The Daily Colonist 1910

FOR SAN FRANCISCO
And Southern California

Leaving Victoria at 8 a.m., July 27, Aug 1 steamers QUEEN OR CITY OF PUEBLA
THROUGH SERVICE
Leave Seattle 10 a. m., steamer GOVERNOR OR PRESIDENT, July 22, Aug. 1
For Southeastern Alaska, COTTAGE CITY or CITY OF SEATTLE leaves Seattle 9 P. m., Aug. 1, 7, 13, 19, 25, 31.
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SEATTLE ROUTE
S.S. "IROQUOIS"
Leaves Victoria 9 a. m. daily except Sunday, for Port Townsend and Seattle.
From C. P. R. dock commencing July 22, until extension of Victoria Dock Co.'s wharf is completed.
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WHITE PASS & YUKON ROUTE
Through tickets and through bills of lading are now issued from Puget Sound and British Columbia ports to Atlin, B. C., Dawson, Y. T. and Fairbanks, Alaska. Connections made at Skagway with our daily trains, at White Horse and Caribou with our river and lake steamers and at Dawson with steamers for points on the Lower Yukon river.
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Monday and Thursday for
SALT SPRING, GALIANO, MAYNE and neighboring Islands, arriving back at Victoria at 8:30 p. m.
$1.50 ROUND TRIP
Tuesday and Friday for
MAYNE ISLAND AND WAY PORTS
Wednesday and Saturday leaves Mayne Island at 7:00 a. m. for Victoria and way ports.
Freight must be shipped not later than 4:00 p. m. day previous to sailing.

TIDE TABLE

Victoria, July, 1910

Date	Time	Ht	Time	Ht	Time	Ht	Time	Ht
	h. m.	ft.	h. m.	ft.	h. m.	ft.	h. m.	ft.
1–31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Across Alps Flight

MILAN, July 28.—The principal event of the aviation meeting arranged to be held next September at Milan will be an aeroplane race over the Alps from Brigue to Milan. The route will be by way of the Simplon Pass, Lake Maggiore, and Nombarry Plain, and only men of experience in long-distance flying will be allowed to compete. They may descend where, and as often as they desire, within the twenty-four hours' time limit. The prize will be $20,000. The race will start from a point 2,000 feet above sea level, and the airmen will have to rise to 7,000 feet in the highest point.

U. S. and Liberia

LONDON, July 28.—The story that was circulated last night to effect that the United States was in turn Liberia into "an American Egypt,"—by taking control of that republic's finances, military organization, agricultural and boundary disputes, is explained by J. Crommelin, Liberian minister to Great Britain. Mr. Crommelin says the offer of the United States to Liberia was simply to arrange a loan for that country of $1,500,000. It was not true that the United States had intended to scheme with any ulterior motive of colonizing Liberia. Great Britain's influence in Liberia would not in the least be affected by the financial arrangements, but the British Foreign Office supported the scheme, and Great Britain will participate in the loan.

On the Waterfront

SMUGGLING TALE IS BEING TOLD

Waterfront Hears Stories of Project to Bring Many Chinese From Hongkong to Northern Island

SCHEME IS BAIT TO CATCH UNWARY

Victorians Approached and Asked to Subscribe $700 for Coaling Steamer Engaged in Smuggling Enterprise

Stories of a project to smuggle Chinese on a wholesale scale into British Columbia have been current on the waterfront for some time past. According to the tale as it is told the promoters have plans for the chartering of a steamship to be cleared from Macao, a Portuguese port near Hongkong, to which the Chinese would be taken by local steamer for one of the sparsely settled islands of northern British Columbia, where the Chinese would be landed ashore and taken to the Skeena to be brought down in small sections as returning cannery helpers. The scheme is said to have sounded well to certain men of Seattle, Tacoma, and Sacramento, Stockton and San Francisco, who, as the story is told, subscribed various amounts to finance the enterprise and they are still waiting for returns from the investment.

That the expedition was only a bait to catch the unwary who sees a chance to make large profits on a contraband scheme is another story that is told. It is stated that the project was planned only to secure for the promoter of the enterprise the shekels of those who were willing to subscribe toward the scheme. These monies secured the promoter forgot about his idea of chartering a steamer.

A few days ago some Victorians were approached by a mild-mannered young man who told them the same story of smuggling Chinese into British Columbia. "It's a moneymaker," he told them. "Every Chink is willing to pay at least $200—maybe you can tax them $400 or $500 to land them—and I've made all arrangements to bring over at least 300 of them on a steamer and dump them ashore in the north. There's no watch over the northern islands—only the Kestrel is up there and she could easily be watched."

"All I want now is $700 to coal the steamer for the homeward trip after she lands them, and you can share in the profits if you advance the $700 for coal."

It is the same story with variations that is reported to have caught the Seattle, Tacoma and California men. If anyone puts up the $700 for coal—it is not known if one or a dozen have done so—he will probably have to wait long for the profits, longer for a return of the $700; for it would be difficult for anyone to go into court to sue for the return of money advanced for such a purpose.

Meanwhile the Chinese who come into British Columbia continue to arrive in the ordinary way, by the ordinary liners, and newcomers still pay the sum of $500 as head tax to the Dominion government for the privilege of their entry into Canada.

HEAVY LOSS OF LIFE AT HANKOW

Mail Advices from China Tell of Disastrous Conflagration on the Han River.

Mail advices from Shanghai state that the loss of life at the recent conflagration at Hankow, China, exceeded one thousand and the property loss was heavy. Butterfield and Swire's hulk Amoy was destroyed by fire, and the Nippon Yusen Kaisha's and Messrs. Racine, Ackermann's hulks were also damaged by boats carrying wood oil on fire. A severe squall broke over the Han river in the early morning and a cargo boat containing several hundred cases of kerosene oil moored opposite the Hanyang Iron and Steel Works' wharves broke loose from her moorings. It was carried along by the strong downward current usual on the Han river, helped on this occasion by a strong wind, and collided with some boats laden with a large quantity of wood oil, sixteen in number. These it wrecked, tearing them from their moorings and then bore down on the steam launch Changsha lying in shore, anchored close to the Pau Jar bong Jetty, near the junction of the Han and Yangtse. Here it caught fire and the launch was burnt to the water's edge. The houses close to the bank soon caught fire also as well as hundreds of the smaller craft on the Han river, and owing to the absence of a proper fire brigade, the fire soon worked in shore and upwards of 200 Chinese houses were burnt out. The fire lasted until late in the afternoon. Meanwhile the steam [illegible] laden with wood oil caught fire and with the rapid current and strong wind were soon swept along and collided with Messrs. Butterfield and Swire's hulk Amoy, which also caught fire from the burning oil and was burnt to the water's edge. Two of the boats almost collided with the steamer Kiang [illegible], but the latter, having steam up, managed to slip out in to the river. The boats, however, bore down upon Messrs. Jardine, Matheson's pontoon, which was burnt right through and meeting the other lot of boats alight with wood oil ran into the Nippon Yusen Kaisha's pontoon and burnt part of that. From there they collided with and sunk a steam launch close by, and also damaged Messrs. Racine, Ackermann's pontoons. By this time the boats of wood were almost all burnt out, and the live oil spread itself out on the water to a height of about two feet, and helped with the strong current, bore down on further small craft and set fire to them. The result was great loss of life: a number of boatmen jumped into the river only to be burnt or drowned. The loss of life on the Han river and the Yangtse is estimated at over a thousand, and the total damage done at about a million dollars.

SHIPPING INTELLIGENCE

By Government Wireless

8 a. m.

Point Grey.—Clear; calm; thick seaward; 30; 64.

Cape Lazo.—Clear; calm; 29.98; 67; sea smooth; spoke Humboldt, 8.20 p. m., reported off Chatham Point southbound; spoke Kingfisher, 9.10 p. m., now off Cape Lazo northbound.

Tatoosh.—Foggy; S., 12 miles; 30.06; 50; sea moderate; out, 4-masted schooner, 6.30 p. m.; in, steamer Argyle, 4.45 a. m.; out, 3-masted barquentine in tow of tug Lorne, 5 a. m.

Triangle Island.—Dense fog and rain; S. W.; 29.41; 46.

Estevan.—Drizzling; S. E.; 52; sea moderate.

Pachena.—Cloudy; S. E.; 30.07; 55; light swell; foggy seaward.

Prince Rupert.—Clear; calm; 29.51; 77; sea smooth.

Noon.

Point Grey.—Clear; calm; thick seaward; 30.03; 73.

Cape Lazo.—Clear; calm; 30.02; 68; sea smooth.

Tatoosh.—Cloudy; S., 12 miles; 30.01; 53; out, Willierhame, towing.

Estevan.—Overcast; S. E.; 62; sea moderate.

Pachena.—Cloudy; S. E.; 30.07; 55; light swell; foggy seaward.

Prince Rupert.—Clear; calm; 29.51; 77; sea smooth.

Triangle.—Dense fog with rain; S. W.; 29.42; 53.

Ikeda.—Fog; wind N.; light swell.

6 p. m.

Point Grey.—Clear; calm; bar., 30.03; temp., 75. Passed out, two-masted freighter, black hull, at 2.15 p. m.; Prince George at 3.15 p. m.; spoke Kingfisher at 4.15 p. m., no position given; spoke Quadra at 6.15 p. m., passing Point Grey; spoke Spokane passing at Ballac at 6 p. m. north bound; passed in Princess Beatrice at 6.10 p. m.

Cape Lazo.—Clear; calm; bar., 29.99; temp., 70; sea smooth.

Tatoosh.—Foggy; S. wind, 8 miles; bar., 30.00; temp., 55; no shipping.

Prince Rupert.—Clear; calm; bar., 29.32; temp., 62; sea smooth. Spoke Northwestern at 2.30 p. m. her noon position being lat. 54.54, long. 135.59 W., 562 miles from Flattery north bound. In, Otter at 5.30 p. m.

Pachena.—Clear; N. W. wind; bar., 29.99; temp., 60; sea smooth.

Triangle.—Cloudy; S. W. wind; bar., 29.54; temp., 55; light swell.

Ikeda.—Clear; W. wind; light swell.

Estevan.—Clear; W. wind; temp. 54; light swell. William Jolliffe east bound.

THE DESERTERS

"I don't know how the truth may be, I tell the tale as 'twas told to me."

Speaking of desertions, said the night watchman—from this introduction it would sound like a W. W. Jacobs story—there was an attempt at desertion on a large scale on the voyage of the Canadian-Australian liner Makura from Australia. It was during one warm tropical night when the vessel was nearing Suva and the tang of the palm trees came from landward in the heat-laden breeze. This was the probable reason for the attempt at wholesale desertion. The second officer was walking aft on the boat deck when he suddenly noticed, in the darkness, that one of the port boats was swinging toward the rail, and a number of shadowy forms were launching the big lifeboat out over the rail. He rushed forward and gave the alarm.

"Desertion," echoed Capt. Gibb, "Absurd, you ought to change your brand. No one would desert from the Makura."

"But the boat's swinging out," said the officer.

The captain and the mate and the crew—as much of it as could be found hurried along the deck, ready to struggle with the deserters, and there was a sudden spring, a short struggle, and all were in custody.

The would be deserters were a band of trained monkeys being brought to Honolulu. They were swinging out one of the lifeboats and intended to reach the palm trees of the Fijis—at least this is what the veracious teller of the tale of the desertion that was to have been said, and surely he ought to know.

May Not Come

The Makura brings word that the sale of the steamer Moura of the Union company's fleet, which was mentioned in The Province yesterday, has, it is believed, fallen through. The steamer is an ore carrier and a shallow draft vessel. The company asked $125,000 for her, while the Vancouver syndicate would not go over $100,000, so it is believed negotiations are off.

The tug William Jolliffe which was chartered to take a number of capitalists interested in timber limits on the west coast returned yesterday morning after landing parties at Clayoquot, Nootka and Kyuquot to look over the timber areas in which they are interested.

SEVERAL VESSELS LEAVE FOR NORTH

Venture Goes to Steveston en Route to Take Tins for the Salmon Packers—Cetriana Damaged by Collision

The steamer Venture of the Boscowitz Steamship company left last night for Prince Rupert, Stewart and other ports of northern British Columbia by way of Steveston where she went to take on board 5,000 cases of empty tins for Skeena river canners. The run of fish on the Skeena and Rivers Inlet has been very large this year, and the canners are already out of tins at some of the canneries. Preparations were made for a heavy pack, but the run has been in excess of even the highest expectations. The Venture took a fair amount of general cargo for northern ports, and a number of passengers.

The steamer Prince George of the G. T. P. left Seattle at midnight on her way to Prince Rupert and Stewart, carrying a good complement of passengers and will sail from the company's wharf this morning.

