixteenth century, and the scientific awakening of the nineteenth century. With regard to the latter, it had given men such a control of nature that a stroke it removed the chief obstacle to the world-wide settlement of the white man. A very large portion of the conquered earth was still in the control of Europe. It was no light burden to the white men to administer this vast trust, much of which fell upon the Empire, and the responsibility of the Empire had been the making of the race.

There were two problems of the first rank in dealing with subject nations—order and health. The first of these might be said to be a specialty of the Anglo-Saxon, scarcely less might be laid at his door, but the little word "order" which had everywhere followed the flag compensated for those sins. The lecturer dealt at length with the introduction of modern sanitation, which, he said, arose from the recognition of the true nature of the large division of what were called infectious diseases. This country had carried into effect sanitary laws which had steadily diminished the mortality from this source. It was realized that the battle had to be fought against a living contagion, and the germs of a large number of epidemic diseases had been discovered. A sanitary organization was being perfected which would be of use to the public and prevented commercial panics. Out of the total population some sixty millions, perhaps, lived under good and constantly improving sanitary conditions, but of the vast dependencies there were a very different story to be told. Men had learned to recognize the importance of good health and the possibility of mitigating the conditions which led to the prevalence of epidemics. Of tropical diseases of the first importance might be mentioned malaria, plague, cholera, yellow fever, dysentery and beriberi, and relapsing fever, with certain parasitic disorders, such as schistosomiasis, which varied in their prevalence in different localities, but together formed the tropical great enemies.

Of all but one they know the germs, the conditions of their growth, and in nearly all the mode of propagation. Having referred to the death-rate in the building of the Panama canal from various diseases during the massive years from 1881 downwards to 1897, said that from 1890 yellow fever practically disappeared, with the exception of a small epidemic in 1897. In 1904 the United States undertook to complete the canal, and its success or failure was largely a matter of sanitary control. Describing the diseases of mortality from different diseases, Professor Osler said a remarkable result had been that in 1908 the combined probable diseases, malaria, dysentery and beriberi killed fewer than the two great killing diseases of the temperate zone, pneumonia and tuberculosis—127 in one group and 127 in the other. The speaker concluded by referring to the fact that that school was started ten years ago by the wisdom of Joseph Chamberlain.

The American ambassador said the lecturer had impressed him with the madness of nations which had great dependencies and did not cultivate tropical medicines. It seemed to him that a nation which had such dependencies and neglected the study of tropical medicines was blind to its own interests, and if there was much communication between a nation and a parent government, it was blind to its own safety. There was no tropical sea where the British flag did not fly; scarcely any tropical land where the British people had not penetrated. If they had any interest in those they sent out, it surely behooved them that they should be able to care for them, and to understand the life to which they sent them. Every year they sent out of their best—the very flower of the splendid young British manhood to guide their industries. To what were they sending these young men? They were going perhaps to a place where the very life-giving rays of the sun might be deadly to them, where the air they breathed and the water they drank carried poison; where the serpents that bit, the mosquitoes that stung, and the tsetse fly might also be deadly to them. What were they going to do for them? Were they going to do anything to help them? The professor and himself had seen the flag which had carried Americans to self-government in one of the most beautiful and richest islands in the world, and Professor Osler had also seen that flag in danger of being driven out by the yellow flag of the pesthouse.

They had heard of the conditions which had prevailed at Panama, but to-day there were 40,000 soldiers there in the army of industry attacking a task greater than had ever been undertaken in the history of the world. That

army of industrial soldiers was working under conditions which were the result of the study of tropical medicine by the American scientific gentlemen who had grappled with the subject. Great Britain was doing the same thing over a much larger range of tropical dependencies in this school. He was convinced that there was an opportunity to spend a great deal more money in that institution. The work already done in the school constituted the highest possible incentive to those responsible for the maintenance of the health of their tropical dependencies.

A hearty vote of thanks was passed to the lecturer and the American Ambassador, and the latter, in replying, thanked Sir Patrick Manson for his kind observation concerning him, and also for his advice, laughingly observing that it was rarely he got advice from such a distinguished physician for so low a fee.

HOW LONDON IS OWNED.

Some statistics of the ownership of London recently submitted to the county council go far towards explaining at once the agitation for another opposition to the ministerial programme for a valuation of land.

A ground plan, or map of the real estate holdings of London has been under preparation for some time, and is so near completion that the chairman of the committee in charge felt justified at a recent council meeting in giving an advance abstract of its revelations. These are of a rather startling nature even to persons who had some knowledge of how "closely" London is held. Of the 11½ square miles of London's area, 113 have been mapped, with the result of demonstrating that up to the point there were 34,600 owners, of whom 137 owned sixty square miles. Of this nearly one-third was held by the corporation, the county council, commissioners, but the remaining 41 square miles were the property of individuals. The average holdings of the remaining 34,463 owners was one acre. It was stated that a considerable proportion of these owners owned one house or plot only, but their exact number remained to be determined.

After reading such figures as these the force of the new English expression "the dukeries" applied to large tracts of "improved" London territory owned by great dukes who are alleged to pay but nominal direct taxes thereon becomes apparent.—Montreal Herald.

"LIQUOR LICENSE ACT, 1909."

I, Nancy Irving, hereby give notice that, one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria, for a renewal of my license to sell intoxicating liquors at the premises known as "The Gorge Hotel," situated at Goldstream road, in the district of Esquimalt, to commence on the 1st day of January, 1910.

(Signed) NANCY IRVING.

Dated this 18th day of November, 1909.

FOR FALL PLANTING

Best varieties of Roses, Fruit Trees, Evergreens and general Nursery stock. Oakland Nursery Co 1580 Hillside Ave. Victoria, B. C.

Steam-Heated Offices

Also two large halls, suitable for lodge or club purposes, to let in new brick building, lower Yates street. Apply to F. R. Stewart & Co

The Municipal Council of the Corporation of the City of Victoria having determined that it is desirable to execute the following works of local improvement, viz:

1. To drain, drain and rock surface Langford street, and to construct permanent sidewalks on both sides of same from Catharine street to the easterly line of Lot 11, Block 4, and to the easterly line of Lot 11, Block 2, and to construct curbs, gutters and boulevards (including maintenance) on both sides of Langford street from Catharine street to Front street, also a permanent sidewalk with curbs, gutters and boulevards (including maintenance) on the south side of Langford street from Russell street to Front street.

2. To construct wooden block pavement placed on a concrete foundation on Yates street, from the east side of Douglas street to the west side of Blanchard avenue.

3. To construct a permanent sidewalk of concrete on the west side of Moss street from Port street to Rockland avenue.

4. To construct a permanent sidewalk of concrete on the north side of Niagara street from Beacon Hill Park to South Turner street.

5. To construct a permanent sidewalk of concrete on the north side of Niagara street from Menzies street to Oswego street.

6. To construct a permanent sidewalk of concrete on the south side of Niagara street from Menzies street to Boyd 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 above mentioned, signed by a majority of the owners of the land or real property to be assessed for such improvement, and representing at least one-half of the value of the said land or real property, 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., Nov. 18th, 1909.

"LIQUOR LICENSE ACT, 1909."

I, Hugh Simpson, hereby give notice that, one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria, for a renewal of my license to sell intoxicating liquors at the premises known as "The Gorge Hotel," situated at Tilikum road, in the district of Esquimalt, to commence on the 1st day of January, 1910.

(Signed) HUGH SIMPSON.

Dated this 2nd day of November, 1909.

"LIQUOR LICENSE ACT, 1909."

I, E. Marshall, hereby give notice that one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria, for a renewal of my license to sell intoxicating liquors at the premises known as "The Gorge Hotel," situated at Tilikum road, in the district of Esquimalt, to commence on the 1st day of January, 1910.

(Signed) E. MARSHALL.

Dated this 3rd day of November, 1909.

"LIQUOR LICENSE ACT, 1909."

I, Alex. Simpson, hereby give notice that, one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria, for a renewal of my license to sell intoxicating liquors at the premises known as the Half-Way Hotel, situated at Esquimalt, to commence on the 1st day of January, 1910.

(Signed) ALEX. SIMPSON.

Dated this 2nd day of November, 1909.

PORTLAND CANAL SHORT LINE RAILWAY COMPANY.

Take notice that the first meeting of the shareholders of the Portland Canal Short Line Railway Company will be held at the offices of Bodwell & Lawson, in the City of Victoria, on Saturday, the 20th day of November, 1909, at 3 p. m.

(Signed) T. P. HOPKINS, M. I. STEWART, Victoria, B. C., October 18th, 1909.

The Municipal Council of the Corporation of the City of Victoria having determined that it is desirable to construct the following works of local improvement, viz:

1. Permanent sidewalks on both sides of Gladstone avenue, between Shakespeare street and Belmont avenue, with curbs, gutters and boulevards (including maintenance).

2. Permanent sidewalk of concrete, with stone or iron curb, on the west side of Douglas street, from Cormorant street to Fiaguard street.

3. Boulevards, with curbs and gutters, on the north side of Yates street, from Quadra street to Harrison street, and on the south side of Yates street, between Quadra street and Fort street (including maintenance).

4. Permanent sidewalks on both sides of Coburg street, from Oswego street to Rendall street, and to grade, drain and rock surface said street.

5. Permanent sidewalk on west side of Rendall street, from Niagara street to Simcoe street, and, to grade, drain and rock surface said 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 above mentioned, signed by a majority of the owners of the land or real property to be assessed for such improvement, and representing at least one-half of the value of the said land or real property, 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., Nov. 18th, 1909.

"LIQUOR LICENSE ACT, 1909."

I, Hugh Simpson, hereby give notice that, one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria, for a renewal of my license to sell intoxicating liquors at the premises known as "The Gorge Hotel," situated at Tilikum road, in the district of Esquimalt, to commence on the 1st day of January, 1910.

(Signed) HUGH SIMPSON.

Dated this 2nd day of November, 1909.

"LIQUOR LICENSE ACT, 1909."

I, John Southwell, hereby give notice that, one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria, for a renewal of my license to sell intoxicating liquors at the premises known as the Coach and Horses Hotel, situated at Esquimalt, to commence on the 1st day of January, 1910.

(Signed) JOHN SOUTHWELL.

Dated this 3rd day of November, 1909.

"LIQUOR LICENSE ACT, 1909."

I, Charles J. McDonald, hereby give notice that, one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria for a renewal of my license to sell intoxicating liquors at the premises known as the Coach and Horses Hotel, situated at Esquimalt, to commence on the 1st day of January, 1910.

(Signed) CHARLES J. McDONALD.