The steamer Cetriana of the Northern Steamship company was in port yesterday morning taking a cargo of general freight north. She had a quantity of lumber on board for Stewart laden at Chemainus and Sydney, and took further shipments of lumber, some tin, acid and general freight from here. The Cetriana of this company was damaged by the steamer Prince Albert of the G. T. P. which collided with her at Prince Rupert a few days ago causing damage to the upper works which will involve spending several days in the hands of the ship repairers at Vancouver.

Another vessel which went north yesterday was the steam schooner Olsenand Mahoney, which brought a cargo of cement from the south for Powell river. The steam schooner called here to take on board a pilot and a customs officer. The cargo of the steam schooner is to be used in construction of a large dam at Powell river.

LEBRO TAKING BIG CARGO FOR GOVERNMENT

Has Machinery, Boiler, etc for the Trail Builders and Construction Material for Triangle Island.

The steamer Leebro, under charter to the marine and fisheries department, will leave this morning for the west coast of Vancouver Island with a large cargo of supplies and construction material for various places on the west coast of Vancouver Island. The Leebro was loaded deep, having a big deck load. She is taking boats and scows, a donkey boiler and grading machinery for use of the trail builders to be landed at Bamfield and taken over the trail, oil and stores for coast lighthouses, portable houses and building material for the wireless station and lighthouse at Triangle island.

The government steamer Quadra is expected to leave today for Vancouver to load a shipment of oil for coast lighthouses.

BIG SHIPMENTS VIA THE TEHUANTAPEC

Trans-Isthmian Railroad Carried Million Tons of Freight last Year—Improvements Being Made.

The British consul at Salina Cruz, the Pacific terminus of the Tehuantepec railway, states that the freight carried over the Mexican-isthmus route in 1909 reached nearly 1,000,000 tons. At Salina Cruz port the temporary entrance to the inside dock has been filled in, and the whole proposed length of wharfage, built of stone and cement, is now completed and fully equipped with electric cranes, etc., for the rapid loading and discharging of vessels. Another large steel and masonry warehouse has been completed, making six in all, each over 500 feet long. The Pan-American railway, connecting with the Tehuantepec line, handled of the 1909-10 Chiapas coffee crop 8,360,000 pounds, fully 75 per cent of which went to London and Hamburg. Next season it is estimated there will be a 45 per cent increase in the crop and a 15 per cent increase in acreage.

DROWNED SHIPMASTER HAD LONG CAREER

Late Capt. Balderstone Brought the Borrowdale to Port Under Jury Rig When Dismasted.

Capt. Alfred Balderstone, the drowned master of the British ship Holt Hill, whose funeral has just taken place at Vancouver, was at sea since he was a boy. When 14 years of age he was bound apprentice to the Liverpool shipping firm of Messrs. Thomas H. Boyden and Co., and served for a period of five years in the sailing ships Annie Boyden and Laranas. On the termination of his apprenticeship he passed for second officer at Liverpool, and obtained the appointment of senior officer in Messrs. William Nisol and Co's barque Zoe, trading from the Mersey to the West coast of South America.

He also served in the same capacity in the ships St. Magnus, owned by Messrs. Rankin, Gilmour and Co., and Sierra Madrona belonging to Messrs. Thompson, Anderson and Co., the well-known Sierra line of sailing ships which were some years ago among the finest vessels trading out of the Mersey. In the meantime he had secured his chief officer's and master's certificates, and made four voyages in the Liverpool ship Handeeth, owned by Messrs. W. and J. Lockett, and engaged in the regular trade between the Mersey and the West coast of South America, serving altogether as officer for six years.

His first command was that of the fine Liverpool barque Lochinvar in 1891, and on one occasion he made the voyage from Liverpool to Valparaiso in the exceptionally fast time of 70 days. The vessel was owned by Messrs. Nicholson and M'Gill of Liverpool, and he subsequently commanded the barques Cairnsmore (1893) and Borrowdale (1896), belonging to the same company. While on a voyage from New York to the colonies, when in the command of the Borrowdale, the vessel was caught in a typhoon when in the Indian Ocean, and although the vessel sustained serious damage, and had her cabins swept of everything, Capt. Bolderston continued the voyage to Australia under jury rig. When the vessel was sold to Russians on her return home in 1901 he entered the service of Messrs. Geo. Milne and Co., of Aberdeen and held the position of master of their fine ship Invermark for a period of five years.

At the time of the Liverpool Pageant three years ago he was one of the crew of the Viking ship. In 1907 he was appointed to the command of the Liverpool four-masted ship Holt Hill, which had arrived at Vancouver after a voyage from Europe, during which Captain Parker, her commander, had died at sea. Captain Bolderston proceeded to Vancouver and took over the command of the ship.

ANTICIPATES CHANGES IN JAPANESE LAWS

Shipowners Expect that British Vessels Will Be Seriously Affected by Decision.

Shipowners are looking with anticipation to the revision of the treaties by Japan next year. The Liverpool Journal of Commerce says:

"An official announcement is made that the Japanese government contemplates restricting the coasting trade of Japan to ships under their own flag. The privilege to foreign vessels at present obtaining of carrying passengers and cargo between Nagasaki, Kobe, Yokohama and Hakodate will, under the new proposed law be withdrawn.

"It has been stated that this reservation of the coasting trade would mean a serious loss to British shipowners.

"A Liverpool gentleman prominent in shipping circles, and connected with the Japanese trade interviewed by a Journal of Commerce representative, stated that in his opinion, should the Japanese decide to carry out the proposed reservation, it would not affect foreign ships to the extent that was generally supposed, for the passenger and cargo carrying trade between Japanese ports was of very secondary consideration. He further stated that the bulk of the passenger trade was done from American and Canadian ports, and by ships belonging to these countries, both of which already had the same restrictions in operation, and consequently they could not take exception to another country following their example. The only shipping companies that would sustain any loss would be the North German Lloyd, C. P. R., and the American companies running from San Francisco and Seattle, but as few first-class passengers are carried between Japanese ports, the above-mentioned companies are not likely to take a serious view of the new situation.

"What may be considered of far more importance is the statement that the new Japanese tariff is aimed at the shipbuilding industry. By the new tariff the duties on vessels purchased abroad have been largely increased, the impost falling most heavily on second-hand ships of the type that has been freely bought to augment the Japanese mercantile fleet.

"From one point of view this will perhaps be hard on the foreign vendor of ships, but from another point it may be beneficial to the owners of foreign ships, at least until such time as the Japanese can produce a sufficient amount of tonnage for their own requirements, as the proposed policy will of a necessity considerably add to the expense of running Japanese steamers, on account of the first cost. However, should a generous government subsidy be granted to the cargo class of steamer, the effect of the tariff would undoubtedly be prejudicial to foreign shipping. For the moment, however, there is no official notification of the proposed alteration, and consequently no immediate cause for alarm."

ROYAL RESIDENCE

Windsor Castle Will Be Restored to Its Former Position

LONDON, July 27.—There is every reason to believe that in the near future Windsor Castle will be restored to its former position as the chief residence of the sovereign. King Edward, though he effected many changes and improvements in the Castle, was not a very frequent visitor, preferring to divide his time mainly between Buckingham Palace and Sandringham. But King George, with greater domestic interests than the late King had when he came to the throne will probably be influenced by the superior healthiness of Windsor, and its advantages in the way of privacy and freedom; while the distance from town counts for little in these days of motor cars and telephones. Moreover, there is no longer the alternative of Sandringham, which, under the late King's will, passed to Queen Alexandra.

The castle is now an ideal residence. During the last reign the drainage arrangements were entirely overhauled and the water supply attended to. The fire alarm system, which was also brought up to date, embodies every feature which makes for reliability and usefulness. The electric light system was extended throughout the castle, and telephone communication was introduced on a large scale. Tube machines were put in, and a model post office fitted up inside. King Edward also carried out great improvements in the farms, gardens and grounds. The East Terrace garden, which is overlooked by the Royal apartments, has been rearranged, and the extensive grounds surrounding the castle have been much improved. There is a fine golf course below the East Terrace, and a royal boathouse on the banks of the river. At Virginia Water the fishing temple and royal boathouse have been renovated.

Nurseries and schoolrooms are now being fitted up for Their Majesties' children, and when these are completed there will be no more delightful place for boys and girls than the castle and its grounds. Thanks to the late king, there is a splendid cricket pitch between the golf links and Frogmore, with two handsome pavilions. On this ground Princess Mary has often joined her brothers in a game of cricket.

King George and Queen Mary are personally very fond of the castle, with its delightful country surroundings. Their Majesties and their family ride or drive out every day when the weather is favorable. The famous three-mile avenue, known as the Long Walk, runs right up to the Sovereign's entrance, and as no motor-cars or tradesmen's carts are allowed in it, it enables the King and Queen to take their morning exercise without undue publicity. The town of Windsor, which has felt itself somewhat neglected of late years, looks forward with hopefulness to the new regime.

TREED BY BEAR

Visitors to Crow's Nest Have Exciting Encounter With Silver Tip—In Tree All Night.

NELSON, July 28.—A bear adventure stirred the town of Crow's Nest a few days ago. Dan J. Kirk of Walla Walla and O. E. Waynard of Spokane were examining the property of the Empire Coal company, near that town and were the heroes.

On their return to the camp they came face to face with a big "silver tip" with two cubs. The mother chased them, forcing them to climb trees, where she kept them all night. Their not putting in an appearance in camp that night caused a search party to be organized.

Before they had gone far the rescuers heard cries for help from a point on the mountain. On reaching the scene they found that Mr. Kirk had killed the mother and captured the two cubs. His calls for help were occasioned by Mr. Wayland, his partner, whom he could not persuade to come down of the tree; even the sight of the dead bear not being sufficient to convince him that the danger was over. The mother bear weighed in excess of 1,000 pounds.

Fatal Mistake

GENEVA, July 28.—During a rifle shooting competition near Frauenfeld a motorist passing near the targets "blew his horn," and unfortunately the sound resembled so much the bugle's "cease fire" that the target marker walked into the open to examine the targets, and was received by a shower of bullets, one of which entered his head, and he fell down dead. The automobilist was arrested on the charge of manslaughter.

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several days in the hands of the ship repairers at Vancouver.
Another vessel which went north yesterday was the steam schooner Olsenand Mahoney, which brought a cargo of cement from the south for Powell river. The steam schooner called here to take on board a pilot and a customs officer. The cargo of the steam schooner is to be used in construction of a large dam at Powell river.
LEBRO TAKING BIG

The Daily Colonist 1910

A Page for the Young Folks



There have been cases of Asiatic cholera in Italy. This terrible disease has been almost banished from countries that are kept clean and where people are well fed.

Sugar will be dearer a little. Since your fathers were boys, sugar, which used to be thought a luxury, has become a necessity. Sweets of all kinds are used now very lavishly, but people are none the worse because this product of the tropics is used in the colder climes. Sugar is a wholesome and useful food.

There have been a great many deaths in and around Vancouver because workmen and others have touched live wires. A Vancouver jury blamed the company and said that it was possible to take greater care to prevent accidents. There cannot be too much care taken by all who employ men to prevent loss of life.

There have been very bad forest fires in Oregon, Washington and Idaho. Many of the fire-fighters were burned and families hemmed in by the flames barely escaping with their lives. Men in the camps and mines have been in danger and some have been burned. Rain would be very welcome. Sitting in our comfortable homes or going quietly about our business in the streets, we have little idea of the awful suffering that a great forest fire causes.

There are many children who were sorry to hear that Alma Westwood, the little cousin of the Allen children, was drowned at Beacon Hill. Little girls and boys should not go out on the slippery rocks, for often the water beside them is very deep. No little girl can tell how dearly every one at home loves her, nor any little boy what awful sorrow his mother and father will feel if he should never come back. There is room enough to play and be happy without running into danger. Even little ones can learn to be careful.

A very large party of Grand Trunk Railway officials and their wives went north from Vancouver to see the western end of the road. Among them was the president, Mr. Hays, and the general manager, Mr. Chamberlain.

There are not enough workmen on the road to complete it as fast as it should be done. It will take between two and three years yet to finish this great new railroad. After the main line is finished, it is hoped to build a road south to Vancouver. People are flocking into the country through which the road runs, and towns are springing up. When they come back the party will visit Victoria, and will, we may be sure, tell us about what they saw in the north.

Paper making will, before long, be a very large industry in British Columbia. A company, of which Mr. Joseph Martin is a member, has bought the plant at Port Mellon, not far from Vancouver. Another large manufacturing concern is building a little town on Powell River, opposite Texada Island. The head of this concern is Mr. Scanlon, a man from Minneapolis. His firm have very large timber limits, and expect to be making paper next summer. There was a time when all the paper in the world was made from cotton rags. Then books were very expensive and newspapers were small. Now the demand for paper is so great that forests are destroyed to supply it. Are we so much wiser than when less printing was done?

The story of discovery will soon be told and the last of the great explorers have finished his work. From the shore of the Arctic Ocean to Terra Del Fuego, the American continent is known to civilized man. Africa has no secrets hidden, even in the depths of her tropical jungles, and the Australian deserts have been crossed by hardy travellers. There may be islands not yet discovered, but the only large tract of land of which white men yet know little of is New Guinea. They have discovered a race of dwarfs. The poor little men and women were very frightened of the strangers. They are a little more than four feet in height. Another race is described as very ugly, and the Papuan men themselves as a lazy lot, who will not work, but make their wives both find and cook their food. If the land is fruitful and the rocks rich in minerals, these tribes will soon vanish, as did the bushmen of Australia. Few native tribes live long after the forests disappear and the land is cultivated. The Maories of New Zealand and the negroes are exceptions to this rule.

The Methodist Conference has been very busy for the past week. The delegates have appointed Dr. Chown as another general superintendent with Dr. Carman. This shows that Canada is growing very fast and with it the Methodist church. Two other important questions have not yet been decided. One is whether the delegates believe that it would be wise for Methodists, Presbyterians and Congregationalists to unite, and the other whether the Methodist church, like most others, should let each person judge what amusements he or she should have. Now there is a rule which says that Methodists must not dance or play cards, or do many other things which are not considered sins by many Christian people. Many delegates think this is not wise. It was decided that a Methodist minister must only remain in one congregation four years, as formerly.

The people of Australia are very anxious to have their country filled up. The Chinese and Japanese and people from Southern India would be very willing to go in and work their land and trade. But the government will not allow this. They want the country to be, not a land ruled by the British race, but worked as well as owned by men and women who will one day form a great Australian nation. The drawback to their country is the want of great rivers. But in these days water is being found where it was not suspected, and land that was called a desert has become fruitful. If the whole of Australia were as rich and productive as the settled parts not only many millions of people could work upon it, but a great part of the world could be clothed and fed by its flocks and herds, its vineyards and orchards, while its gold and silver and copper and coal mines will give work and the means of working to millions more. We will hope that the Commonwealth of our cousins on the other side of the world will grow and prosper, for they are a fine people.

A very rich English member of parliament has come out to British Columbia to see where would be the best place to send families from his own town of Wednesbury, who find it hard to make a living in the thickly peopled Old Country. His name is Mr. Morton Griffiths. Though he is rich, he is neither lazy himself nor does he believe that British Columbia, big as she is, has room for lazy people. But he does think that hard working men, women and children, who, in the Black Country, as the coalmining part of England is called, must be poor all their lives, may, if they come here, live very comfortably and, perhaps, in the end, get rich. He is ready to help these people, and he wants the people of Vancouver Island to treat them kindly and help them to get work. The first settlement or town is to be made near Comox, on the new coal lands to be opened up. Mr. Griffiths with the premier and Mr. C. H. Lugrin, and other gentlemen have gone to Fort George to see what the interior of the province is like. By the time he returns to England, Mr. Griffiths will know a great deal about this province and its people.

Tomorrow morning you will be back at school again. There are not many who will not be glad to commence work. Most of you will have new teachers. You children can do much to make it easier for the strange lady or gentleman who is in charge of your class. Remember it is not an easy task to get acquainted with forty girls and boys. If you are kind and polite for the first two or three days the whole term will be happier for all.

Whatever school you attend make up your mind that it is to be the very best school in the city. The best in lessons, the best in sports, and the best in behavior. Keep its grounds the neatest, and see that nothing is done to deface the building. Try to get your teacher to make your room the very prettiest in the building. Get your father to come in some morning on his way to work to see the room and the teacher, too. Coax mother to come some afternoon and see how well you have done your work. It will do her good and the teacher too.

Victoria is very proud of her boys and girls. They have a chance to make fine men and women, such a chance as many of their fathers and mothers had not. There is great work to be done in our big province, and it will be waiting for you before you are ready. Lose no time or it may be done by other brains and hands than yours. A long pull, and a strong pull, and a pull altogether, principals and teachers, and boys and girls, and may you have a very successful year.

Most boys and girls know that there is a great difference between what farmers get for their grain and fruit-growers for their apples, pears and small fruits, and what is paid for them at the grocers or feed stores. One of the reasons is that it takes a great deal to carry produce from one place to another, and much more to pay the people who keep it till users are ready to buy it. When you go down to the wharf do you think that every one in Victoria is helping to pay for it, the ships at the dock, the coal they use and the money paid to the officers and crew? Or when you watch the train come in, does it seem to you that the locomotive and the big trestles, and the road itself is run by a great company, and that the people have nothing to do with it except pay their fares when they take a trip on it?

Part of the price of every pound of butter and meat, all the fruit and groceries and flour your mother uses, as well as of the clothes you wear goes to help to keep the ships and railroads moving. It is the people who eat and the people who raise the food and those who wear and manufacture the cloth and other dry goods who pay for the fine stores and the busy clerks.

This was what the farmers from Alberta and merchants and farmers from British Columbia told one another the other day at Vancouver. They sent word to the railroad companies that too big a share of the price of what was used went to them now. They had built the railroads and ships, and they kept them in repair, but the freight charged was too high. They said that if these were lowered, not only would the men who raised crops get more, and the people who used them pay less, but the companies themselves would make more profit. They wanted the provinces to build public abattoirs through the country, so that the government would be able to see that no animals that were unfit for food were killed and that the charges were as low as possible. They had something, too, to say about the need of having honest men for dealers in produce. It must always be remembered that the land was useless till the railroads were built to connect the prairies with the oceans on each side of them, and that the men who loaned the money to build these deserve a fair profit, but the workers on the land and the users of its products have rights too.

Sir Wilfrid's visit to Victoria is over. He was here in the autumn of 1901 with the Duke and Duchess of York, now George V. and Queen Mary. Sixteen years ago he came as a political leader. He was then in Opposition. This year he came as premier of Canada to study the needs of the western provinces, which have greatly changed as well as grown in riches and population since he came into power. Sir Wilfrid is a great man, many say the greatest of living Canadians, and every boy and girl should learn something of his life.

Wilfrid Laurier was born almost sixty-nine years ago, at the little village of St. Lin, in Quebec. His father was a land surveyor. When he was only four years old the little boy lost his mother. He went to school in his own parish till he was twelve years old. In those days there were very few good schools in Quebec. Whether for this or some other reason, Wilfrid was sent for a year to a Protestant school in New Glasgow, where he learned to know a good man named John Murray, and boy as he was, felt that a Protestant can be a good Christian. Perhaps that year had much to do with fitting this Catholic Frenchman to rule over a country where people are of many races and belong to many churches. Wilfrid was now ready, at thirteen years, to enter college. The one chosen was L'Assumption, in his home county. Here he studied for seven years, graduating at the age of twenty. Then he went to McGill to study law.

Very shortly after, the handsome and eloquent young lawyer was admitted to the bar, the provinces of Canada were united in the Dominion. He must have listened with excitement and delight to the great debates on Confederation, in which Sir John A. Macdonald, George Brown, D'Arcy McGee, Joseph Howe, Sir George Cartier, and many other able and eloquent men took part. It was not long before he determined to serve his county in parliament. After being a member of the Quebec Legislature for three years, he was returned as member of the House of Commons in 1874. It was a time of very bitter political strife. There were hard questions to decide and great speeches were made by able men and experienced politicians. The young lawyer won the confidence of the Liberal party, and, in 1877, was made a member of the cabinet. As you know, he had to go back for re-election. He was defeated, but a seat was found for him in the City of Quebec, and for thirty-five years he has represented the same constituency. Ten years later he was chosen leader of the Liberal party, and has kept that place ever since.

It was nine years, however, before the skilful party leader became premier of Canada, in 1896.

For fourteen years he has held that proud position and during that time the country has been very prosperous.

At the time of the Queen's Diamond Jubilee Sir Wilfrid was made a knight, and received many honors.

The premier is a great speaker. He has been a hard student all his life, and always understands his subject.

Whether Sir Wilfrid Laurier has always ruled wisely or not, men of all parties are agreed that he is a good man who works, not for his own riches or honor, but for his country. The girls will be glad to know that his wife, who was Miss Lafontaine, has helped him in every way, and is loved and honored by the people of Eastern Canada among whom she lives.

But for the promise made last week, this would not have been written. All this and much more is far better told in Wednesday's and Thursday's papers of last week.

UNCLE JOE'S SPEECH.

"This is the most comfortable chair, Uncle Joe. Won't you take it?"

Uncle Joe looked at his nephew with a suspicion of a glance. He was a cheerful, bluff, old gentleman, who was making a visit in his nephew's family, and had just come in from a brisk walk in the country. Now he strode to the fire-place and stood in front of it, warming his coat-tails. His niece was busy with some fancy-work near the window, and his nephew had just laid aside the afternoon paper.

"Do sit down in the most comfortable chair," urged the young woman with the fancy-work.

"I prefer to stand up," said Uncle Joe. "Any objection?"

"Why, no," said his nephew. "Of course if you wish to stand up—"

"Your intentions," said Uncle Joe, "are good, but, with your permission, I'm going to make a speech. There is such a thing as having too good intentions."

"What do you mean, uncle?" asked the voice from the window. "I'm sure we want you to be perfectly comfortable."

"So I am," said the old gentleman, "but you forget that I am old enough and not yet too old, I hope, to judge for myself.

"When I want to sit down I know enough to sit down, and as a matter of fact, I consider some of the other chairs quite as comfortable as the one you are always compelling me to sit down in.

"When I am at dinner I know when I have had enough to eat, and I don't like to be told that I have a poor appetite if I don't eat twice as much as anybody else.

"When I go out to walk I am still capable of deciding whether or not to wear rubbers. And when I stay in the house, it's my own fault if I sit in a draft.

"I like this place, and I should like to prolong this visit several days longer. That's my speech," finished the old gentleman.

There was a moment's silence.

"And a mighty good speech, too," said the younger man suddenly. "I hadn't thought of it that way before, but chasing people to make them comfortable is a rather oppressive kind of hospitality. Sit down in any old chair you like, Uncle Joseph, and I guess hereafter Maud and I will be able to restrain our impulse to pick it for you."

"I shouldn't have mentioned it," said Uncle Joe, with a twinkle, "if I hadn't been sure that such sensible young people would agree with me."

TRUE COURTESY.

A member of the Society of Friends who had made a fortune as a merchant, was asked how he had managed it. "By a single article," he answered, "in which every one may deal who pleases—civility." The Rev. E. J. Hardy, in his book, "How to Be Happy Though Civil," gives an incident from the life of Lord Beaconsfield, an apt illustration of the charm which the spirit of chivalry infuses into every day life.

Gladstone was attacking in the House of Commons the administration of Beaconsfield, or rather Disraeli, as he was then. He had begun a sentence: "The right honorable gentleman and his satellites," when some interruption threw him out. He came to a stop and seemed on the point of breaking down. Disraeli leaned across the table and repeated the word "Satellites," whereupon his adversary at once recollected himself and resumed his invective.

Civility has been defined as benevolence in small things. This is well illustrated by an anecdote told of General William Napier.

Taking a country walk one day, he met a little girl, about five years old, sobbing over a broken bowl, which she had dropped in bringing back her father's dinner. She said she would be beaten on her return home for having broken it.

With a sudden gleam of hope, she innocently looked up into his face, and said, "but ye can mend it, can't 'ee?"

He explained that he could not mend the bowl, but he would give her sixpence to buy another. However, on opening his purse it was empty of silver, and he had to make amends by promising to meet his little friend in the same spot at the same hour the next day, and to bring the sixpence with him, bidding her tell her mother she had seen a gentleman who would bring her the money for the bowl the next day. The child, trusting him, went on her way comforted.

On his return home, he found an invitation to dine the following evening with some one whom he especially wished to see.

He hesitated for some little time, trying to calculate the possibility of going to meet his little friend of the broken bowl and still be in time for the dinner-party, but finding this could not be, he wrote to decline the dinner invitation, on the plea of a previous engagement, saying "I cannot disappoint her. She trusted me implicitly."

THE PARTY OF THE SECOND PART

By Pearl Howard Campbell, in St. Nicholas

"What about your vacation this summer, Kitty? Have you decided yet where you are going to spend it?"

Francis Norwood, of the firm of Norwood, Norwood & Co., dealers in real estate and loan agents, sat on the veranda of the modest cottage belonging to his sister-in-law, with his shrewd gray eyes fixed on the face of his favorite niece. He had been chums with Katherine ever since her childhood, though it would have puzzled him to explain why, for he was a confirmed old bachelor, eccentric, and too deeply engrossed in his business and in the accumulation of property to care overmuch about womankind and their ways. Yet between him and his dead brother's child there existed a strong, true bond of affection.