Dated this 5th day of November, 1909.

TRY A CLASSIFIED WANT AD.

The Council of the Corporation of the City of Victoria having determined that it is desirable to execute the following works of local improvement, namely:

1. To construct permanent sidewalks of concrete on both sides of Work street from Bay street to Hillside avenue.

2. To construct permanent sidewalks of concrete on both sides of Rose street from King's road to Hillside avenue.

3. To construct a permanent sidewalk of concrete on the west side of Blanchard avenue from Bay street to King's road, and on the east side of Blanchard avenue from King's road to Hillside avenue.

4. To construct a permanent sidewalk of concrete on the west side of Maple street from Port street to Pandora avenue.

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 above mentioned, signed by a majority of the owners of the land or real property to be assessed for such improvement, and representing at least one-half of the value of the said land or real property, 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., Nov. 18th, 1909.

NOTICE

Notice is hereby given that the undersigned has deposited with the Minister of Public Works, Ottawa, and Land Registry Office, Victoria, the map and description of proposed wharf site on Quinsie Sound, and making application therefor, and said site described as follows: Commencing at a point at high water mark, said point being 2,100 feet south and 800 feet west from the northeast quarter of Section 36, Township 14, Range 1, District of the City of Victoria, B. C., thence northwesterly at right angles a distance of 180 feet more or less to high water mark, and thence to point of commencement.

(Signed) B. W. LEBRON, For Winter Harbor Canning Co.

NOTICE

Notice is hereby given that I, the undersigned, intend to apply to the Board of Licensing Commissioners for the City of Victoria, B. C., at the next sitting thereof, for a transfer of the liquor license now held by me for and in respect of the business of selling intoxicating liquors at the premises known as the Coach and Horses Hotel, situated at Esquimalt, to commence on the 1st day of January, 1910.

(Signed) W. A. GATT.

WANTED

A man teacher for Victoria High School. Major subjects, English and Latin. Salary \$1,300 a year. Duties to commence Jan. 18th, 1910. Apply (stating age and experience) before November 22nd.

EDWARD B. PAUL, City Superintendent of Schools, Victoria, B. C.

"LIQUOR LICENSE ACT, 1909."

I, Josephine E. Wark, hereby give notice that one month from date hereof, I will apply to the Superintendent of Provincial Police at Victoria for a renewal of my license to sell intoxicating liquors at the premises known as the Strathcona Hotel, situated at Shawinigan Lake, B. C.

(Signed) JOSEPHINE E. WARK. Dated this 18th day of November, 1909.

WILD CAT CIGARETTES Equal in quality to the well-known ripe-tobacco and specially blended for cigarette smoking. TEN FOR TEN CENTS.

F. W. STEVENSON & CO. BROKERS

14-16 MAHON BLDG. 1114 GOVT STREET
PRIVATE WIRE TO ALL EXCHANGES
CORRESPONDENTS: LOGAN & BRYAN, MEMBERS OF NEW YORK STOCK EXCHANGE, CHICAGO BOARD OF TRADE, NEW YORK COTTON EXCHANGE
S. B. CHAPIN & CO. OF

OPPORTUNITY FOR CONTRACTORS

TWO LOTS, just off DOUGLAS STREET, NEAR QUEENS, being below grade, will be sold for \$700 EACH.

For a contractor these lots would form a valuable dump for earth, besides doubling in value when brought to grade.

A. W. Jones, Limited, 608, Fort Street.

VICTOR A. G. ELIOT

Member Spokane Stock Exchange, Stockbroker and Financial Agent.

If you are interested in stocks, write for my Weekly Market Letter, which will be mailed free of charge.

LOCAL STOCKS BOUGHT AND SOLD.

1203 GOVERNMENT ST.

R. D. MacLACHLAN

Board of Trade Building, Phone 2106. Subject to Confirmation, WILL BUY: 2 Pacific Loan shares, \$37.50

WILL SELL:

- 200 Can. Northwest Oil, \$2
- 500 Glacier Creek, \$2
- 1,000 Portland Canal, \$23

These prices include commission

BEFORE BUYING OR SELLING IN B.C. CALL & SEE A.T. FRAMPTON MANON BUILDING VICTORIA. PHONE 1658

SYNOPSIS OF CANADIAN NORTH-WEST LAND REGULATIONS.

Any person who is the sole head of a family, or any male over 18 years of age, may homestead a quarter section (160 acres, more or less) of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the District Office or Sub-Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother or sister of intended homesteader.

DUTIES.—Six months' residence upon cultivation of the land in each of the first three years. A homesteader may live within nine miles of his homestead on a farm of at least 160 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

When certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$10 per acre. Duties—Six months' residence in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may take a purchased homestead in certain districts. Price \$10 per acre. Purchased homesteads may be acquired on any available sections south of Township 4, east of the Calgary and Edmonton Railway and the west line of Range 18, and east of the third Meridian and the South Railway line. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$100.

MINING CLAIMS.—COAL.—Coal mining rights may be leased for twenty-one years at an annual rental of \$100 an acre. Not more than 100 acres can be leased to one applicant. Royalty, five cents per ton. QUARTZ.—A person eighteen years of age and over having made a discovery may locate a claim 100 feet by 100 feet. Fee, \$50. At least \$100 must be expended on the claim each year, or paid to the Mining Recorder. When \$500 has been expended or paid and other requirements complied with the claim may be purchased at \$10 an acre. PLACER MINING CLAIMS generally, 100 feet square. Entry fee, \$50. DRIFTING.—Two leases of five miles each of a river may be issued to one applicant for a term of 25 years. Rental, \$10 a mile per annum. Royalty, 25 per cent. after the output exceeds \$10,000.

Deputy of the Minister of the Interior. N.B.—Unauthorized publication of this advertisement will not be paid for.

Use The Times for Wants, For Sales, To Let, 10 per word Daily or Semi-Weekly. Six insertions for price of four. PHONE 1658.

THE McBRIDE RAILWAY POLICY.

By Hugh Watt, M. D., Fort Steele, B.C.

It is represented that opposition to the subsidizing of the Kettle Valley railway and its extensions means opposition on the part of the Kootenays to a more direct connection with the coast than the present C. P. R. route affords. It is nothing of the kind. But the scheme needs more explanation and defence than it has yet received from the leaders of the government or from the government's apologists. This road is not in alliance, nor even in direct connection, with the Canadian Pacific at either end. Not a solitary resident of the Kootenays is opposed to quicker communication with the coast cities than we now have. But this thing seems more like a scheme to catch votes than to give this through connection. And it might even be suspected that it was a dodge to "pick up" the C. P. R. and bleed its treasury for the benefit of unknown private interests. It is well known to everybody that the C. P. R. has for a long time had in contemplation plans for this direct connection to the coast with its Columbia & Western branch; indeed this was the announcement made during his recent visit to the coast by Sir Thomas Shaughnessy. Has our government any assurance from Mr. Warren that he can supply this connection in alliance with or through absorption by the Canadian Pacific? If not, is this scheme any less open to the charge of being a "paper railway" promoted by "charter mongers" than those other projects which Mr. McBride has virtually denounced in order to justify his throwing of himself and the province into the arms of Mackenzie & Mann—the biggest charter-mongers of them all?

The plea of justification for the enormous subsidy offered to the Canadian Northern by McBride, that he was only following the example of the Liberal governments of Alberta and Saskatchewan, is a poor one indeed when the facts are examined. We Liberals cannot be (though a few Tories may be) thus easily fooled. Although it may seem a compliment to Liberal policy to have it cited by a Tory in justification of his own very generous proposals, the cases are not in any way similar. The Liberal governments of the two prairie provinces have not assisted in the building of the main line of the Canadian Northern through these provinces—and neither should they. The Canadian Northern must find an outlet on the Pacific for its through traffic, and if it cannot do that without government assistance, that assistance should be looked for from the government of the Dominion and not from a province through which it would be glad to-be given no more than the right-of-way. The principle upon which the two Liberal provinces, east of the mountains, have acted is to subsidize branch and development lines as feeders for the benefit of local traffic. If that principle had been followed by McBride it would assuredly have been less objectionable, but even have been justified, had the series of feeding lines been well selected so as to open up lands fit for settlement, or rich mineral or timber regions.

But to pledge the credit of the province for a generation to come in order to give unneeded help to a main road which will, upon its completion, scarcely any new territory—and that little not rich in natural wealth—and which will parallel an existing through road already efficiently and fully serving the country through which it passes, is a scheme so "wild and unconsidered" as to bid—what every thoughtful man, be he Conservative or Liberal, should consider it seriously before supporting it. This is not a contest in which the mere success of a party or its understood principles is involved. It is a crisis in our affairs in which business acumen and far-sighted consideration for the future should prevail over the usual petty cries of party fealty. The vital interests of our country are greater than a party victory.

Opposition to the McBride method of bringing the Canadian Northern into and through the province does not mean either opposition to the company itself or opposition to its coming into the province. Every man who believes in the necessity of railways for the development of our province will welcome the coming of the Canadian Northern if it is to be had at not too great a price. But the price agreed upon between Mann and McBride is surely in all reasonable estimates too great. It is not converted into guaranteed stock, a sinking fund was essential, otherwise the railway continued to invest its profits in extensions, terminals, etc., and no cash was available to pay off the bonds when their term expired.

Collingwood Schrieber had said that the Grand Trunk Pacific could not be completed in the time limit. Have Mackenzie & Mann solved the question of rapid building without Asiatics? And they are not asked to put up a forfeit. Rate Control. Sir Charles dealt at great length with the question of rate control which McBride had not had put into the agreement. It had been said that the contract was patterned after Manitoba's. Investigation would prove that it was not so, that every rate concession and every other concession such as taxation was wrung from the C. N. R. by the Manitoba government. He asked also if it might not be that Mackenzie & Mann would find it cheaper to turn over the road to be operated by another company. There was nothing to prevent them. In regard to supplies, it had been one of the greatest grievances that Americans are making money out of supplying to the Grand Trunk Pacific. Bowser said that Mackenzie & Mann agreed to buy supplies in the West provided that it could be done cheap enough.

We had been told in the better-terms campaign that the East was bleeding us. There is nothing in the contract that work is to begin simultaneously from both ends. McBride has not himself into another

could, and a year before the coming of the Grand Trunk, the writer pointed out in correspondence with the premier one method by which he believed had been vastly profited. That was by friendly action in the choice of route; of ocean terminus, and of all future townsites along the line of railway. These townsites were to be held jointly by the province and the company, and out on a wise general system of sale in 1917, to be sold not for the benefit of private speculators—but for the present and future profit of the province and railway. That profit was tentatively placed at one-half to each party; but in certain cases it might have been a larger share to the public than to the company. An anyone suggest a reasonable objection to this plan? But it was not adopted. Instead the government allowed the selection and purchase of the ocean terminus to fall into the hands of that coterie of "adventurers, male and female," whose doings caused so great a scandal a few years ago; and the province oblige the site of a great ocean seaport in the first instance, and only a meagre one-fourth of the city lots—forced, however, upon it by a statutory obligation, which the Tories in the House and out of it bitterly opposed, but are now claiming among union-forced voters, great credit for its beneficial results; as if these were due, not to the statute, but to the government's own foresight. Had the writer's plan been adopted, however, we would now be receiving one-half instead of one-fourth of the value of the city site. Shaughnessy, which unfortunately is upper Fraser, which unfortunately is being exploited by an outside speculative company—most certainly to the injury of the public treasury, and perhaps also to the pockets of distant purchasers. Out on such statesmanship. And out with the puny politicians responsible for this loss to the public revenues—a loss that will yet reach far into the millions.

TUPPER VICIOUSLY SCORES McBRIDE

(Continued from page 1.)

In explanation. He had had trouble in getting a copy of this contract, rather unlike the ease with which he got copies of the better terms proposals.

"It is a most extraordinary contract," he added. "If we don't find what we want to find its not a contract; if you do it is. It is a dodge. It is a binding agreement nevertheless. Mackenzie and Bowser called it a memorandum."

But he always thought that an agreement with the little signature underneath was as good as a contract in a court of law. Mackenzie & Mann are not children; they know a good deal more about railroads than McBride and Tupper. They have played with those gentlemen in a way in which you would be ashamed to play with little children.

Referring to his statement when he heard the terms of the proposed contract, Sir Charles said:

"This contract was entered into on 19th of October, 1909. It first saw light on the 20th. In a formal interview of that day, McBride said that it contained the core of the agreement. D. D. Mann, the other party to the agreement, in an interview with the Toronto News of the same date, said that it was the text of the agreement, and that its publication would show just what the proposals are."

Reasons For Opposition. Sir Charles then gave his reasons for calling the proposed agreement a "wild and unconsidered bargain."

1. There was no bargain like it under the sun. Supposing we were able to guarantee construction trunk line bonds, we find there was no provision against Mackenzie & Mann selling out their stock to another railroad or amalgamating with another.
2. There was no provision for reduction of rates, nor for the control of rates.
3. There was no provision for a sinking fund.
4. No forfeit was mentioned.
5. That no provision was made for the inspection of the books of the company.
6. No provision was made for construction to begin from this end of the line, and
7. That there was no provision that Mackenzie & Mann who control at least 75 per cent. of the stock of the Canadian Northern, should hypothecate their stock with the government as a guarantee of good faith.

In regard to his statement that no sinking fund was provided, Sir Charles Tupper pointed out that "where it is intended that the bonds of a railway are to be paid off, and not converted into guaranteed stock, a sinking fund was essential, otherwise the railway continued to invest its profits in extensions, terminals, etc., and no cash was available to pay off the bonds when their term expired."

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We had been told in the better-terms campaign that the East was bleeding us. There is nothing in the contract that work is to begin simultaneously from both ends. McBride has not himself into another

OUR CLEARANCE OF THE Proper Clothes Brand Clothing

Claims the Attention of Every Man in Victoria

NOTE THE SAVINGS:

\$25.00 to \$30.00 SUITS FOR . . . \$18.00
\$20.00 SUITS FOR . . . \$15.00
\$15.00 TO \$17.00 SUITS FOR . . . \$12.50

This Means a Saving of from \$5 to \$12 on a Suit

We want every man in Victoria to take advantage of this Sale. Your money refunded if not satisfied.

Every Suit This Fall's Styles

FINCH & FINCH

The Exclusive Style Store. 1107 GOVERNMENT ST.

bad corner and that is on the question of rates.

Two Versions. This agreement gives the government not the slightest right to say anything about rates. The competitive rates question was a very intricate one. Bowser and McBride gave different reasons for the failure to secure rate control. Bowser said leave it to the railway commission as Manitoba did. Manitoba did not. That statement had no foundation in fact. McBride told heaps of Conservatives that it would interfere with the marketing of bonds. Which are we to believe?

In regard to a deposit, Bowser said they had been asked to make one, McBride said that a guarantee would be placed in the contract. This showed conclusively that this was "wild and unconsidered bargain."

Benefits of Control. Hon. Mr. Agnew, minister of finance of Manitoba, in delivering his budget speech in 1908, said: "The first benefit that the province received from the C. N. R. is the absolute control of rates."

A prominent railroad man, who is in a position to know whereof he speaks, has said that the revenue of the railway company would be greater by \$2,000,000 a year but for the concessions wrung from them by the government. This is an annual and continuing benefit. Besides this, by the agreement made with the railway company the exemption of taxes granted by the Greenway administration, though exemption had not expired, has been done away with or abrogated, and during the past year, the province received from the C. N. R. under the Railway Taxation Act, the sum of \$10,688.38.

Premier Roblin in 1903 threw some further lights on the benefits accruing to the province of Manitoba, at the rate of rates control. He said that Manitoba had gained \$1,500,000 on one crop as a direct result of rate control secured by him. Grain rates had been first reduced from 14 cents to 12 cents per hundred pounds, and in 1903 from 12 to 10.

Hon. Mr. Graham, federal minister of railroads, in his reference to railway returns on March 16th, 1909, in the House of Commons, threw some light on the rates charged by the Canadian Northern. He said that the intercolonial, a government owned railroad, charged 24.4 per cent. less than the Canadian Pacific railroad and a fraction over 34 per cent. less than the C. N. R. That the Canadian Northern charged nearly ten per cent. more on passengers and freight than the Canadian Pacific railroad, notwithstanding that the Canadian Northern had no mountain section to operate.

McBride tells us that we have two great men to deal with. They have worked their way from nothing to a position of importance in railway and financial world.

On the Katoon Island investigation, excusing himself for giving certain concessions, McBride pointed out that the Grand Trunk Pacific was a pioneer road, but added that other roads could not expect such treatment. Nevertheless there is a graver question for us to thresh out, and then if the verdict goes against us we will have the con-

NOTICE!

We are instructed to sell by tender lots 836, 837, 838 and part of 839, consisting of 206 feet frontage on the north side of Johnson street, between Quadra and Vancouver streets, together with large dwelling house, very large new stable and other outbuildings.

Easy terms of payment can be arranged if required—namely a moderate payment at date of purchase, balance at 7% mortgage.

Tenders will be opened at noon on the 24th November. The lowest or any tender not necessarily accepted. Deeds and mortgage at purchaser's cost.

GILLESPIE & HART 1115 LANGLEY STREET

building. The engine was at a standstill and he went to the front of the car to start it. Directly he gave the handle a turn the machinery was set in motion and the car moved forward. Mr. Davies was completely taken by surprise and was knocked down, the motor car passing over him.

The chairman of the education committee was present, and noticed that the car moved forward in an erratic fashion and was brought to a standstill by a stone wall, but the fact that its owner had met with a mishap was not realized for the moment. Presently, however, Mr. Davies was seen to be lying on the ground and was immediately removed to the office of the local surgeon. A medical man was summoned, but Mr. Davies succumbed to his injuries.

The accident was most probably caused through Mr. Davies omitting to put the car out of gear before starting the engine by turning the crank in front.

The number of parliamentary electors in England last year was 3,249,838.

THE BEST POLICY

For a young man is a 25-year endowment-at age 25. Should you pay 5 premiums and be unable to continue, THE CANADA LIFE will carry you free for 12 years longer and then pay you \$10,000 in cash on each \$1,000, making the actual cost of the protection for 25 years \$2.50 per annum. For fuller particulars apply to Heistman, Forman & Co., 127 GOVERNMENT ST., MARTIN STEWART, Special Agent.

KILLED BY HIS OWN CAR. A remarkable motor accident occurred at Tipton, Staffordshire, recently. Lewis Davies, manufacturing saddler, of Princess End, being killed by his own car. He had attended a meeting of the Council of education committee, and at the conclusion of the business proceeded to his motor car, left outside the

This Page Will Introduce You to Buyers of Real Estate—If You Seek Such Introduction

DAY & BOGGS

Established 1859. 629 FORT STREET, VICTORIA, B.C. MONEY TO LOAN on first mortgage at 7 per cent. in sums from \$500 to \$5,000.

THE COAST LOCATORS

Lots, Acreage and City Homes. 618 YATES STREET. TO LET—No. 643 John St., 3 rooms; good house for roomers; \$25.00 per month.

CURRIE & POWER

REAL ESTATE AND INSURANCE. 1214 DOUGLAS ST. PHONE 1469. \$2,500—6 ROOM HOUSE, modern, Menzies street, 1 minute from var; \$500 cash and balance \$50 every 3 months at 6 per cent.

ALLEN & SON.

Real Estate and Financial Agents. 573 YATES STREET, Downstairs. DOUBLE CORNER, Bay and Government. PRICE \$2,700.

GEO. L. POWERS

718 FORT STREET. LOTS IN ROCKLAND PARK—Prices \$300 up; terms. LOT—225 Humboldt Street.

C. C. PEMBERTON.

Room 8. 1214 GOVERNMENT STREET. QUATSINO. HOUSE, FURNITURE, BOAT, 4 Acres Good Fruit Gardens. FOR SALE CHEAP.

L. O. CONYERS & CO.

650 VIEW STREET. A GENUINE SNAP. WELL BUILT HOUSE, containing 10 large rooms, all modern conveniences; large wood shed, etc.; situate on corner lot in fine young bearing fruit trees; only 15 minutes walk from City Hall; two blocks from car line, and close to school (original price \$3,000).

WE HAVE INSTRUCTIONS TO SELL FOR A QUICK SALE AT \$2750. Owner Needs the Money. Reasonable Terms Can Be Arranged If Desired. Secure This Desirable Buy and Make Money.

COAL AND WOOD FOR SALE AT CURRENT RATES.

ADVERTISE IN THE TIMES

B. C. LAND & INVESTMENT AGENCY, LTD.

522 GOVERNMENT STREET. QUEBEC STREET—Full sized lot and cottage only \$2,100 (lot worth money alone). VIEW STREET, 6-ROOM DWELLING, close in, always rented, \$2,000. Very easy terms.

JAMES BAY—\$1,000 will purchase new 5-ROOMED COTTAGE; \$600 cash, balance on time. \$250 CASH and \$40 per month will purchase modern 7-ROOMED DWELLING in first-class shape, centrally located, only 10 minutes walk from postoffice.