"Katherine is a girl of ideas," he was fond of saying. "She's got a sense of justice, never knew a woman before who had. When she gets through fiddling with college, I'll give her a place in the firm, if I have to discharge some one to do it."

"Which is it to be, Katherine, the seashore or the mountains?" he repeated.

"Why Uncle Fran, I haven't thought much about it yet," she answered. "You see, Mother's spent so much on school bills this year, Harry's and mine, that I do not believe we can afford to open the cottage at the lake this summer."

"Then how would you like to keep house for a month or two down at Blue Hills Harbor?"

Kitty's eyes sparkled at this very alluring prospect.

"Blue Hills Harbor!" she repeated, searching her memory. "Is it that quaint, dreamy little village with the hills at its back door and the sea at its front, where the people all look as though they belonged to a bygone age?"

"That's it exactly, only I couldn't have described it quite so prettily; it's just a little moss-grown town, and now that the fishing is mostly done farther down the coast, the dories lie idle on the beach. There isn't life enough in the whole place to take a good-sized [illegible]

"Well, I foreclosed on a piece of property down there a few days ago for a client, and I took it off his hands at the price of the mortgage, and now I'm on the lookout for a tenant. There's a [illegible] handsome square, build, I should judge, about a hundred and thirty years ago. For all that, it's a real picturesque with the little-paned windows and the vines clambering over it. There's a great stone fireplace in the living-room that is big enough to roast an ox in, and a well-sweep, and a lot of an orchard at the back.

"First I thought I'd give you the deed as a birthday present, but November's a good while off and you might just as well get a little fun out of it this summer."

"Do you really mean to give it to me?" Kitty asked, surprise and delight mingled in her voice.

"Why, certainly I do. Here it is in black and white."

He drew a crisp, legal-looking document from his pocket, and peering over his shoulder, Kitty read that "the Parties of the First Part, for and in consideration of the sum named, did bargain, sell, alien, and convey, to Francis Norwood, to be held in trust for the Party of the Second Part" (that was herself), the property whose description followed.

Kitty drew a long sigh of happiness. "It's the loveliest present I have ever had," she said. "I never can begin to thank you for it. A house and garden all my own! It makes me feel like a capitalist."

"Wait till you see it," laughed Francis Norwood. "There are twenty-five acres of land, but it is mostly on edge. The old house is slowly dropping to pieces, and that orchard doesn't raise much but blossoms and windfalls. Still I have an idea you'll get a thousand dollars' worth of fun out of it. And if it should ever enter any one's head to make a summer resort out of the town, the property might increase in value."

"When may I go down to see it?"

"Whenever you choose. There are people in it at present, but I served notice on them to vacate at once."

There were a dozen things that Katherine wanted to ask about the sort of folk who were living in her house, but the expression on her uncle's face forbade further questioning. Dear as he loved her, there were chambers of his mind that were never opened to her, doors at which she dare not even knock.

"I shall go down and find out for myself," she thought. "That will be much more fun."

And so glad of the opportunity came to go down by herself, and find out all the fascinating particulars. She didn't even ask Harry to go with her. To be sure, he was the dearest brother in the world, but the Party of the Second Part wanted to be quite alone when she entered her domain for the first time.

To get to the Blue Hills Harbor from the city, you went down to Grand Junction, right in the midst of Nowhere and waited while your train meanwhile meandered on in another direction, for the slow jolly little accommodation which wandered back and forth between the Junction and the Harbor and accommodated no one except the conductor and the brakeman.

There was a girl waiting at the depot when Kitty entered, the kind of a girl you look at twice and like. There was something very winsome about her clear brown eyes, the lips curving readily into a smile, and the auburn hair that was burnished gold when the sun shone full upon it.

Kitty liked her at once, and wondered if she were a college girl and a Kappa Nu. And presently, in the frank sweet way that is Kitty's own, she crossed the room and spoke to her. At first they were awfully stiff and formal, but very soon she and the girl, whose name was Anne Winchester, were chatting away like old acquaintances. After a little Kitty remembered that she was a party of the Second Part, and remarked that she was going to spend her vacation in the country.

"I don't know where I'll spend mine," said Anne, with a queer little choke in her voice. "We've lost our home, unless I can bring that woman to [illegible]

"Why, what is the trouble?" Kitty asked, all sympathy and interest.

Anne looked for a moment as though she wasn't going to tell. Then she began:

"We are all alone, my brother Jack and I. Seven years ago we went to live at the Blue Hills Harbor with our Aunt Charlotte. She lives in an old house with a farm of twenty-five [illegible] back of it, that she inherited, with the mortgage, from her father. She has a cow and a garden and some chickens, and somehow she's managed [illegible] weren't worth anything [illegible] of it and sold [illegible]

"Some years she could pay a little on the principal, then the season would be bad, and she couldn't pay the interest. And so it went, but she took us in, Jack and me, and managed to keep us at school. We both finished this June.

"Jack's an awfully smart boy, if he is my brother. He made up his mind he was going to college to study to be a doctor, and he used to lie awake nights planning how he'd earn the money. One day he found out that Auntie's stony little farm was just right for growing early strawberries and certain vegetables. So we went into partnership, he and I. We always share everything, and we each had a little money. We bought a horse with it, and oh, but we've worked hard!

"Things were going splendidly with us. Nobody in the village had such crops or ever dreamed that they could be raised. Well, about two weeks ago the man who owned the mortgage came down and gave Aunt Charlotte just three days in which to raise five hundred dollars. Jack will get that, several times over, when the crops are sold. But when he tried to raise money and give the crops as security, he couldn't do it. People are poor at the Harbor, and nobody would take his note. So we've been told to vacate.

"He feels dreadfully about it, losing his [illegible] and all, when he found out that a young woman owned the place he wanted to go right down and tell her what he thought of her, but I coaxed him to let me go instead. He's dreadfully outspoken, Jack is, and I was afraid he might say something that would make her angry and spoil it all. Yesterday we heard that they are going to build a big hotel in the village, just as soon as they get the trolley-line through, and even if they don't want Auntie's farm, it will increase the value of it a lot."

"You say a young woman owns it," said Kitty, flushing pink beneath her coat of tan. "What is her name?" wondering if there could be two Parties to the Second Part in Blue Hills Harbor.

Anne drew a card from her handbag. "Miss Katherine Norwood," she read very slowly and distinctly.

"Oh, why, that's my name," Kitty gasped. "Uncle Francis gave the place to me for a birthday present. I was going down to look at it today. See, here is the key."

There was a little awkward pause which Kitty bridged by a half-defiant:

"Uncle Fran never told me who was living in the house. I didn't even know your name."

Anne looked for a moment as though she had a notion to be angry. Then she burst out laughing until the station rang with her merriment.

(Concluded Next Sunday)

A Friend of Children and of Dogs

September 22, 1810, a boy was born in Biggar, Lanarkshire, Scotland, who received the name of John Brown. The reason that he was so named was that four of his direct ancestors had borne the same name. That was the best possible reason why he should have received some other name; but such repetition is to be expected in any country where the family and the estate are considered of more importance than the individual. Several of these ancestors were eminent in their day, but they would hardly be remembered now were it not for their more illustrious descendant, and there is no danger of his being confounded with any of them. His father, a clergyman, gave him his earliest education, and in his twelfth year he was sent to school in Edinburgh, twenty-five miles away. Here he finished by studying medicine, and at the age of twenty-three he began practice in that city, which he continued to the end of his life in 1882.

One who was a schoolmate records some pleasant recollections of him: "I first met him at a boys' and girls' party, where he made us all laugh by some outbreak of odd or funny remark—so that his humor had begun to show itself even then." "When he came among us, some of us boys were inclined to smile at his simple, primitive, country ways and appearance. I remember particularly his little short-tailed coat, made possibly by the Biggar tailor, to whom the fashions of the Edinburgh boy-world had not as yet penetrated. I remember, too, his old-fashioned, fatherly way with children a little younger than himself.

"But he had no lack of spirit or liveliness; and as he was a match for any one in the school at Latin, it was not long before he took a high place in the third class. Afterward, in the High School,—at the end of his two years' course, he stood second dux in a class of more than one hundred boys. He carried himself with a modest, unaffected way, and his lively, sociable, affectionate disposition made him a general favorite among his schoolfellows." "He was strong and healthy, full of spirit and courage, ready even to give wagers of battle in the grounds about the Surgeons' Hall, where affairs of that kind were usually decided."

He always completely mastered his lessons, and in addition read the whole of the Iliad and the Odyssey in the original Greek. The boys were required at certain times either to write an essay or to draw a map, and young Brown always chose the map. [illegible] This was his earliest manifestation of the artistic skill that he afterward displayed, but his great fame was won in literature.

Once when Charles Dickens was in Edinburgh he remarked at a dinner party that the incident that had first given him a strongly favorable impression of Scottish character occurred at Chatham in 1832. There was an outbreak of cholera, and all the English physicians, [illegible] But a young Scotchman [illegible] to one of the doctors [illegible] post and attended [illegible] he was called. This brought [illegible] information that the young Scotchman was now Dr. John Brown, who was sitting directly opposite Mr. Dickens at the table. Thereupon Dickens rose at once and went round and shook hands with him.

His first published writings were art criticisms [illegible] "Notes on Art." He had some original views on the subject, and he used to say that a portrait should be more like the man than himself. [illegible] one of the best critics [illegible] Ruskin.

But Dr. Brown's masterpiece in literature is the story of "Rab and his Friends." Rab was a great mastiff owned by a carrier. The narrative begins with a dog-fight, and includes one of the most pathetic incidents of human experience, told from beginning to end with a delicate touch and a perfect sympathy. Another story by him is almost equally famous—the tale of little Marjorie Fleming, the wonderful child who, by her pretty ways and quaint ideas, which she wrote down sometimes in rhyme and sometimes in amusing prose. The story of Rab is founded on fact, and that of Marjorie is wholly true. The doctor's early love of Latin asserted itself when he gave his collected writings the title "Horae Subsecivae," which in the American edition is translated into "Spare Hours." He married a beautiful woman and they had a son and a daughter. The son, as a matter of course, received the name John Brown.—By Rossiter Johnson in St. Nicholas.



Dr. Brown and Rab

Paper making will, before long, be a very large industry in British Columbia. A company, of which Mr. Joseph Martin is a member, has bought the plant at Port Mellon, not far from Vancouver. Another large manufacturing concern is building a little town on Powell River, opposite Texada Island. The head of this concern is Mr. Scanlon, a man from Minneapolis. His firm have very large timber limits, and expect to be making paper next summer. There was a time when all the paper in the world was made from cotton rags. Then books were very expensive and newspapers were small. Now the demand for paper is so great that forests are destroyed to supply it. Are we so much wiser than when less printing was done?

The Daily Colonist 1910

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On the Waterfront

RATE WAR BREWING

Kosmos Company, Whose Steamer Abessinia Arrived Yesterday, Withdraws from Tehuantepec Agreement.

FREIGHT STRUGGLE FOR COFFEE TRADE

Germans Will Carry Crop Via Straits of Magellan—Japanese Enter Into Competition.

The big German four-masted steamer Abessinia, of the Kosmos line which reached the outer wharf yesterday with a big cargo, including 3,135 tons to lumb-bere, and the following steamer Curtis, now due at seattle, will be the last steamers of the big German shipping company to call at Salina Cruz and take freight from the Tehuantepec railroad which runs across the Mexican isthmus.

There is every indication that during the coming winter the interest of shipping will center along the Mexican and Central American coasts, where developments are expected which will probably lead to a long and bitter rate-war among competing lines. Supremacy in the coffee-carrying trade is at stake, while one of the lines, satisfied at treatment received at the hands of the Tehuantepec railroad, will surely fight fiercely at this land carrier which occupies a strategic position in the trade routes between this coast and the Atlantic.

Matters have been brought to a head by the withdrawal of the Kosmos line from the Carter conference. The Railway and Marine News says of the transaction: "The big German fleet terminated on Oct. 15 its tariff agreement with the Tehuantepec railroad, which has been in force for two years. Ships from Mexico state that the Kosmos line is extremely dissatisfied with the attitude of the Tehuantepec railroad in reference to the coffee-carrying trade. To understand the situation it is necessary to give data covering this business.

"The Central American coffee season opens each year about the middle of November and continues to the end of February. From Central America each season about 1,500,000 bags of coffee are shipped to Europe, about 500,000 bags to San Francisco. Each the months the vessels, making a total for the month of coffee close to 130,000 tons. This business figures largely in the year's total of the ships coming at coffee ports, which include ports between Cuba and Puntarenas, C. R. In addition to coffee, Central America exports about 20,000 tons of sugar a year, and 10,000 tons of hides and miscellaneous cargo. For a long time the Kosmos line had this business to itself, and by agreement in this as it operates a regular service the year round most of the time when little or no cargo is moving, it should be possessed in the coffee business to the exclusion of all other lines. The Compania Naviera del Pacifico, the Mexican Southern Steamship line, the bulk of whose stock is controlled by the Hamburg-American line proved to be the thorn in the flesh of the Kosmos line. Navigating like a member of the West coast conference, but when it joined in agreement with the Hamburg-American line it was soon routed. Last winter during the coffee season it chartered the Norwegian tramps, the Tyrrell and another steamer of the same type. These were put in between the coffee trade, despite the protests of the Mexican line. The latter company secured the Tehuantepec railroad influence to keep the vessels out of the coffee business, but it failed. Besides a free gateway, has the Kosmos line entered into a contract with the Tehuantepec railroad which has not only from the conference but has terminated its tariff agreement with the railroad.

The other lines in the Tehuantepec conference are the Mexican Southern, the Canadian-Mexican line and the Compania Naviera del Pacifico, most of which is affected by the row in the coffee business, as they do not handle coffee.

The Rival Routes.

Before the Tehuantepec railroad opened, half the coffee crop moved via the Panama railroad and the balance by the Atlantic ports. Most of the coffee moved through the Straits of Magellan. Since the Tehuantepec road opened, practically all the coffee destined for Atlantic and European ports has been turned over to the Tehuantepec. This trade being no small item in the annual business of this railroad.

With the Kosmos line out of entangling alliances with the Tehuantepec and competing steamship lines, shipping men are looking forward to an interesting fight for control of the Central American business. This will develop into bitter competition between the Tehuantepec route and the Magellan route. The present rates on coffee are from 70 to 80 shillings via Tehuantepec and 45 shillings via Magellan. If the Tehuantepec route rates, it is expected that the Kosmos line will do likewise, and if the fight becomes bitter, those who know state that it would not be surprising to see the freight on coffee via Magellan to do with the routing of coffee, the average time via Tehuantepec being 25 days and from 85 to 60 days via Magellan. Market conditions often decide the routing of coffee, as a rising market favors prompt delivery by the Tehuantepec, and a falling market allows more time, and naturally throws business to the Magellan route.

Freight War Coming.

If these complications arise, this freight war will effect the Pacific Mail and other lines in tariff agreement with the Panama railroad. Rates via the Panama railroad are the same as via Tehuantepec and naturally if the latter cuts rates, the Panama route will have to follow suit.

The report that the German steamship to an arm at 20 shillings. Naturally, promptness of delivery has much to do with the choice shippers in coffee, are to return to the Mexican and Central American trade, adds zest to the situation. Asked shipping men say that the present time is unusually inopportune for the Ellis and Ernas to enter this field, as they are facing a prospect of a bitter rate war, in which they will naturally become involved. Last winter when the Ellis and Ernas were in service, they were in the coffee conference. That the Navieras has injured the business of the Kosmos steamers is understood, as the Mexican lines ran their steamships full of coffee during the season and carried probably not less than 150,000 bags. To sum up the situation, according to information from Mexico, the Kosmos demanded protection in the coffee carrying trade, as it turbulence service the entire year. On the other hand, the Tehuantepec, being an open gateway, evidently believed that it has no right to dictate in the matter. Consequently the Hamburg line is reported prepared to fight to the finish, and the developments of the next few months will be watched closely along the entire coast.

Japanese Enter.

In consequence of the withdrawal of the Kosmos fleet the Toyo Kisen Kaisha has increased its capacity as five steamers, beginning October 1 and another vessel will likely be added by the end of the year. Liners of this fleet will call at Salina Cruz every 30 days. About four months will be required in the round trip over the route from Yokohama via Kobe and Yokohama, Honolulu, Manzanillo, Salina Cruz, Callao, Iquique and Talcahuano. These vessels will radiate the time between South American ports and Japan from forty-five to forty-two months and the time between Salina Cruz, Mexico and Callao, Peru, will be seven days, 20 to eight days.

This new service will be inaugurated at a time when increased business which will result when the Kosmos line abandons the port of Salina Cruz. It is expected that the traffic from the Argentine Pacific Railway via and the Trans-Andean Railway, the new line between San Francisco-Mexico and South America, will be handled by way of Honolulu on the vessels of the Toyo line, which ply between San Francisco and Japan. The cargo will be transferred at Honolulu to steamers in the Japan trade.

Brings Much Freight

The Abessinia was the first vessel to tie up at the new extension of the outer wharf which brought the total length of the dock to an exact thousand feet. She left Hamburg on May 12th and called at over fifty ports of call on her way here. The bulk of the cargo for Victoria and Vancouver was loaded at Salina Cruz being brought over the Tehuantepec railroad. For Victoria the steamer brought 400 tons of large steel pipes, 400 tons of steel plates, railroad metals for the street railroad company, building material, cement, liquors, provisions and settler's effects. These were brought in three large vans, almost as large as box cars. The cars are loaded by a British company engaged in freighting this class of goods, the empty cars being returned to England. For Vancouver the Abessinia has 2,000 tons of general freight, and she has a shipment of cement for Powell river. The big four-masted freighter will be the first of the Kosmos line to go to the new pulp mills at Powell river.

On her way from San Francisco, which port she left last Thursday the steamer encountered heavy weather off the Washington coast.

The Abessinia met with the German cruiser Bremen on the Chilian coast, the Bremen having been visiting Mexican ports in connection with the centennial celebrations, and exchanged the German navy at the Chilian anniversary celebrations held shortly before.

Shaken by Earthquake

When the big freighter was lying at Salina Cruz loading cargo for this port in mid-September the steamer was shaken severely by an earthquake, which shook to the terminus of the Tehuantepec line. Little damage was done on shore by the disturbance.

The steamer will remain at the outer wharf discharging cargo until tomorrow night, when she will proceed to Vancouver and Powell river returning from the pulp mills to Nanaimo for bunker coal. She will load a full cargo at San Francisco for her homeward voyage and will proceed direct from the Golden Gate to Harwich, England, taking a full load of barley for the British port.

MAKURA WILL ARRIVE TODAY

Canadian Australian Liner Comes From Antipodes This Evening—Empress of India Sails Tomorrow.

The steamer Makura of the Canadian-Australian line is expected to arrive at the outer wharf this evening from Sydney, Brisbane, Suva and Honolulu, which ports she left on Tuesday last. The Makura has a large consignment of passengers and about 1,000 tons of general cargo, including a shipment of raw sugar from the Fiji Islands for the B. C. Sugar refinery at Vancouver.

The R. M. S. Empress of India is to sail from the outer wharf tomorrow evening, carrying a full cargo of passengers and freight, including big shipments of condensed milk for North China, Japan and mandarins for Japan. The passenger bookings have been heavy.

The Panama Maru, Capt. Garvin, of the Osaka Shosen Kaisha, second of the company's steamers to come to Victoria, is expected here tomorrow afternoon or Thursday morning from Hongkong and the usual ports of call in the Far East. The Panama Maru is bringing a large cargo, including a heavy mail shipment for New York.

The steamer Kumakura Maru at the Nippon Yusen Kaisha, which left Yokohama on Wednesday last, and the Empress of the Orient ships, are on the way across the Pacific and the Empress of Japan of the C. P. R. is on leave Yokohama on Oct. 20. The Kumakura Maru is due on October 27th. According to a telegram received by the local agent of the N. Y. K., the Kumakura Maru has 125 tons of general cargo to land here. The Chicago is heavily laden with general freight, including a big shipment of structural iron for Vancouver. The steamer is making her first visit here since last year. The steamer was withdrawn from this route and stranded in the Red Sea on her way to Yokohama on her first trip after having the Lyeemoon refloated. She has been restored to the service, owing to the increasing business of the line. The Lyeemoon, which left here on October 6th, is due today at Yokohama on route to Liverpool.

Loaded Sale

The steamer Lonsdale of the Union Steamship line sailed from the outer wharf yesterday for Nelson with eight passengers and 100 tons of general cargo.

Made Slow Trip

The steamer Kansas of the Pacific Mail steamship Company, reached port last night after a long passage. She sailed on June 6th from Shanghai. The Kansas had a small consignment of freight for local consignees.

VESSEL MOVEMENTS

SEATTLE, Oct. 17.—Arrived, steamer President, San Francisco; Senator, Everett; Santa Monica, Gray's Harbor; Sailed, Steamers Alki, Bellingham; Wash. Everett.

TACOMA, Oct. 17.—Arrived, steamers Tau South of F Fleet, Coos Bay, Liverpool; Sailed, Steamer Tacoma, Nanaimo; Schooner W. G. Irwin, Puget Sound.

LIVERPOOL, Oct. 17.—Arrived, Oct. 16, New York.

THE FORAGER FLOATED

The steam freighter Forager, which went ashore on a rock between Parker Reef and Gerar Island, was floated yesterday and reached port yesterday. She will be docked today for repairs.

SHIPPING INTELLIGENCE

By Government Wireless.

8 a. m.

Point Grey—Rain; wind S. E.; moderate; misty seaward; 29.61; 51; no shipping.

Cape Lazo—Cloudy; wind S. E.; 29.57; 51; sea moderate; thick seaward; no shipping.

Pachena—Cloudy; wind S. E., 24 miles; 29.55; 54; in, steamer at 5.50 a. m.; out, steamer, Osaka at 7.30 a. m.; in, tug Tatoosh at 7.55 a. m.

Estevan — Cloudy; calm; 29.45; 52; sea smooth; Tees left Clarmont at 8 a. m.

Dodd—Cloudy; light S. W. wind; 29.56; 49; sea moderate; no shipping.

Triangle—Fog; wind N. W.; 29.64; 42; no shipping.

Prince Rupert—Clear; calm; 29.52; 46; sea smooth; in, Prince George at 6.30 p. m.

Noon.

Point Grey—Clear; calm; 29.87; 56; no shipping.

Cape Lazo—Clear; calm; 29.86; 56; sea smooth; speed C. P. R. steamer Princess Royal unknown; in Seymour Narrows at 8.45 a. m., due at Vancouver at 6 p. m. Royal reports passing tug Nanoose off Harold Point at 7 p. m., towing, coal barge having left mills at Hardy Bay after putting back with boiler tubes leaking.

Pachena—Passing showers; wind S. E. fresh; 29.42; 54; sea rough; no shipping.

Estevan—Cloudy; wind S. E.; 29.41; 53; light swell; no shipping.

Prince Rupert — Cloudy; calm; 29.88; 54; sea smooth; no shipping.

Triangle—Fog; wind S. 26 miles; 29.81; 49. Lesleo left for shelter at 4 p. m. and returned at 11 a. m.

Tatoosh—Cloudy; wind S. 24 miles; 29.84; 54; sea rough; in, steamer Eureka at 9.40 a. m.; in, a steamship with yellow stack, black top at 11.40 a. m. Georgia at 6.30 p. m.

6 p. m.

Cape Lazo—Cloudy; southeast wind; 29.94; 53; sea smooth; no shipping.

Tatoosh—Cloudy; southeast wind; 29.94; 53; sea smooth; no shipping.

Estevan—Foggy; northwest wind; 29.79; 50; sea smooth; spoke Tees will arrive at Kyuquot at 4.30 p. m.

Triangle—Southeast wind; 29.80; 50; sea smooth; Lesleo anchored here.

Pachena—Foggy; southeast wind; 29.83; 50; sea rough; no shipping.

Dodd—Cloudy; northwest wind; 29.90; 46; sea smooth; no shipping.

Prince Rupert — Cloudy; rain; 29.90; 46; sea smooth; no shipping.

PLYMOUTH, Oct. 17.—Arrived, Kaiserin Wilhelm der Grosse, New York, for Bremen.

FRIEDRICHSHAFEN, Oct. 17.—Arrived, Mauretania, New York, for Liverpool.

NEW YORK, Oct. 17.—Sailed, Cleanthes, New York, for Patras; Harvard, Boston, for Fedro.

SHANGHAI, Oct. 17.—Arrived, Monteagle Vancouver.

BIRKENHEAD, Oct. 17.—Sailed, Pyrenees, New York, via Colombo.

GENOA, Oct. 17.—Arrived, Romanic, Boston.

QUEENSTOWN, Oct. 17.—Arrived, yesterday, Celtic, Liverpool for Boston.

LIZARD, Oct. 17.—Sailed, Chicago, New York.

SKEENA SERVICE SOON TO END

Expected That Railroad Will Supersede Steamwheelers on the Northern River After Next Year.

Next season is expected to be the last that will see steamers navigating the Skeena river. It is expected that the Grand Trunk Pacific railroad will be completed to Hazelton by the spring of 1912 when the road will supersede the steamwheeler in the season's work. Arthur Dunnington, local manager of the Hudson Bay company, who has returned from the annual tripod inspection in the Interior, has gone to Northern British Columbia, to be gone for two months. The company's steamers will be transferred to the Skeena river when the business falls on the Stikine. There is not sufficient business on the Stikine at present to warrant the use of two steamers on that river, but the development is proceeding rapidly and before the railroad has reached Hazelton he is of opinion that there will be sufficient business on the Stikine for the steamers. Next season it is probable that the business of the above steamer will be about Kitselas canyon, as the railroad will be in a position to handle the route from Prince Rupert to Kitselas.