\$2,500 WILL PURCHASE 6-ROOMED DWELLING on Second street on very easy terms.

\$2,100—6-ROOMED DWELLING on car line, Niagara street; half cash, balance at 7 per cent.

\$2,600—MENZIES STREET, 7-ROOMED DWELLING with modern conveniences; terms.

\$3,000—QUEBEC STREET, MODERN 7-ROOMED DWELLING, newly painted and in good order; easy terms.

\$2,600—TWO-STORY DWELLING and lot 6x145. Well situated in James Bay; on terms.

FARMS AND FRUIT LANDS.

Ask for Printed List.

PEMBERTON & SON

REAL ESTATE. 614 FORT STREET. ROOMING HOUSE BUSINESS FOR SALE.

In central part of the City; at present house is full and making about \$102 per month, which means \$40 net profit every month.

PRICE INCLUDES FURNITURE AND GOODWILL—\$630. This is Exceedingly Cheap.

A. COLQUHOUN HOLMES

Room 8, Northern Crown Bank Chambers, 1226 Government Street. FOR SALE.

BUSINESS PROPERTY ON FORT ST.—Particulars on application.

NEW 6-ROOMED HOUSE—Close to Jubilee Hospital; also lot adjoining; together or separate. Terms.

OAK BAY—Close to hotel and car terminus; facing the Bay; 1 good level lot in 1 block; fine residential site.

A DECIDED MOVEMENT IN PORT ANGELES property is expected shortly, in view of the plans of the Chicago, Milwaukee & St. Paul Railway. We have the best list of this property in the city. Buy now and reap the benefit.

STORE TO LET—Moderate rent.

EMPIRE REALTY CO.

REAL ESTATE AND FINANCIAL AGENTS. 612 YATES STREET. Phone 2251. WORTHY OF INVESTIGATION.

10 ACRES, situate on Gordon Head Road, with 1 acre planted with strawberries, 1 acre Loganberries, 4 acres planted with 550 3-year-old apple trees, and 382 holly trees, 4 acres light brush which could be cleared very easily. There is an abundant supply of water on the property. Price for the above is \$4,750.

MICHIGAN STREET—3-room residence, on two large lots, each 60x273; house in good condition and well finished; very large drawing room; six of the rooms have grates; orchard, chicken house, woodshed, etc. Must sell, owner leaving city; \$5,500; terms.

A BARGAIN—5-room house, Dunedin street; electric light and all conveniences; few minutes from car; fine lot; \$2,800; only \$700 cash; balance on terms.

HERE'S A SNAP—Two lots on Garbally road, each 50x150; only \$1,050 for the two.

REAL ESTATE LOANS AT CURRENT RATES.

MITCHELL & GREENWOOD

REAL ESTATE AND TIMBER. 678 Yates, next door to Bank of B.N.A. Phone 1425. \$400 LOT on Prospect Road, near car. \$425 ESQUIMALT LOT, sea view, no rock. \$750 LOT on Pendergast Street, close in. \$700 LOT on Southgate Street, ten minutes to Government Street.

\$1,000 CORNER LOT on Cook Street, on car line. \$900 COOK STREET LOT, near the Park. \$450 LOT on Joseph Street, high and level. \$600 LOT on Chapman Street, near car line. \$600 LOT on Oxford Street, near Linden Avenue. \$350 LOT at Victoria West. Easy Terms on all these Lots.

HINKSON SIDDALL & SON

NEW GRAND THEATRE BUILDING, GOVERNMENT STREET. MODERN SIX ROOMED NEW HOUSE, corner lot, Work Estate, near car line, price \$2,600; terms, small cash payment to suit, balance at \$5 per month, including interest.

MODERN FIVE ROOMED COTTAGE, First street, new, price \$2,000; terms, small cash payment to suit, balance at \$5 per month, including interest.

NICE COTTAGE, large basement, modern in every respect, hot air furnace, price \$2,800; insurance paid for three years; local improvement taxes all paid; a small cash payment to suit, balance at \$5 per month, including interest.

FINE LARGE LOT on Quadra street, near Queen's avenue, price \$200; terms to suit.

E. A. HARRIS & CO.

618 FORT STREET. BURNSIDE ROAD—5 acres, 3 cultivated, new 8-room cottage, fenced, \$3,750.

CULDUTHEL ST.—1 acre, new 7-room house, modern, basement, septic tank, \$4,200. Easy terms.

FOUR LOTS, FACING PARK, near Dallas road; each \$1,750.

TWO LOTS FACING HARBOR, and 6-room cottage, \$15,000.

SIX-ROOM COTTAGE, corner View and Quadra, \$2,500.

THE CAPITAL CITY REALTY CO.

ROOM 21, 618 YATES STREET. Phone 2142. FOR SALE.

NEW CALIFORNIA BUNGALOW—Extra fine mission finish, choice location, large level lawn, good garden, no rock, close to car line. This will make an ideal home. On such easy terms you can't afford to pass it up. Price \$2,800. Small cash payment, balance to suit buyer.

NEW 5-ROOM COTTAGE—Good pantry, electric light, good lot, Esquimalt Road, close to car line. Price \$1,500. \$500 cash, balance to suit.

NEW 6-ROOM COTTAGE with bath and pantry, fully modern, Speed Ave. Extra large lot 90 x 120. Price \$3,400. \$200 down, balance monthly.

6-ROOM HOUSE John Street, modern. Price \$2,000. \$500 down, balance \$20 per month.

THE CITY BROKERAGE

1218 DOUGLAS STREET, VICTORIA, B. C. CHEAP COTTAGES.

6-ROOM COTTAGE, built on Ed-monton Road, \$1,750.

5-ROOM COTTAGE, on Speed Avenue, in good condition, \$1,150.

5-ROOM COTTAGE, on Simcoe Street, \$1,300.

5-ROOM COTTAGE, El St., stable and carpenter shop, large chicken house, sewer connection, close to car, lot 39 by 125, \$1,550.

5-ROOM COTTAGE and bathroom, stable, \$1,475.

EASY TERMS ON ALL.

BOY SCOUTS ARE FORMED AT FERNIE

Movement Has Been Taken Up Enthusiastically in Crow's Nest.

Fernie, Nov. 17.—Fernie is once again showing its determination that it is not going to be left behind in any new movements, and this time it is the youth of the city who are upholding the reputation. Following the example of other cities, a company of Boy Scouts is being formed in Fernie in affiliation with the main body. At a recent meeting several boys were present and the first patrol was formed. Drill and organized scouting commenced on Saturday, R. A. Gliddings taking the rank of sergeant and T. A. Ingram that of corporal.

The boys are taking up this new pas-sion with enthusiasm.

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. THREE LOTS—On Yates street, with 10 stores, bringing in good rental. TO RENT—Large wharf, at foot of Yates street, rent \$120 per month. 8 1/2 ACRES—On Colquits river, Victoria District, cheap. For further particulars apply to above address.

LEE AND FRASER

Real Estate Agents. 612 TROUNCE AVENUE. SOUND INVESTMENT. TWO NEW HOUSES ERECTED ON ONE LOT. Close to a car line. Houses contain 5 rooms each. And are fitted with every modern convenience—sewer connection, hot and cold water, electric light. Both houses well rented at \$25.00 each. Price if sold quick, only \$5,750.00 FOR THE TWO. FIRE AND LIFE INSURANCE MONEY TO LOAN.

R. W. COLEMAN

Real Estate and Insurance. 1230 GOVERNMENT ST., Telephone 202. FOR SALE. GARBALLY ROAD—Cheapest lot on the street, \$650; easy terms. BLACKWOOD STREET—Corner lot only a stone's throw from where the car will pass on Hillside. You can't beat it at \$375; easy terms. Next year when the rails are laid you will wonder why you hesitated. TO LET. FOR RENT—Yearly lease from Nov. 1st, 11-room house, six bedrooms; modern; 2 large corner lots; two blocks from car line; splendid locality; rent \$30. TO LET—6-Room House, modern, near car and High school. Rent \$25. TO LET—6-Roomed House, 1455-Pan-dora avenue. Rent \$20.

S. A. BAIRD

REAL ESTATE, FINANCIAL AND INSURANCE AGENT. 1210 DOUGLAS STREET. \$4,500—James Bay, seven-roomed dwelling, all modern conveniences, including furnace; full sized lot; within one block of car line. 10 Acres in Cowichan district, close to Railway Station; \$30 per acre; on very easy terms. Richmond Ave.—Large house with two lots; all modern conveniences, including furnace; fruit and shrubbery; good stable; price \$1,000. Two lots on Edmonton road; \$300 each. Five-roomed cottage on Queen's Ave.; modern conveniences, for \$2,100. MONEY TO LOAN. Fire Insurance Written in Independent Companies.

SWINERTON & MUSGRAVE

Successors to Swinerton & Oddy. 1208 GOVERNMENT STREET. TO LOAN ON MORTGAGE. On Improved Real Estate at Current Rates of Interest. \$700 \$2,000 \$1,000 \$2,800 \$1,500 \$3,000 \$1,800 \$4,000

McPHERSON & FULLERTON BROS.

618 TROUNCE AVENUE. Phone 1577. AN OPPORTUNITY TO MAKE SOME MONEY. HOLLYWOOD PARK—We are now offering lots in this beautiful subdivision, which is without question the choicest residential district in Victoria, at \$60 per lot; at this price it is an investment and not speculation, as sales will easily advance 100 per cent. within twelve months. Let us show you that property, to see it is to buy, and we are prepared to give you easy terms. 115 ACRES—29 cleared, 200 fruit bearing trees, 30 chickens, team horses, mower, rake, ploughs, harrows and other necessary farm implements; house, with furniture, barn, \$500 shed attached, 3 chicken houses, good water. This property must be sold, and in order to find a purchaser the price has been made to force a quick sale, namely, \$2,300. This is a snap for anyone looking for a first-class poultry farm. 5 ACRES—3 acres cleared and fenced, planted in fruit trees, good water, five room house, with usual outbuildings, five minutes walk from school, store and post office; this property is easily worth \$2,500; as the owner desires to leave the district he is willing to sacrifice in order to arrange his affairs without delay; price \$1,200. 5 ACRES—Close to the city, good 60' x 140' lot, cleared, black loam, good house, horse and buggy, \$5,500. 7 ACRES—3 1/2 miles from the city, good soil, \$2,400. BEAUTIFUL BUNGALOW, strictly modern, just outside the city, close to car line, about one acre, excellent soil, will make an ideal home, \$2,300.

WILLIAM C. HOLT

Contractor and Builder. 689 GARBALLY RD. PHONE 1443. FOR SALE. NEW 6-ROOMED HOUSE, cement foundation, furnace and all modern improvements. Two minutes from Douglas street car, Burnsides road and Dunedin street. Price, \$2,800—Terms. Buy off the builder and save money.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN DIVORCE AND MATRIMONIAL CAUSES. To Helen Roskamp, Late of the City of Victoria, B. C.: Take notice that a citation bearing date the 6th October, 1909, has issued at the instance of Hornam Hendrick Roskamp, of Victoria aforesaid, citing you to appear within 21 days after the last day of December, 1909, and to answer the petition filed by the said Hornam Hendrick Roskamp praying for a dissolution of marriage; and such citation contains an intimation that for the purpose aforesaid you do appear in the said court then and there to make answer to the said petition, and that in default of your so doing a judge of the said court will proceed to hear the charge proved in due course of law and to pronounce sentence thereon, your absence notwithstanding. Dated this 25th day of October, 1909. B. H. TRIVITT DRAKE, Registrar.

MESSRS. WOOTTON & GOWARD.

Solicitors, Bank of Montreal Chambers, Victoria, B. C. Voters' List. The attention of householders, not being the assessed owners of property, is drawn to the following extract from the "Municipal Elections Act": "Provided that no person shall be entitled to vote under a householder's qualification, nor shall his or her name be included in the annual voters list of a Municipality, unless he or she shall, on or before the first day of December in each year, enter with the Assessor or Clerk of the Municipality his or her name as a voter and shall make and cause to be delivered to the Assessor or Clerk of the Municipality Council at the same time a statutory declaration made and subscribed before a Supreme or County Court Judge, Stipendiary or Police Magistrate, Justice of the Peace or Notary Public, or Clerk of the Municipality." J. S. FLOYD, C. M. C. PHONE 97 FOR YOUR Wood and Coal R. DAVERNE FORT ST. Phone 95

TO PROMOTE TRADE WITH ALBERTA

Special Commissioner Speaks at Meeting at New Westminster.

New Westminster, Nov. 17.—As a result of the address on trade relations between the provinces of Alberta and British Columbia, made by James Bower, special commissioner from the province of Alberta, before the board of trade, it is probable that that body will, at its next regular meeting, take steps toward getting in line with the movement for the improvement of the commercial relations of the two provinces.

The text of Mr. Bower's address was that the farmers and manufacturers of the two provinces did not realize the possibilities of inter-provincial trade and were not by any means taking advantage of their opportunities. In both provinces he stated, many wants that might be filled by the other province were being catered to by the States, with resultant loss to Canada and gain to the American farmer and business man.

The principal products of Alberta, stated Mr. Bower, were oats, hay and live stock, and for nearly all these there was a market in this province.

What the Albertans wanted was a joint meeting of the boards of trade, farmers, societies and others interested, to talk these matters over. The Victoria board of trade had appointed a committee to study the matter.

The speaker, as a member of a provincial commission to investigate the pork trade, had found that Alberta did not want to go into the curing business, finding it paid better to ship cold storage meat. Thus most of the cured meat came from the States and a large percentage of that was found to be diseased. This could be remedied by stockyards at the coast.

The shipments of grain to the coast had been dealt with by his association. They advocated elevator facilities at the coast, but neither the government nor the C. P. R. would build.

Asked as to whether a new railway would be beneficial to inter-provincial trade, Mr. Bower did not think that it would make much difference. The rates on the C. P. R. were reasonable from the interior.

D. S. Curtis expressed the wish of the board of trade for growth of commerce between the provinces. He thought that the drawback against shipping of lumber to Alberta was the action of the Albertans in keeping

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E. J. Chamberlain's proposal to install a telephone company within four months was read and considered. Mr. Chamberlain has a Chicago company, which is willing to install an automatic system immediately. The citizens are offered stock in the company, which offers to sell in the course of a few years by arbitration. The difficulty of financing a local company was pointed out by the general manager, who requested an immediate reply. On a motion of J. P. Brandt, Mr. Chamberlain was thanked for his interest in the matter, and advised that his letter be handed to the committee in charge of the local telephone company for their consideration.

A communication was received requesting the board of trade to endorse the proposed World's Exposition in Winnipeg in 1912. The board offered no objection, and the secretary was instructed to write Winnipeg giving the scheme endorsement. The idea of running an excursion on the new G. T. P. line was mooted.

John Curry reported for the committee on fire protection. A hose wagon with 1200 feet of hose has been ordered, along with a couple of ladders, a 55-gallon chemical wagon, several hooks and tackles. Tenders will be called for immediately for the construction of a hall on Fulton street, near the lane between Third and Fourth avenues. The building is to be 29 x 54.

Fred Stark brought up the question of the associated boards of trades as they exist in southern British Columbia, and pointed out the advisability of becoming connected with them or some other such organization if it existed. The great advantage of such an organization is the co-operation and combined efforts of all the boards in the district upon any issue. Mr. Dawson suggested that such an organization be started here and invite Vancouver and Victoria to join in a coast association.

TWENTY-SEVEN GAMBLERS FINED

Chinese and Japanese Are Caught During Raid by Police.

Vancouver, Nov. 17.—Twenty Chinese and seven Japanese, the fruit of a gambling house raid, crowded the prisoners' dock in the police court, and each paid a fine of \$25 and costs. Stuart Livingston, appearing for the Chinese, entered a plea of guilty, but the Japanese put up a fight. The first of them said that he had gone to a store kept by a Japanese woman in the block that was raided and she had asked him to go and get her change for \$75. He had gone into the gambling rooms when in came what appeared to him to be a crazy white man with an axe. The man grabbed him and made him drop the money and took him to the police station.

The "crazy man" proved to be Officer Jewett, who had been engaged in the raid in plain clothes, and who swore that the Japanese had been dealing and had thrown down the money when he was caught.

The other Japanese said they were simply sitting around the stove warming themselves when the raid was made, and that they had no thought of playing. The officers swore they were playing and the Japanese were fined accordingly.

NEWS OF THE PROVINCE

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Want Ads. Here Make It Possible For you to Choose Your Tenants, Lodgers or Boarders

PROFESSIONAL CARDS

ADVERTISEMENTS under this head 1 cent per word per insertion; 3 lines, \$1 per month; extra lines, 25 cents per line per month.

Architects

C. ELWOOD WATKINS, architect, Room 16, Five Sisters' Block. Telephone 2588 and 1338.

H. S. GRIFFITH, 14 Front Street, 1005 Government street. Phone 1988.

Bookkeeping

VICTORIA SCHOOL OF BOOKKEEPING, 1223 Douglas street. Pupils received or visited day or evening. Special attention to cases of neglected education. Old or young can attend. Strictly private. O. Renz, jr., principal.

Business College

VICTORIA BUSINESS COLLEGE—Pitman's shorthand, touch typewriting, bookkeeping, etc.; unlimited dictation practice by Edison's business phonograph; new premises, specially adapted. Evening classes start October 1st. Course 90, in advance, or \$10 monthly. Apply Principal, 1223 Government street, opposite Hibben's.

Dentists

DR. LEWIS HALL, Dental Surgeon, Jewell Block, cor. Yates and Douglas streets. Victoria. B. C. Telephone—Office, 557; Residence, 122.

Elocutionists

BREATHING, Gymnastics, elocution taught; also dramatic art. 125 Melina street.

Land Surveyors

THOS. H. PAER, British Columbia land surveyor, Room 8, Five Sisters' Block, Victoria.

A. P. AUGUSTINE, B. C. L. S. Mine surveying and civil engineering. Aldermere, Bulkley Valley, B. C.

T. S. GORE and J. M. McGRIGOR, British Columbia Land Surveyors. Chancery Chambers, 52 Langley St., P. O. Box 12. Phone 424.

Legal

C. W. BRADSHAW, Barrister, etc., Law Chambers, Bastion street, Victoria.

MURPHY & FISHER, Barristers, Solicitors, etc., Supreme and Exchequer Court Agents, practice in Patent Office and before Railway Commission. Hon. Charles Murphy, M.P., Harold Fisher, Austin G. Ross, Ottawa, Ont.

Mechanical Engineer

W. G. WINTERBURN, M. I. N. A., Consulting Mechanical Engineer and Surveyor. Estimates for all kinds of machinery, electrical and specialties. Phone 381. 187 Oak Bay avenue, Victoria, B. C.

Medical Massage

MR. BERGSTROM HORNFELT, Swedish Massager, Turkish bath, 321 Fort street, Victoria, B. C. Phone 1956.

MRS. JEARSMAN, electric light bath, medical massage, 1008 Fort St. Phone B196.

Music

BANJO, MANDOLIN AND GUITAR taught by W. G. Plowright, Conductor of the Alexandra Mandolin and Guitar Club, late professor of banjo, mandolin and guitar at Alberta College, Edmonton, etc. Phone A282. Studio, 1116 Yates.

Nursing

MRS. WALKER (C. M. B., Eng.), attends patients or nurses them in home or nursing home. Maternity, medical or surgical. 197 Burdette Avenue, Phone A166.

MISS E. H. JONES, 731 Vancouver St. nr. Ii

Piano Tuning

C. P. COX, Piano and Organ Tuner, 1904 Quadra street. Telephone 824.

Shorthand

SHORTHAND SCHOOL, 110 Broad St. Shorthand, typewriting, bookkeeping, telegraphy thoroughly taught. E. A. Macmillan, principal.

Titles, Conveyances, Etc.

NOTICE—We draw up agreements, mortgages, conveyances and search titles at reasonable rates. Let us quote you on your fire insurance. The Griffiths Co., Mahon Bldg., city.

Wood Carving

C. J. BROWN, teacher of wood carving, "Crow Nest," Hereward street, Victoria West.

Lodges

COLUMBIA LODGE, No. 2, I. O. O. F., meets every Wednesday evening at 8 o'clock in Odd Fellows' Hall, Broadway street. R. W. Fawcett, Rec. Sec., 237 Government street.

COURT CARIBOO, No. 74, I. O. O. F., meets on second and fourth Monday of each month in K. of P. Hall, corner Pandora and Douglas streets. Visiting Foresters welcomed. Fin. Sec., Fred N. H. White, 804 Broughton street; J. W. H. King, R. Sec., 1215 Pandora street.

COMPANION COURT PAR WEST, I. O. F., No. 278, meets first and third Monday each month in K. of P. Hall, corner Douglas and Pandora streets. Isabelle Moore, Financial Secretary, 641 Hillside Ave., city.