The season of navigation on the Skeena is drawing to a close. It is expected the steamers Hazelton and Port Simpson will make one more trip.

$10 MONTHLY
Just a small cash payment of $50 and a small monthly payment of $10 will secure a desirable lot we have—close to Cook Street, on Empress Avenue.
This lot is 50 ft. x 132 ft. 6 in., and has frontage on two streets. Water is laid on both these streets.
Values are steadily increasing in this district, and this is excellent buying at
$625
Island Investment Co.
Limited
Bank of Montreal Chambers Phone 1494
Head Office, Victoria, B.C. Branch, Vancouver, B.C.

B. C. Coast Service
FALL AND WINTER SERVICE
ALASKA AND PRINCE RUPERT SERVICE.
S. S. "PRINCESS ROYAL" and "Princess Beatrice" sail from Victoria every Friday at 11 p. m. and Vancouver Saturdays at 11 p. m. for Seagwa, calling at Swanson Bay, Prince Rupert, Port Simpson, Ketchikan and Juneau.
QUEEN CHARLOTTE ISLANDS.
S. S. "AMUR" sails from Victoria Monday, Oct. 3rd at 11 p. m. and every second Monday thereafter for Prince Rupert, Rivers Inlet, Pleasant River, Namu Inlet and way ports.
WEST COAST VANCOUVER ISLAND.
S. S. "TEES" sails from Victoria at 11 p. m. on the 1st, 7th, and 14th of each month for Clayoquot and way ports; on the 20th of each month for Quatsino, Hesilteer and way ports.
VANCOUVER HARDY BAY SERVICE.
S. S. "QUEEN CITY" sails from Vancouver, 8.30 a. m. every Thursday for Hardy Bay and way ports.
L. D. CHETHAM,
1102 Government Street. City Passenger Agent.

S.S. VADSO, Friday, Oct. 14
For Prince Rupert and Skeena
S.S. ST. DENIS, Saturday, Oct. 15
For Bella Coola and Way Ports
S.S. VENTURE, Thursday, Oct. 20
For Stewart and Way Ports, Calling at Kitimat
JOHN BARNSLEY, Agent.
634 Yates Street Phone 1925

GRAND TRUNK PACIFIC STEAMSHIPS
"PRINCE RUPERT" "PRINCE GEORGE"
FOR VANCOUVER AND PRINCE RUPERT
At Midnight, Tuesdays and Sundays, Connecting at Prince Rupert for STEWART AND QUEEN CHARLOTTE ISLANDS.
FOR SEATTLE Wednesdays and Saturdays at Midnight.
THE INTERNATIONAL DOUBLE-TRACK ROUTE
From Chicago to London, Toronto, Niagara Falls, Montreal, Portland, Boston, New York, Philadelphia and intermediate points.
Finest method, modern and instructive trains. For information as to rates, time, etc. for tickets and particulars to Grand Trunk Pacific points apply to nearest agent, or C. E. Dennis, Wilmot street, Fort of Fort Co. Wells or Telegraph.
H. G. DEVEREUX, Telephone 2431. HAROLD BROWN, City Pass. and Ticket Agt. Dock and Freight Agt.
GENERAL AGENCY TRANS-ATLANTIC STEAMSHIP LINES.

THE CANADIAN BANK
Southern trade.

HOTEL STEWART
SAN FRANCISCO
Geary Street, above Union Square
Just opposite Post St. Franch
European Plan $1.50 a day up
American Plan $3.00 a day up
A new steel and brick structure. Furnished at a cost of $400,000. Every comfort and convenience. A high class hotel at very moderate rates. In the center of the theatre and retail district. On car lines transferring to all parts of city. Omnibus meets all trains and steamers. Elaborate booklet with splendid map of San Francisco free on request.
HOTEL STEWART

Union S.S. Company
Of B. C., Ltd.
Direct Service Between Vancouver and STEWART
The favorite passenger steamer "Camosun"
Leaves Vancouver every Wednes. 9 a.m. for Prince Rupert every Fri., afternoon. Arrives Stewart every Saturday afternoon. Leaves Stewart every Saturday 4 p.m. Leaves Prince Rupert every Tuesday 5 a.m. Arrives Vancouver every Thursday 5 a.m. Tickets from Victoria at 1102 Wharf street. Telephone 1434.
FOR SAN FRANCISCO
And Southern California
Leaves Victoria 9 a. m., Oct. 13, 21, 29, Nov. 6, 14, 22, 30, Dec. 8.
THROUGH SERVICE
Leave Seattle 10 p. m. Steamers GOVERNOR or PRESIDENT, alternately every 5 days. For Steamship tickets apply at CITY OF SEATTLE Sixth and Pike Sts. Phone 1184.
SEATTLE AND VICTORIA OFFICE—1117 Wharf street. Phone 6.
PUGET SOUND NAV. CO., Ltd., Agents
C. D. DUNANN, Gen. Passenger Agent. Seattle, Wash.
For further information obtain folder.

WHITE PASS & YUKON ROUTE
During the period navigation is closed on the Yukon River, this Company's Stages operate between White Horse and Dawson, carrying freight and passengers.
For further information apply,
TRAFFIC DEPARTMENT, W. P. & Y. R.
Wilson Building, Vancouver, B. C.

TIDE TABLE

Victoria, November, 1910.

Date	Time	Ft.	Time	Ft.	Time	Ft.	Time	Ft.
	a.m.	ft.	a.m.	ft.	p.m.	ft.	p.m.	ft.

WHITE STAR-DOMINION
CANADIAN SERVICE
Sailings From Montreal and Portland, Me., for Liverpool.
From Montreal and Quebec. From Portland, Me., and Halifax.
Fortnightly Sailings.
LAURENTIC Oct. 22 LAURENTIC Nov. 5
TEUTONIC Nov. 5
CANADA Nov. 12
MEGANTIC Nov. 19
For rates, reservations and further particulars apply to local agent, or Company's Office—511 Second Avenue, Seattle, Wash. C. D. Lacy, Pass. Agent.

Brings Much Freight

The Abessinia was the first vessel to tie up at the new extension of the outer wharf which brought the total length of the dock to an exact thousand feet. She left Hamburg on May 12th and called at over fifty ports of call on her way here. The bulk of the cargo for Victoria and Vancouver was loaded at Salina Cruz being brought over the Tehuantepec railroad. For Victoria the steamer brought 400 tons of large steel pipes, 400 tons of steel plates, railroad metals for the street railroad company, building material, cement, liquors, provisions and settler's effects. These were brought in three large vans, almost as large as box cars. The cars are loaded by a British company engaged in freighting this class of goods, the empty cars being returned to England. For Vancouver the Abessinia has 2,000 tons of general freight, and she has a

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tem the new pulp mills at Powell river.
On her way from San Francisco,

The Daily Colonist 1910

Piano Buyers



are cordially invited to call at our store and get acquainted with our modern methods of doing business, may be a revelation after examining the

Largest Cabinet Grand Upright PIANOS

We are selling at the low prices of

Only $375 & $425

No sliding scale of prices here; but we claim these pianos are not only equal, but in our opinion superior to any of the so-called $450 pianos.

Our experience in the few years we have done business in Victoria convinces us that an honestly conducted Piano House will receive plenty of patronage. Our rule is to give every customer a

Four Cornered ◘ Deal

We not only advertise but we keep in stock a choice assortment of Broadwood & Sons, Chickering & Sons, "New Art" Bell, Haines Bros., Kranich & Bach, Montelius, Lachner, Schuman, Belmont, Columbia, Milton, Clarendon, Brewster, Winterroth Gilbert, Knabe and other makes of Pianos, and also the favorite "Automelo," Canada's best player piano; also the "Milton," New York's best player piano, and the "Columbia," the most popular little player piano in the world. It is far superior to any of the big cheap makes that we have ever seen. Forty years of personal experience in piano business has taught us where and how to buy the best makes in the world. Easy terms if desired. It is to the interest of every one's pocket book for piano purchasers to call at our store before buying elsewhere. Look around all you want to then come and see our pianos; compare quality and prices and you will do as most all others do, buy your piano of the largest and most experienced piano concern in Western Canada.

Montelius Piano House, Ltd.

1104 Government Street Victoria, B. C.

Curls, Puffs, Braids all the Latest Styles at Madam Kosche's Hairdressing Parlors

1105 Douglas St. Phone 1175

Christmas Seasonable Goods

Cluster Raisins, Spanish, per package 35c
California Table Raisins, per package 25c and 25c
Mixed Nuts, per lb. 20c
Mixed Candy, per lb. 15c, 20c, 25c and 35c
Cranberries, per lb. 15c
Mince Meat, per jar 25c
Table Apples, Kings, per box $2.00
Cox Orange Pippin Apples, per box $2.50
Oranges, per doz. 20c, 40c and 50c
Have you seen our stock of Bon-Bons?

A. Pool, Grocery

622 Yates St. Phone 449.

Madame Russell

Is Now Located in the PEMBERTON BLOCK and not at 715 Courtney Street

—THE—
REAL LACE SHOP

Just Received—Three shipments of black **Ostrich Plumes**, specially selected. All Prices.

1214 Broad Street.

CHRISTINE

Will on and after Tuesday next, December 6, transfer her Millinery Business at **The Aberdeen** to **735 FORT STREET.**

Our Methods

Are For Business—Not For Show

The inducement we are offering is the high quality of our stock and the small margin of profit we ask.

If you wish to make a Quality Gift at Small Cost, See Us. The person spending 25c will receive the same fair treatment as the person making a more extensive purchase.

Little & Taylor

611 Fort Street

Before Buying Your **Christmas Cakes** Just try the superior brands we are now putting up.

A. W. Simmons

967 Government St., opp. P. O. White Labor Only.

Win for Hackenschmidt.

CHICAGO, Dec. 7.—George Hackenschmidt defeated Jesse Westergaard, the Iowa wrestler, in two straight falls tonight. The first was taken in one hour, two minutes and fifteen seconds, with a double bar arm hold. The second occurred in eleven minutes and twenty seconds with a reversed body hold. The two men turned and pummeled each other about the mat for more than an hour before the first fall went to the former. The second fall came in quicker time. Hackenschmidt rushed at his opponent at the call of time, and in a few minutes both men were on the mat, Hackenschmidt having a hammerlock. Westergaard broke away. The Russian followed, forced him to the mat again and finished the match with a reversed body hold.

Oscar Lelond has been sentenced at Kamloops to 21 months' imprisonment for cattle stealing; Daniel Dodds for theft from the person, will serve 18 months, and A. Shields two months for malicious destruction of property.

It's O.K. If Christie Has It



Such Weather!

—But for rainy days we have made ample provision, not only for the mankind, but for the ladies. These are the kind of Footwear they need:

MEN'S WATERPROOF BOOTS, Doctors' Specials, $6.50 and ... **$6.00**

LADIES' WATERPROOF BOOTS, $5.50 to **$3.50**

MEN'S RUBBERS, $1.50 to **$1.00**

LADIES' RUBBERS, $1.00 to **75c**

Christie

Corner Government and Johnson Streets

If Christie Has It, It's O.K.

SOCIAL AND PERSONAL

Mr. R. Harris, of New Westminster, is visiting Victoria on business.

Mrs. C. M. Pineo, of Alberni, is visiting with her parents here.

Mr. M. A. Ward has returned to Alberni.

Rt. Rev. Bishop McDonald has returned from a visit to Alberni.

Mr. and Mrs. John Leask, of Seattle, are visiting friends in town.

Mr. H. C. Brewster, M.P.P., of Alberni, is visiting the city.

Mrs. Harvey, Pier Island, is spending a few days in Victoria.

Mr. and Miss Wilson, from Revelstoke, are in Victoria on a short visit.

Mr. Carl Adams left yesterday on a business trip to St. Paul, Minn.

Mr. H. Dalby returned from Vancouver yesterday as a passenger of the steamer Princess Charlotte.

Miss Johnstone returned from the mainland on the steamer Princess Charlotte yesterday.

Mr. R. M. Palmer has started from Kamloops on a trip to the United Kingdom.

Miss L. Flowers left yesterday via the Northern Pacific on a visit to San Francisco.

The marriage of Miss Emma Sehl, of Victoria, will take place in Brompton Oratory, London, on January 4.

Mrs. and Miss Tooker, from Duncans, are spending a few days in Victoria.

Mr. and Mrs. Walter Burns, from Tacoma, are spending a few days at Oak Bay visiting relatives.

Mrs. W. S. Burton, from Pasadena, who is spending the winter in Vancouver, was in town yesterday.