K. OF P.—No. 1, Fair West Lodge, Friday, K. of P. Hall, over Thursday, D. S. Mowat, K. of P. B. Box 164.

A. O. F. COURT NORTHERN LIGHT, No. 265, meets at Forrester's Hall, Broad street, 2nd and 4th Wednesdays. W. F. Fullerton, Secy.

MODERN WOODMEN OF AMERICA meet every first and third Tuesday of each month at Sir William Wallace Hall, Broad street. G. L. Bissell, clerk, 1213 Douglas street.

SHOWCASES

We manufacture up-to-date showcases, bank and store, hotel and office fixtures, wall-cases, counters, shelving, mantels, desks, art gifts and mirrors.

THE WOODWORKERS, LTD.

211 JOHNSTON ST. PHONE 1182.

BUSINESS DIRECTORY

ADVERTISEMENTS under this head 1 cent per word per insertion; 3 insertions, 2 cents per word; 4 cents per word per week; 50 cents per line per month. No advertisement for less than 10 cents.

Art Glass

ROY'S ART GLASS, LEADED LIGHTS, etc., for churches, schools, public buildings and private dwellings. Albert F. Roy, works and store, 58 Yates St., opposite Moore & Whittington's. Special terms to architects, builders and contractors for quantities. Order early.

S. W. CHISHOLM & CO., workers in ecclesiastical and domestic leaded glass and all kinds of ornamental glass for churches, residences and public buildings; designs and estimates furnished on application. 1223 Langley street.

Blasting Rock

NOTICE—G. Zarelli and J. Paul, contractors for rock blasting. Apply 124 South Pandora. Phone No. 2145.

Blue Printing and Maps

PRINTS—Any length in one piece, six cents per foot. Timber and land maps. Electric Blue Print and Map Co., 1218 Langley St.

Boat Building

VICTORIA BOAT & ENGINE COMPANY, LTD., boat and launch builders. Boat building material for amateurs, repairs, engines installed, etc. Estimating and design furnished. W. D. Buck, mgr., 41 David St. Phone 205.

Boat and Shoe Repairing

NO MATTER where you bought your shoes, bring them here to be repaired. Hibben's, 3 Oriental Ave., opposite Pantheon Theatre.

Builders' Supplies

WM. N. O'NEIL CO.—Jas. M. Mellis, Mgr. Mantels, grates, tiles, lead lights, etc. Have moved into their new showrooms, 512 Fort street. Phone 1137.

Builders & General Contractors
CARPENTRY—Jobbing, roof repairing, receive prompt attention. T. J. Lophthien, 262 First street. Phone 1341, 418.

DUNFORD & MATTHEWS, Contractors and Builders. Houses built on the installment plan. Plans, specifications and estimates. 63 Yates St. Phone 2182.

CAPITAL CARPENTER AND JOBBING FACTORY—Alfred Jones. All kinds of alterations, jobbing work. Fort and Blanchard. Office phone 3291; Res. B129.

A. J. MCRIMMON, Contractor and Builder. Takes entire charge of every detail of building. High-class work. Reasonable prices. 620 Johnson St. Phone 638.

ERNEST RAWLINGS, Carpenter and Builder. Prompt Attention to Alterations, Jobbing Work and Repairs. Estimates Given. Prices Reasonable. 307 Richmond Ave., Victoria, B. C.

ALTON & BROWN, carpenters and builders. Estimates given on all kinds of carpenter work. We specialize in conservatories and greenhouses. Prompt attention to alterations. First-class work and moderate prices. Phone R1366. Residence, 305 Hillside Ave., Victoria.

DINDSDALE & MALCOLM, Builders and Contractors. 223 Quadra St., & Hillside Ave.

Chimney Sweeping

CHIMNEYS CLEANED—Defective flues fixed, etc. Wm. Neak, 1018 Quadra St. Phone 1919.

LADIES' DRESSES, gents' suits cleaned and pressed; buttons made to order; finest work; lowest prices. Japanese Dress Presser, 300 Fort street, or 1219 Blanchard street.

GENTS' CLOTHES CLEANED, repaired, dyed and pressed; umbrellas and parasols made, repaired and re-covered. Guy W. Walker, 708 Johnson St., just east of Douglas, Phone L1267.

Dyeing and Cleaning

PAISLEY CLEANING AND TAILORING WORKS, 643 View street, Phone L1297. Ladies' skirts and gents' suits cleaned and pressed. 50c. to 75c.; hats, gloves, furs, dry cleaning, latest process.

B. C. STEAM DYE WORKS—The largest dyeing and cleaning works in the province. Country orders solicited. Tel. 209. J. C. Retrewe, proprietor.

VICTORIA STEAM DYE WORKS, 444 Fort St. Tel. 111. Branch office, 718 Yates St. Tel. 205. All descriptions of ladies' and gentlemen's garments cleaned or dyed and pressed equal to new.

PAULS DYEING AND CLEANING WORKS, 120 Fort street, Tel. 624.

Employment Agencies

THE EMPLOYMENT AGENCY, Mrs. P. K. Turner, 625 (54) Fort St. Hours 10 to 5. Phone 1352.

JAPANESE, HINDU AND CHINESE EMPLOYMENT OFFICE—All kinds of labor supplied at short notice, general contractor, 1901 Government St. Tel. 1630.

WING ON, 108 Government, Phone 32.

Gravel

B. C. SAND & GRAVEL CO., foot Johnson street. Tel. 1288. Producers of washed and graded sand and gravel. Best for concrete work of all kinds. Delivered by team in the city, or on trucks at pit, on Royal Bay.

Engravers

GENERAL ENGRAVER, Stencil Cutter and Seal Engraver, Geo. Crowther, 318 Wharf street, behind Post Office.

Furrier

FRED. POSTER, Taxidermist and Furrier, 43 Johnson street.

Fish

WM. J. WHOLESWORTH—All kinds of fresh, salted and smoked fish in season. Free delivery to all parts of city. 272 Johnson St. Phone R291.

Machinists

ARMSTRONG BROS., Machinists. All kinds of general repairing done. Lathes, engines and automobiles overhauled. 134 Kingston St. Phone 204.

H. HAFER, General Machinist, No. 120 Government street. Tel. 939.

BUSINESS DIRECTORY

ADVERTISEMENTS under this head 1 cent per word per insertion; 3 insertions, 2 cents per word; 4 cents per word per week; 50 cents per line per month. No advertisement for less than 10 cents.

Junk

WANTED—Scrap brass, copper, zinc, lead, cast iron, rags, and all kinds of bottles and rubber; highest cash prices paid. Victoria Junk Agency, 1629 Store street. Phone 1292.

Ladies' Dresses

JUN LEE & CO., manufacturers of and dealers in dry goods, ladies' silk and cotton underwear. Dresses made to order. Cut flowers for sale. 1044 Douglas (late 1412 Blanchard).

Landscape Gardener

E. J. LAING, Landscape and Jobbing Gardener. Tree pruning and spraying a specialty. Residence, 1023 Pandora Ave. Phone 1432. Office, Wilkerson & Brown's Greenhouse, corner Cook and Fort streets.

Merchant Tailors

FRASER & MORRISON, successors to J. McCurrah. Highest grade of serges and worsteds, altering and pressing. Pioneer Building, over P. R. Brown, 1125 Broad St., Victoria, B. C.

Optician

OVER A QUARTER OF A CENTURY'S EXPERIENCE and time-honored equipment is at the service of my patrons. No charge for examination. Lessons given on the premises. A. P. Blyth, 245 Fort street, Phone 226.

Painter and Decorator

PAINTING CONTRACTOR—K. E. Ruth, 1817 Amelia street. All kinds of painting, kalsomining, etc.; neatly done; satisfaction guaranteed; terms moderate. PLEADING BROS.

OSTLER & IMPEY, Painters and General Decorators. Rooms papered and painted on the shortest notice. Write or call at Ostler, 1002 Caledonia Ave., or Impey, 170 Fairfield road.

Patents

FOR PARTICULARS about patents, send for booklet. Ben. B. Fannett, Ottawa, Ontario.

Pawnshop

MONEY LOANED on diamonds, jewelry and personal effects. A. A. Aaronson, cor. Johnson and Broad.

Photographs, Maps, Etc.

REAL ESTATE AGENTS AND OTHERS To insure quick sales of properties should get their photographs by PLEADING BROS. Maps and plans copied or blue printed. Enlargements from films or prints to any size. Finishing and supplies for amateurs. Kodaks for sale or hire. PHONE 1084, 504 GOVERNMENT ST.

Plumbing and Heating

HOT WATER HEATING—J. H. Warner & Co., Limited, 312 Esplanade St., above Blanchard St. Phone A270.

Pottery Ware, Etc.

SEWER PIPE, Field Tile, Ground Fire Clay, Flower Pots, etc. B. C. Pottery Co., Ltd., corner Broad and Pandora streets, Victoria, B. C.

Scavenging

JOHN PRIOR, Scavenger. Leave orders at Empire Clear Store, 1412 Douglas St. Phone 21.

WING ON, 108 Government street, Phone 32.

VICTORIA SCAVENGING CO.—Office, 719 Yates street. Phone 622. Ashes and garbage removed.

Second-Hand Goods

BITLER, J. R.—Successor to A. J. Winchester, dealer in second-hand furniture, stoves, books, etc., etc., 301 Yates, corner Quadra. Tel. R828.

WANTED—Old coats and vests, pants, boots and shoes, trunks, valises, shotguns, revolvers, overcoats, etc. Highest cash prices paid. Will call at any address. Jacob Aaronson's new and second-hand store, 572 Johnson street, six doors below Government St. Phone 1767.

Stump Puller

STUMP PULLER—Made in 3 sizes, for sale, or for hire; contracts taken. J. Ducrest, 466 Burnside road, Victoria. Phone A176.

Tentmakers

JEUNE & BRO., makers of tents, sails, oil clothing, camp furniture. Warehouse, 570 Johnson St. Phone 795.

Truck and Dray

PHONE 182 FOR JEPSON TRANSFER—Trucking and expressing. Yates St. stand, above Broad. Orders left at Acton's, telephone 1061. Residence, 243 Michigan street.

TRUCKING—Quick service, reasonable charges. I. Walsh & Sons, Baker's Feed Store, 540 Yates street.

VICTORIA TRUCK AND DRAY CO.—Telephone B. Stable Phone 1792.

Turkish Baths

521 FORT ST.—Phone 1859. Will be open till 11 p. m. Ladies' days are: Mondays 10 a. m. to 5 p. m., and Fridays 10 a. m. to 3 p. m. Swedish massage.