Mr. and Mrs. F. J. Proctor, of Vancouver, are leaving this week on a three months' visit to England.

Mrs. D. N. Nash, of Seattle, who has been spending a few days in town with friends, returned home yesterday.

William J. Smith, district commercial agent of the Western Union Telegraph Company, is in the city.

Mrs. Audain will be hostess at a luncheon and bridge party on Tuesday next, given in honor of Mrs. Lohen.

Mrs. C. J. Fagan is confined to her home by illness, which is not, however, of a serious nature.

Mr. Fred Davey, M.P.P., Grand Secretary of the I.O.O.F. in British Columbia, is visiting Nanaimo.

Mayor and Mrs. J. T. Robinson have returned to Kamloops after a week's stay in Victoria.

Mr. Leonard Frank has returned to Alberni after a week's stay at the Empress.

Capt. J. F. Foulkes returned from the Mainland by the steamer Princess Royal yesterday.

Mr. A. O. F. Francis, French consular agent in this city, is spending a few days at Vancouver.

Miss Olive Campbell and Miss Violet Hickey, of Vancouver, are visiting Victoria friends.

Mr. John Dean, who has been in town on a business visit during the last week, left yesterday on his return to Banff.

Miss A. S. Malet and Miss L. E. le Champion left yesterday via the Northern Pacific and the White Star liner Majestic on an extended trip to the old country.

Mr. F. O. Morris, of the provincial public works department, left yesterday via the Northern Pacific and the Cunard liner Mauretania on a visit to England and the Continent.

Mr. E. P. Colley left yesterday via the Northern Pacific en route to New York, whence he will sail on the White Star liner Adriatic on a three months' visit to England.

Mrs. Dundas and her little daughter and Miss Hampshire are leaving town today en route for St. Johns and the Old Country, where they will spend the next few months.

Mr. H. M. Brodie, general passenger agent of the C.P.R., with headquarters at Vancouver, has been spending the past few days with Victoria and Esquimalt friends.

The many friends of Mr. L. O. McQuade, who has recently been seriously ill in St. Joseph's hospital will be glad to learn that he has sufficiently improved in health to be able to return to his home.

Mr. and Mrs. H. B. Andrews (nee Carson) arrived by the Princess Victoria yesterday from Seattle, where they have been spending their honeymoon, and have taken up their residence at Oak Bay.

The dance club of H. M. S. Shearwater gave a dance in the recreation hall, at the naval yard, Esquimalt, on Tuesday evening, to the members of H. M. S. Egeria, who return to England on Friday. There was a large attendance of friends present, and the dance came to a close at 11.45 p.m. by singing the "National Anthem." H. M. S. Shearwater leaves Esquimalt on Thursday on her southern trip, which will extend until the end of May.

Among recent visitors to the Capital from the neighboring city of Vancouver have been Mr. and Mrs. C. Ross, Mr. O. Hinman, Mr. O. Leale, Mr. J. H. Richdale, Mr. James Kirkwood, Mr. G. C. Boulton, Mr. W. H. Leckie, Mr. and Mrs. H. Goldie, Mr. T. S. Scott, Mr. and Mrs. J. H. Kennedy, Captain Soule, Mr. H. Lee, Mr. J. W. Givens, Mr. W. F. Kemp, Mr. J. A. Johnston, Mr. R. H. Macqueen, Mrs. S. J. Arthur, Mr. and Mrs. W. J. Curtis, Miss Lawson and Mr. and Mrs. W. J. Bewes.

"Mr. C. W. Betterton, of Victoria, is spending a few days in the valley," says the Merritt Herald. "He is associated with a company of capitalists who are investing largely in the valley. This company is represented locally by Hugh McGuire, and intend to proceed immediately with development work. Mr. Betterton never took a drink in his life, but he does not believe in either local option or prohibition."

SEEK LABOR BUREAU

Fruit Growers' Association Asks Members to State Needs For Reference to Government

In pursuance of the decision reached at a recent meeting to ask the Provincial government to establish a labor bureau for securing and distributing labor in the interests of the fruit and allied agricultural industries of the province, the B. C. Fruit Growers' Association has issued a circular asking for information from fruit growers all over the province as to the amount and description of labor which will probably be required for the coming year, the rate of wages which will be paid, and other information of a kindred nature.

The association emphasizes the fact that this is intended to apply to white labor only, the directors having decided that the idea of bringing in yellow labor is out of the question.

Armed with the data extracted by means of this circularization a strong committee will press upon the government the claims of the fruit industry in this regard. The committee in question consists of R. H. Agur, of Summerland, chairman, representing the dry belt; Thomas Abriel, of Nakusp, for the Kootenays; J. C. Metcalfe, of Hammond, for the Lower Mainland; and W. N. Shaw of Gabriola Island, for Vancouver and the Gulf Islands.

LEGAL INTELLIGENCE

Before Gregory, J.: Hunter v. A. E. McPhillips, K.C., and the Sisters of St. Ann. The plaintiff deposed that she went to reside with her aunt, Mrs. Penny, on South Park Street, early in 1905, and looked after her night and day. Her aunt was bed-ridden. Plaintiff also paid for and supplied the necessaries of life from her own pocket. Mrs. Penny having no property save a half lot on South Park Street, and in consideration of her niece's services Mrs. Penny agreed to leave the niece all her property after her death, and she also handed over to her niece all her title deeds to her property and told her to keep them. In 1905, a will was drawn up by the defendant, A. E. McPhillips, K.C., and was executed, leaving everything to the niece, and this will was retained by the said defendant. In the same year the Sisters of St. Ann, under the advice of Dr. R. L. Fraser, caused the deceased to be removed to St. Joseph's Hospital, the plaintiff alleging that this was done against the deceased's will. The deceased many times impressed upon the plaintiff that the Sisters of St. Ann were endeavoring to get her property. Subsequently in 1906 the plaintiff was enabled to remove the deceased back to her house on South Park Street and there she looked after her until the early part of 1907; and the plaintiff deposed that in the meantime attempts had been made by the Sisters of St. Ann to obtain possession of the half lot. The plaintiff went on further and stated in her evidence that in 1907 Bishop Orth and two sisters arrived at her house; that there was a hack outside; and that in spite of the tears of her aunt and her own objections she was thrust aside and the deceased was carried bodily off to the hospital. The plaintiff was permitted to see her aunt at the hospital, and on several occasions to disinterested parties the deceased had stated that her property was going to her niece. Finally in November, 1907, Mrs. Penney died in St. Joseph's Hospital, and a short time afterwards the defendant McPhillips informed the plaintiff that the deceased had made another will cancelling the former will, and leaving everything to him as trustee for the Sisters of St. Ann, and at the same time requesting her to give up the personal trinkets and personal property. She she refused to do, and saw her legal advisers. On cross-examination, the plaintiff denied that her aunt was badly looked after in her own house.

Mrs. Renouf was called and deposed that the deceased had told her that she wished all her property to go to the niece; that she had no other means of recompensating her for her services. Mrs. Churton gave similar evidence as the former witness, as did another witness called after her. Dr. F. W. Hall gave evidence to the effect that he had seen the deceased in the hospital in 1907, two or three times, and that in his opinion she was suffering from senile decay and unfit to make a will. This closed the case for the plaintiff.

The defence called Dr. R. L. Fraser, who deposed that he had attended the deceased in 1905; that she was then a very old woman, but in his opinion was not at that time suffering from senile decay; but on cross-examination admitted that it was quite probable she might have been in an advanced state of senile decay eighteen months thereafter; that he had not seen her since she left the hospital in 1905, and that he did not know until Tuesday that she had made a will at all; that at the time he last saw her in 1906 he considered that she was in a condition mentally to know both the nature of her property and the claims of her relatives thereon. Dr. Fraser further deposed that senile dementia had sometimes in advanced stages of the disease lucid intervals. The court adjourned until 11 a. m. today.

W. J. Taylor, K.C., and Twigg for plaintiff; F. Peters, K.C., for defendant, A. E. McPhillips, K.C.; C. W. Davis, for the Sisters of St. Ann.

AT THE CITY HOTELS

At the Empress—

Capt. and Mrs. Tooker, Cowichan Bay; C. H. Lorcester, Nanaimo; R. W. Bailey, Vancouver; R. Shakespere, Jas Watson, Nanaimo; George Kerrigs, Juneau, Alaska; Ray W. Jones, Fred V. Fisher, Seattle; J. Ford, Winnipeg; B. Heimer, A. French, E. H. Rownrie, Vancouver; J. H. Dagron, Toronto; J. F. Anderson and wife, G. D. Scott, Vancouver; W. P. Hartson, G. W. Purnhinn, Boston; C. E. Mahon, J. W. Williamson, A. M. Ivey, Vancouver; A. M. Gillespie, Seattle.

At the King Edward—

A. W. Brown, Robt. Dicin, Sidney; M. H. Lardlow, T. A. Murray, Vancouver; Kenneth Duncan, Duncans; J. Revitt, Crofton; Mrs. G. E. George, Vancouver; R.T. Moore, Victoria; J. H. Cowan, John R. Pace, Vancouver; W. G. Bryden, Angus McQueen, Superior, Wis.; Mr. A. Hall, Mrs. A. Hall, Vancouver; O. M. Buck, Toronto; Mrs. C. E. Scaughnessy, Vancouver; W. C. Hendrick, Seattle; C. A. Buchnell, A. W. Bell, H. L. Johnston, Vancouver; J. R. Potter, J. H. Selbie, City.

At the Dominion—

J. Hebong, Mr. Tumley, City; Thos. Mayo, Blaine, Wash.; Mrs. Olaf Tuxter son, Chemainus; Miss A. Leonard, Westholme; Mr. Leonard, Ladysmith; Mrs. Chilson, Vancouver; L. F. Lane, Seattle; Thos. Edwards, Vancouver; J. H. Darron, Candon.; Geo. W. D. D. Agnew, Vancouver; J. E. Kent and wife, Seattle; A. S. Atkinson and wife, Toronto; D. A. McDonald, Vancouver; J. B. Treaves, Nicola; T. G. Colgin, Chicago; A.F. Hamley, Tarton; Jno. Millican, Otter Point; J. T. Gallaher, Vancouver; E. W. Pollock, Seattle; A. Bell H. Weller, J. Begoner, S. P. Hill, R. P. Queenel, J. Henderson, Mr. and Mrs. Webster, Vancouver; J. W. Haney and wife, Seattle; A. S. Atkinson and wife, R. N. Jenson, Union; G. E. Judd, San Francisco; J. H. Edwards and wife, Nanaimo; T. A. Biggs, New Westminster; S. E. Tucker, Tacoma; R. Grove, C. S. Copp, Vancouver; P. Murphy, C. Purdy, Sidney.

At the Balmoral—

D. A. Downey, Sidney; Mr. and Mrs. Johnstone, Somenos; J. Critchley, Sidney; A. P. McLean, wife and son, Sask.; J. S. Hamilton, Donegal; Spencer Ferguson, W. Menates, Pender Island.

DIFFICULTY ADJUSTED

Trouble Between Powell River Company and Local Company is Settled.

The long standing difficulty between the Powell River Pulp & Paper Company and the Michigan-Puget Sound Lumber Company, which latter organization some time ago acquired the Heywood timber interests in the Powell River and river district, was amicably adjusted yesterday, when representatives of the contending companies again came before the provincial executive. In the prosecution of the large enterprise of the pulp and paper company, upon which upwards of 1,500 white men have now been steadily employed during nine months or more, it became necessary to shift both the logging railway and the booming ground of the Michigan-Puget Sound Lumber Company, and the difficulty arose as to which of the companies should bear this special expense, and to what extent. The question of the booming ground was satisfactorily arranged, but was reopened by a decision of the federal authorities as to where the breakwater of the pulp and paper company should be located. Both issues have now been amicably adjusted, and the work of changing the railway line will now be proceeded with, at the cost of the pulp and paper company.

TODAY'S LEADER

40 Lingerie Blouses, all-over embroidered fronts, with Val lace insertion and lace. Dainty and neat St. ting; today only 85c



Marabou Sets

Dame Fashion decrees that Marabou Sets are the correct thing for ladies who wish to be properly and smartly attired. In order that Victoria ladies may be able to follow her decrees, we have received a large shipment of these popular sets—in fact the largest ever received or shown in this city. One in particular which might be singled out is with the muff and stole made up with shot pompadour silk or Persian, as well as the plain colors. Prices from $25 up to $65.

Other Novelties

Scarfs of Crepe de Chine and Radium Silk, in solid colors, pompadour and Persian effects, 2 to 2½ yards long, with hemstitched ends. Price, $2.50 to $4.00.

New Silk Mufflers, in dainty holiday box $1.25 and up.

Real Spanish Lace Mantillas, in black and white, $8.00 and $10.00.