Watch Repairing

A. PETCH, 90 Douglas street. Specialty of English watch repairing. All kinds of clocks and watches repaired.

Y. W. C. A.

FOR THE BENEFIT of young women in or out of employment. Rooms and board. A home from home. 542 Pandora avenue.

WM. N. O'NEIL CO. Successors to J. M. MELLIS CO. 512 Fort St. HIGH-GRADE BUILDERS SUPPLIES, MANTELS, GRATES, TILES. J. M. MELLIS, Mgr.

MISCELLANEOUS

ADVERTISEMENTS under this head 1 cent per word per insertion; 3 insertions, 2 cents per word; 4 cents per word per week; 50 cents per line per month. No advertisement for less than 10 cents.

Agents Wanted

MEN WANTED—We want men in every locality in Canada to advertise our goods, take up showcards in all conspicuous places, and generally represent our products. Dresses made to order. No experience required. Write for particulars. Royal Kentucky Co., London, Ont., Can.

For Rent—Houses

FURNISHED COTTAGE—All modern conveniences, at 702 Vancouver St. nr. 418.

TO LET—Small cottage, Esplanade Bay, newly painted and papered, 3 minutes from car, rent \$10. Apply 1115 Gadsden St. 419

FOR RENT—2 story house, Quebec street, 5 minutes walk from Post Office. Apply Box 285, Times Office. n30

FURNISHED COTTAGE, five rooms, 120 St. Lawrence street. n30

FURNISHED COTTAGE TO LET with electric light, bath, hot and cold water. Apply to Mrs. M. R. Smith, 354 1/2 104 Lullaba road. n31

For Rent—Stable

TO LET—Stable, also building lots, centrally located; for sale, building lots cheap. Particulars 302 Cook St. n12

For Sale—Acreage

FOR EXCHANGE—A section wheat land, fenced, 30 acres more, 4 miles from good town, 23 from siding, for 90 acres good land in same town. Write or call on Island, must be near school. Box 102, Toolfield, Alta. n36

WE HAVE FIVE ACRES on the Gorge water front, a gentle slope, and just what is required for a first-class subdivision, or a beautiful site for a residential tract farming. N. B. Maysmith & Co., Ltd., Mahon Bldg. n38

FOR TRADE—57 acres, Salt Spring Island, near Fulford Harbor, good orchard, two hundred apple trees, log house, barn, etc.; will trade for city property. Telephone R125. n41

A SNAP—Lake and Highland District, 318 acres in block, 40 in 30 acre, Big water front on Prospect lake. Conveyance known Lewis swamp. Government road at front and rear end of property. About 5 miles to Esquimalt harbor and eight miles to Victoria. All kinds of cedar and large fir on same. One of the best natural sites for a resort. \$100,000 cash, balance on mortgage at 6 per cent. Apply Mrs. F. Campbell, 296 Lake Road, P. O. n32

ONE HUNDRED AND SIXTY ACRES for sale in Highland District, close to mountain lakes, log house, boat house, which never goes dry; good hunting and fishing; some land cleared, but mostly timbered. \$120,000. Box 69, Times Office. n37

A FINE CHICKEN AND FRUIT RANCH—41 acres, high and dry, only 3 miles from City Hall, fine new 5 room house, fine barn, electric lights, hot water, plenty of fuel water, sewer connection in kitchen, land all fenced, good road, near stores and schools. For \$40,000. Easy terms, or will trade for city property. Times Box 4. n34

For Sale—Articles

FOR SALE—Upright piano, mahogany case, cheap for cash. Post Office Box 27. n19

FOR SALE—Good upright piano, medium size, walnut case. Apply 1903 Quadra street. n20

FOR SALE—No. 9 cook stove, in good condition. 433 Moss street. n20

BAKERY FOR SALE—Must be sold quick at a snap; owner has other business interests; no reasonable offer refused. Box 514, Times. n35

FOR SALE—Tools, guns, clothing, crockery, scales, etc., at a sacrifice. At auction, 1155 Douglas street, Ontario Alley, Johnson street, opposite Pantheon Theatre.

GREENHOUSES, flat bottom boat, long ladders, steps, meat safe, dog houses in stock and made to order. Jones, Capital Carpenter and Jobbing Factory, corner Fort and Blanchard Sts.

FOR SALE—Lady's jacket and chain, \$2.50; up-to-date pearl and black car rings, \$1.25; handbag brooch, 75c.; gents' patterned necktie, \$1.25; built diamond rings, \$2.50; English solid gold buckle rings, \$7.50; collar buttons, sets, \$6. Jacob Aaronson's new and second-hand store, phone 1767, 572 Johnson St. 5 doors below Government, Victoria, B. C.

FOR ALTERATIONS, repairs and jobbing, call on J. W. Holden, carpenter and jobber, corner Fort and Quadra, Tel. L1702.

CHOICE FUR DOORS, sash, mouldings, etc., at lowest prices. Moore & Walington, Yates street.

FOR SALE—One first-class cow, newly calving; ten small pigs; also buggies, light wagons, horses and harness. Apply to Mrs. E. J. Hunter, 4118 York Street, Discovery, or Mitchell street, Oak Bay.

Help Wanted—Female

WANTED—Good general servant. Apply Mrs. Fleming, Virginia, Fort Bay road, Phone R1092. n19

WANTED—A young woman to assist with light house work. Apply Mrs. F. A. Bennet, 608 Trutch street. n19

WANTED—Young girl for light house work. Apply 2723 Third street. n18

GIRL WANTED for counter in confectionery. Apply Sam Mee, 1949 Government street. n18

WANTED—Apprentices to dressmaking, and improver to work Singer machine. Mrs. Stuart, 686 Michigan street. n19

WANTED—House maid; must have references. Apply Mrs. Gaillety, 1718 Rockland Ave. n9 If

WANTED—Good general servant. Mrs. J. H. Bale, cor. Stadacona Ave. and Fort. n8 If

WANTED—Two competent servants, household and cook. Apply 820 Yates street. n11 If

WANTED—Ladies to do plain and light sewing at home, whole or spare time. Good pay. Write and send distances charges paid. Send stamp for full particulars. National Manufacturing Co., Montreal.

For Sale—Wood

FOR SALE—Good wood, 4 ft., \$35; cut, \$40. Burt's Wood Yard.

READY TO BURN—Clean mill wood, large and small, to suit. Phone 3411, 1223 Douglas street.

MISCELLANEOUS

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For Sale—Horses.

FOR SALE—Clyde mare, 13 months, Clyde filly and a pony. J. F. Solly, "Lakeview Farm," Westholme, V. L. nr. 612.

FOR SALE—3 heavy draft horses. Apply Shawnigan Lake Lumber Co., Telephone 342. n18

For Sale—Houses

NICE 6 ROOMED HOUSE on Pembroke street, just off Stanley Ave., three bedrooms and three rooms downstairs, electric light, hot water, gas, nice garden, house in fine condition, near car garage. A very desirable residence; call on N. B. Maysmith & Co., Ltd., Mahon Bldg. n38

VEGETABLES FRESH EVERY DAY

SPANISH ONIONS, 3 lbs. .25c	GARLIC, per lb. .25c
CARROTS, 10 lbs. .25c	GREEN GINGER, per lb. .25c
SAVOY CABBAGE, ea. lb. and 5c	HOT HOUSE LETTUCE, .25c
VEGETABLE MARRON, ea. 10c	CARROTS, 10 lbs. .25c
PUMPKIN, per lb. .4c	TURNIPS, 10 lbs. .25c
SWEET POTATOES, per lb. 5c	BETS, 10 lbs. .25c
ARTICHOKES, per lb. .5c	SQUASH, per lb. .4c
BRUSSELS SPROUTS, 3 lbs 25c	CITRON, per lb. .4c

SPECIAL THIS WEEK
 Keller's and C. & B. Marmalade, 1-lb. tin. .10c

DIXIE H. ROSS & CO.
 Telephones 50, 51, 52 and 1590.
 INDEPENDENT GROCERS, 1311 GOVERNMENT ST.

STILL WORKING FOR SEVEN DAY SERVICE

Board of Trade Pressing for Alteration in Present Arrangements.

The board of trade is still working to get a seven day boat and mail service to Seattle from Victoria and interviews have taken place between Simon Leiser, president of the board of trade, and Captain Troup of the C. P. R. Mr. Leiser hopes to have some definite arrangement made within a few days before Captain Troup leaves for Montreal.

The matter was taken up by the board of trade some time ago with the government at Ottawa and was referred by it to Mr. McLeod, of the postoffice department who was at the time in Vancouver. He communicated with the board of trade to the effect that no additional subsidy was necessary for the extra day and the board of trade then took the matter up with Captain Troup. The secretary of the board of trade said this morning it was hoped to get the matter settled before Captain Troup left for the east.

Captain Troup had nothing further to say this morning on the matter beyond the statement that the seven day service was a difficult thing to arrange. He however says there may be something done in the matter before he goes east Monday.

INTERESTING CASE IN SUPREME COURT

Livery Keeper of Chemainus Sues for Damages to Horse and Buggy.

Mr. Justice Irving to-day is hearing evidence in an interesting case which has been transferred from the County court at Ladysmith. J. Hagan, who conducts a livery stable at Chemainus, is suing one Gilbert for damages to a horse and rig. Defendant hired the horse in April last with the intention of taking a lady for a drive. The animal became unmanageable, with the result that a smash-up occurred. Plaintiff claims \$100 for injuries done to the horse and \$100 for damages to the buggy.

Defendant makes a counter claim for \$2,000. He, in consequence of injuries suffered in the accident, was laid up in the hospital for a long time. The horse formerly belonged to the late John Wilson who was sanitary inspector of this city, and the defence will try and prove that the animal was not fit to be driven by a stranger.

J. A. Alkman is appearing for the defendant.

HERBERT CUTHBERT & CO.
 Real Estate and General Auctioneers,
 635 FORT ST.

Plans Are Now Ready OF THE Auction Sale OF DR. FRANK HALL'S FINE RESIDENCE AND GROUNDS

—AND—
TWENTY-ONE BEAUTIFUL LOTS

To be sold separately in one or more lots to suit purchasers

—ON—
TUESDAY NEXT November 23rd

On the premises, Hillside Ave., At 2 or 2:30 p. m.

When we advertised that Burleigh and the remainder of the lots would be sold regardless of price, most people refused to believe it, but the fact remains that every lot was sold and that many of them have been resold at advanced prices.

We are going to sell this property and strongly urge those in search of first class property at right prices to attend this sale. Refreshments will be served at the residence, where the sale will take place.

House open for inspection this afternoon from 2:30 to 4:30 o'clock and every afternoon until date of sale.

The terms are exceptionally easy. Every purchaser must be prepared to pay down at the time of sale 10 per cent. of the purchase money, 15 per cent. within ten days after date of sale, and the balance in one, two and three years, with 6 per cent. interest on the house and 7 per cent. on the lots.

HERBERT CUTHBERT Auctioneer

GET ONE OF THESE BEFORE XMAS

OF COURSE there's always a lot of extra cooking before the Christmas season arrives—a lot of preparation for that festive season. You know the extra work you had last season, know how tiring was the "trotting" from pantry to kitchen table—back and forth for materials. Get a kitchen cabinet and you eliminate all this unnecessary work.



Our kitchen cabinets are arranged so conveniently and compactly that all the necessary materials are contained within reaching distance. There's no walking back and forth—no steps wasted. They have flour bins for flour, racks and cans for spices, shelves, drawers, cupboards, pastry boards, etc. Everything arranged with a view to saving the busy housekeeper labor.

Put one in your kitchen to-day and you won't need to dread the labor of preparing for Christmas. We have several styles and they are priced at—

\$18, \$20, \$30.

The Low Prices of These Should Appeal To You

Three Decidedly Stylish "Dressers and Stands" Priced at \$14 and \$16

ATRIO of low priced bedroom furniture items below—note the little prices. You'll better appreciate them though if you visit our third floor and see the pieces to which these price tickets are attached. Sort of explodes the idea that "Weiler's are high priced." Some have that idea, but it is just because they aren't acquainted with us and our many excellent values. Don't be afraid to come in. You won't be asked to purchase. Here's an excuse—come in to see these pieces.

DRESSER AND STAND—This suite comes in golden elm—finely finished. Dresser has 3 drawers and a bevel plate mirror of first quality. Stand is designed to match. The two pieces priced at \$14

DRESSER AND STAND—This suite comes in Royal (surface) oak. Dresser has 3 large drawers and a large bevel plate mirror. The stand is designed to match. A stylish pair, priced at \$14

DRESSER AND STAND—The dresser of this suite has 2 large drawers and a large bevel plate mirror of first quality. The stand is designed to match. Royal oak—nice grain and fine finish. Two pieces \$16

At \$25 This 72 Piece Dinner Service Is Special Value

YES, at \$25 you'll find this semi-porcelain service of 72 pieces specially low in price. It is a "lonely" set we wish to dispose of to make way for Christmas goods due shortly. You profit by the scarcity of room space for we have specially priced this set. Decorations combine heavy blue and bronze floral decoration. Ware is superior quality, 72 large pieces. Special value at \$25

Stylish Iron Beds from \$4

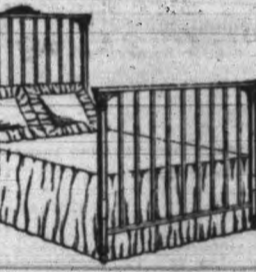


WITH dainty iron bed styles priced at these little prices there's no excuse for you to use an old-fashioned wooden bed or a hideous creation in metal. Discard it. Burn the wooden one—sell the old metal one for scrap. Make the bedroom an inviting room—especially when the cost is so light. We have just received a carload of iron beds and in the lot are some of the newest and "classiest" beds ever shown in the city. We are making the prices right on all these and we invite you to come in and see the exposition of new designs on our fourth floor.

Iron Beds Priced from \$4 to \$30

Latest in Brass Beds \$30 Up

FOR the Bedroom Beautiful our art beds in brass are pre-eminently "the beds." They are marked by distinctive character and their refined elegance and originality of design will at once appeal to the lover of the beautiful in bedroom furnishings.



These beds are the choicest productions of the leading British maker and the largest American makers of metal beds. If you wish to make your own bedroom or the guest chamber specially attractive you shouldn't miss this display of brass beds.

Brass Beds Priced from \$30 to \$120

Make the House Warmer—Put Carpets on the Floor

COVER your floors with carpet and you'll make the house warmer—make it cheerful and inviting, too. We offer you a magnificent choice of patterns in carpets of the very finest quality. We offer you expert service in the making and laying of these, and we charge you prices you are accustomed to paying for ordinary grades and service. We guarantee every yard of carpet we sell and stand back of that guarantee with a record of 47 years. Costs nothing to investigate—let us discuss carpets with you.

WEILER BROS.

HOME FURNISHERS SINCE 1862 AT VICTORIA, B.C.

SEND FOR THIS—FREE
 Our fine, large Catalogue for 1909 is printed on the finest paper. The book has almost 2,000 illustrations of good size. Every article is fully described and priced, making it an easy matter to do your shopping at home if you have this book. Send your name for a copy TO-DAY.

IMPORTANT SALE OF LAND IN ESQUIMALT DISTRICT

Messrs. Stewart Williams & Co.

Duly instructed by the Commissioner of Lands, will sell by PUBLIC AUCTION, at the DRIARD HOTEL, VICTORIA, on

Monday, November 22nd, 10.30 Sharp

about 60 acres of Land, situated in the Esquimalt District, near to Parson's Bridge, being Lots 27, 29, 32, 33 and 34, sub-divisions of section 98.

TERMS—One quarter cash, and the balance in three equal annual instalments, bearing interest at 6 per cent. Further particulars can be obtained from

THE AUCTIONEER, STEWART WILLIAMS

This Week's Special

3 NEW PAPER BOOKS for 25c
 3 NEW CLOTH BOUND ILLUSTRATED BOOKS for . . . \$1
 Something specially good at

'The Exchange'
 JOHN DEAVILLE PROP.
 Phone 1737 718 Fort St.

Maynard & Son AUCTIONEERS.

Instructed, we will sell at salesroom, Broad Street,

To-morrow, 2 p. m. ELEGANT OAK Furniture and Effects

Including: Very fine set of Ladies' Japanese Mink Furs (new), 3 very good Mirrors, small English Piano in good tone, elegant Quartered Oak Sideboard, handsome Walnut Sideboard, also almost new Ash Sideboard, almost new 3-piece Mahogany Parlor Suite, very handsome Walnut Settee, over stuffed Arm Chair, Upholstered Chair, almost new Extension Table, 6 Oak Leather Seat Dining Chairs, Ornaments, Brics-a-brac, China and Crockery Ware, Silk Fire Screens in Bamboo, Mats and Paper Rack, 3 very fine simple Carpet Squares, 2 Carpets, Rugs, Lace Curtains, 2 very fine Iron Bedsteads, Springs and Box Mattresses, 2 very fine Oak Dressers and Stands, Chest of Drawers, Wardrobe, 3 pairs very fine Blankets, Bed Comforts, Pillows, Towels, 5 Toilet Sets, Child's High Chair, Co-Cart, Kitchen Cooking Utensils, set of Scales, 2-burner Gas Plate, Garden Hose, all-copper Boiler, Wringers, Tubs, Gas Radiator, 6-hole Cook Stove, etc., etc.

Six-Hole Steel Range On view Thursday afternoon.

MAYNARD & Sons, Auctioneers

Dominion Carriages
FIRST IN QUALITY LATEST IN DESIGN BEST IN FINISH

B. C. HARDWARE COMPANY, LTD.
 510 JOHNSON STREET
 Office Phone 82 Phone 1611

MAKE A DATE WITH THESE DATES FROM PERSIA

Just fresh in and exceptionally delicious. One lb. pkg. .10c

EVER TASTE JELL-O?
 Daintiest of all desserts—easily and quickly made. Come in and taste it in various ways. Have a chat with the demonstrator, she has a new way of "whipping" it, which makes it even nicer than the old way.

The West End Grocery Co., Ltd.
 1062 GOVERNMENT ST. Tels. 88 and 1781

plaintiff and R. T. Elliott, K. C., for the defendant. The case is still in progress.

MONUMENT UNVEILED.

Toronto, Nov. 18.—Despite the wet weather, the ceremony of unveiling the monument to Hon. John Sandfield Macdonald at the legislative chamber was well attended. Sir James Whitney gave a biographical sketch of the first premier of Ontario.

QUEBEC JUDGE DEAD.

Ottawa, Nov. 18.—Judge Rochon of the Superior Court of Quebec died yesterday at Hull, aged 63 years. He had been ill for about a year.

PROPOSED TUBE RAILWAYS.

Toronto, Nov. 18.—J. W. Moyes, the special engineer appointed to report on tube railways for Toronto, has recommended establishing a dual system of underground and surface railways to cost \$4,485,000.

PARSONAGE ON FIRE.

Toronto, Nov. 18.—Fire broke out in the unfinished parsonage of the High Park Methodist church yesterday morning and before the flames were extinguished almost the entire interior was destroyed. The damage will be about \$2,500. The cause of the fire is unknown.

SALVATION ARMY COLONY.

St. John's, Nfld., Nov. 18.—Another of the many projects for the utilization of Newfoundland's vast unoccupied interior area comes from the Salvation Army, which plans to found farm colonies in connection with its immigration department in England. A representative of the army is in Newfoundland conferring with the government officials regarding the proposed settlement.

DECLINING PHYSIQUE.

Clergyman Would Like Conscripted Preached From Every Pulpit.
 Rev. Hugh B. Chapman, chaplain of the Chapel Royal, Savoy, declared at a meeting held at the Mansion House, London, in support of the National Physical Recreation Society, that—if they could induce every boy in the country to drill it would do them much more good than many of the sermons to which they had to listen.

Personally he was strongly in favor of conscription, and he would like to hear preached from every pulpit the doctrine that every boy should be fit to be a soldier and ready to die for his country. He believed a straight back conduced to a straight life. People should be made to realize that there was a lot of work to be done in this country, and that all the money need not necessarily go out to the Hottentots.
 The Duchess of Marlborough wrote-respecting her inability to be present.

KEEP YOUR HENS LAYING

SYLVESTER'S HEN FOOD will do it because it contains all mixed grain, bone and grit, also beer, which when combined cannot be equalled for the production of Eggs.
 Per 100 pounds \$2.25

Sylvester Poultry Supply House. Tel. 413. 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.

"When every day reveals" (her letter concluded) "the declining standard of our national physique it seems to be almost criminal to allow a society which provides one of the possible antidotes to fall for want of a few thousand pounds. I have pleasure in sending 100 in support of a work I consider to be invaluable."
 The hon. secretary mentioned that upwards of 10,000 had been spent, since the society was founded, in the provision of gymnasia and professional teachers in London, Birmingham, Dundee, Leeds, etc., and over 1,000,000 men and women and boys and girls had been given that physical instruction for which they could not afford to pay themselves.