In our Mantle Department will always be found NEW arrivals in gowns, and LOWEST PRICES in suits and separate coats, and we positively guarantee all alterations.

Finch & Finch

Ladies' Outfitters

713-715 Yates St. Just above Douglas St.

The Five Pianola Pianos

It is a serious mistake to think that all "player pianos" are Pianola Pianos. A "player piano" is any piano containing any player. The Pianola Piano is the only player piano that contains the Pianola. In the musical result the difference is most important. In only five pianos is the Pianola built—**Steinway, Weber, Steck, Wheelock, Stuyvesant.** These five pianos—with the Pianola built into them—are the only Pianola Pianos.

We are the Sole Agents for Vancouver Island for the Genuine Pianola Pianos.

Call or write for Catalogue and Price List.

Hicks & Lovick Piano Co., Ltd.

809 Government Street
Opposite Post Office

High School Boys

ATTENTION!

The snobbish idea that work of whatever kind, is a disgrace, has never gained much foothold in this country.

Thousands of students in the United States and Canada are working their way through school and college. The delivery department of a daily newspaper affords a field for industrious and ambitious boys. The work is done in the early morning and does not interfere with school work.

All work has its drawbacks like everything else, but the boy that sticks will find it a great benefit mentally and physically. It is wonderful how being out of doors in active employment in the early morning will develop a growing boy.

The Daily Colonist employs a large staff of carriers. Boys that are interested will please call at The Colonist Circulation Department for fuller information.

Esquimalt Sewerage

A meeting of the residents of Esquimalt will be held at Langford Street Schoolhouse on Friday, the 9th inst., at 8 o'clock p. m. for the purpose of hearing the final report of the committee.

Wanted to giving a ticket to Seattle purchaser to the extent of $15, entitling the holder to a chance of the beautiful diamond

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American Footwear

ALL STYLES, ALL SIZES, ALL LEATHERS

FOR THE ENTIRE FAMILY

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FOR THE CHILDREN

H. B. Hammond Shoe Co.
Pemberton Building — 621 Fort Street

NEWS OF THE CITY

Meeting of Ladies' Auxiliary

A meeting of the Ladies' Auxiliary of the Y. M. C. A. will be held at the home of Mrs. Currall, 1208 Pandora street on Tuesday afternoon at 3 p. m.

Acknowledge Donations

The committee of the Old Ladies' Home wishes to acknowledge with thanks a Christmas donation of $10 from Mrs. Henry Croft.

Royal True Blue Lodge

There will be a meeting of Loyal True Blue lodge in their hall, Broad street, tomorrow evening. All members are requested to be present, as business of importance will be brought up.

City Prayer Meeting

The city prayer meeting will be held on Saturday, December 24th (Christmas Eve), 8 to 9 p. m. in the Victoria gospel hall, 1415 Blanchard street. The meeting is open to all.

Meet Today

The regular meeting of the Baxter Hive, L. O. T. M., will be held in Semple's hall this afternoon at 2:30 o'clock. All members are urgently requested to be present, as many questions of much importance are to be settled before the end of the year.

Laborer Injured.

David Smith, a laborer engaged on sewer work on Robertson street, suffered a fracture of the right arm yesterday afternoon. He was climbing out of the trench when he slipped and fell backwards, his arm bending beneath his body and breaking. He was removed to his home.

Strawberries Still Growing

Roses and violets growing in the open in Victoria just now are not uncommon but a large box of splendid strawberries picked on December 14 in the Methodist district is something of a novelty even for Vancouver Island. These berries are full size, well formed but at the time when they were picked they had not yet fully ripened.

Dominion Trust Company Building

The negotiations for the lease of the foreshore rights to the Wharf street lots, on which the building for the Dominion Trust Company, Ltd., is to be erected, are about completed, and as soon as the lease is signed the building will be proceeded with directly. It was on account of the unavoidable delay in securing the above that the building has not been gone on with as arranged for some months ago.

Reminiscent of a Certain Poem

Kind friends recently made the enterprising secretary of the Vancouver Island Development League a present of two boxes of the fresh eggs—Vancouver Island grown—and, having thus acquired a dangerous appetite, he delicately hints that as he is now keeping house, turnips, potatoes, coal, wood and particularly dressed fowls are required. As an afterthought he adds that a large automobile would come in handy, too.

Realty Transactions

Messrs. Currie & Power, realty agents, have been responsible for the sale of Colonel Currie's farm of 58 acres, situated near Sidney, and close to the route of the Canadian Northern Pacific railway on Vancouver Island, the consideration being $12,000. Among other realty transactions put through within the past few days was the sale of a farm at Maple valley, comprising 12 1-2 acres, the sale price being $4,275. This deal was negotiated by Messrs. Swinerton and Musgrave.

The Police Court

In the city police court yesterday morning L. G. Quagliotti was charged with selling liquor without a license at the Pandora hotel on Pandora and Blanchard streets. The license has, it is alleged, given Mr. Quagliotti authority to sell liquor under his power of attorney. The licensee, however, is no longer the holder of the bar, and a charge was laid against Quagliotti for selling without a license. Three drunks were fined the usual amount, one of them being arrested after being ejected from the Grand theatre, where he had created a disturbance during the peroress of a touring temperance lecturer.

To Lecture on Vancouver Island

Vancouver Island is to receive some excellent publicity through the Great Pie Belt of New England this winter as the result of the Vancouver Island Development League's good work and the kindness of Mr. George W. Penniman, a well known lecturer, of Boston, Mass. Mr. Penniman was here two weeks ago and was so impressed with the city and with what portions of the island he saw that, when the secretary of the league offered to provide pictures and letterpress for lectures, he undertook to give one lecture on the city and one on the island, illustrating them with colored slides. These lectures will probably be given one hundred times each in a prosperous section of the eastern United States where capital is plentiful.

Christmas at the Jubilee

Friends are reminded that preparations for Christmas at the Royal Jubilee Hospital will commence next week. The decorations on small Christmas trees will be arranged as usual. The Daughters of Pity have charge of the wards and Mrs. Hasell of the Pemberton chapel has large Christmas tree. All contributions of holly, evergreens (especially of trailing ivy), plants, flowers, fruits, candies and small gifts, will be most gratefully received at the wee room under the chapel where Mrs. Hasell and a committee will be in charge, Wednesday, Thursday, Friday and Saturday in the coming week. On Christmas morning cards will be sent round, daybreak followed by celebration of the Holy Communion at 8.15 a. m. The service of song will be held in the saloon.

Special Cabinet Meeting

A special meeting of the provincial cabinet is to be held this morning, when various matters in connection with the approaching session of the house are expected to obtain attention.

Oak Bay Elections

The elections of the municipality of Oak Bay will be held on January 14th, and nominations will be received for reeve and councillors on January 9th. The first meeting of the new council will be held on January 16th.

Growth of Oak Bay

Within one year one hundred and thirty additional names have been added to the Oak Bay voter's list. The list which has been completed, all but going through the court of revision, will be open for inspection at the next meeting of the Oak Bay council January 3rd. There are now 629 names enrolled on the list.

Did Not Hold Meeting

As there were but two councillors present and the reeve, the Oak Bay council was unable to hold its regular sitting last night. Matters which were to have been brought before the council were consequently given authority for the drafting of a blaw for the construction of a cement sidewalk on the south side of Oak Bay avenue from Foul Bay road to the Oak Bay hotel and a recommendation from the local license commissioners in regard to the introducing of the liquor regulations identical with those which prevail in this city. The next and final business meeting of the council for the year will be held January 3rd.

Seek Sites in City

The growth of Victoria and its recognition as a financial centre are shown by the fact that at present there are three banks endeavoring to obtain sites here. The institutions are Molsons, the Bank of Vancouver, and the Dominion. The latter is already doing business here in temporary offices at the corner of Broad and Fort streets. The Bank of Vancouver has now offices in the mainland city, and is anxious to extend its business interests to this city. Molson's has been established in Vancouver for some years past, and with the growth of Victoria is endeavoring to obtain a site here. The business of the Dominion Bank has grown so much that larger and more central offices are required. Up to the present it is understood that none of the Banks in question have been successful in obtaining what are considered satisfactory sites.

MORE NEW STRUCTURES

Large Garage for Broughton Street—Laundry Company Extends Premises

Plans have been prepared and work has been commenced on the erection of two important structures by Messrs. Lamy Bros., contractors. Mr. John Bowser will erect a large garage on Broughton street and the rear of the store building which he has built on Fort street. The structure will be of brick, two storeys in height, and will have a frontage on Broughton street of fifty feet and on Wilson Alley of 120 feet. The cost will be approximately $10,000.

The Standard Laundry company will erect an extensive addition to its View Street building, increasing the size of the firm's premises by twice the present capacity. The addition, which will cost about $8,000, will be two storeys and of brick.

Lamy Bros. have also made a start on the erection of the addition to the Victoria West school which will add four more rooms to that institution. The cost of the addition, including rock blasting, is about $17,000.

MANY LAWYERS SWORN IN

Benchers Admit Record Number To Practice in British Columbia

At a special meeting of the Benchers of the Law Society held yesterday morning, the results of the recent bar examinations were announced as follows: First intermediate, C. E. Falkner, W. E. Haskins, W. A. Riddell and R. H. Maitland; second intermediate, J. Emerson, G. F. Cameron and A. D. Macfarlane (equal), and N. Montgomery; student for call and articled clerk for admission, H. J. Grant; B. C. solicitor for call, J. P. H. Holt; eastern Canadian barristers and solicitors for call and admission, J. S. Sutherland, H. D. Ruggles, D. Armour, H. S. Tobin, M. B. O'Dell, W. G. Anderson, J. L. Morrison, R. H. Perry, J. A. Clark, A. C. Mackintosh and S. B. VanKleeck (equal), A. J. B. Mellish; English solicitors for admission, N. F. Tunbridge, E. F. Sargent, H. W. Wightman, B. G. W. Smith, H. C. Clarke, A. Temple and R. H. Read; Irish solicitor for admission, P. C. Morris; Scotch solicitor for admission, Alexander Campbell; Quebec barrister and solicitor for admission, J. S. Jamieson. The successful candidates in the final examinations then appeared before the Benchers and were called and admitted according to their respective classes, and were afterwards introduced to the Court (Hon. Mr. Justice Gregory) when they were sworn in and signed the rolls. His lordship, in a short and kindly address, welcomed the new comers to the ranks of the profession and wished them a long, profitable and honorable career. Mr. H. Dalles Helmcken, K. C., who presented them to the Court as representing the Benchers, thanked his lordship for his kind remarks and cordially wished him in return the compliments of the season.

An Error

The advertising space of Alex. Peden, the merchant tailor, was used for the purpose of calling attention to a half-page ad. belonging to Peden Bros., sporting goods, by mistake. It should have been Peden Bros. own regular space, which should have been used. The both spaces being the same size and nearly the same firm name, the mistake was easily made.

MILLIONS OF "Tummy" Aches

are on the way. They always come Xmas for the big and little. Get ready for them, mother. The whole household will have to be helped. CASCARETS will do it easily and naturally—one at bed time to each member and keep the whole family well.

Buy a 10c box CASCARETS—week's treatment—and have it handy to use every night. Xmas week.

HASTINGS TOWNSITE VOTE

Was Taken Under Old Law, Which Recognizes Only Titles in Fee Absolute

A remarkable discovery has been made in connection with the plebiscite recently taken of the property owners of Hastings townsite on the question of annexation to Greater Vancouver. It being now disclosed that this vote was taken under an old law, which only recognizes titles in fee absolute, and not intermediate titles under the Torrens system.

The total assessed value of the townsite is $2,575,655, and fifty per cent. of the property was required to be polled affirmatively to carry the plebiscite. The total of property voted under titles of fee absolute was somewhat short of the required percentage, but the returns which were very carefully compiled, show that $449,774 in property under the Torrens system registration was voted, which, if added, would be sufficient to support the affirmative decision. As such a hair-splitting interpretation of the law was obviously never contemplated, it would exclude these property owners from expressing their wishes at the polls. Attorney-General Bowser promises that if Vancouver city also endorses the proposed annexation, he will introduce legislation at the approaching session of the house confirming the favorable result of the vote as taken in Hastings townsite.

LEGAL INTELLIGENCE

(Before Martin, Lo. J. A.)

S. S. Etta White v. s.s. Tepic: Action for salvage. The defendant ship went ashore on Roger Curtis Point, Bowen Island on the 19th of March, 1909, and damaged her plates and forward part badly. The weather was calm. She whistled to a passing tug for assistance and the Etta White came up and pulled her off after breaking a hawser once or twice; she then saved the screw which had been in tow of the Tepic. The latter went into English Bay under her own steam for repairs and to report.

The claim is that it is a salvage, and the defence is that it is a towage service.

The question also came up and was argued that there is no power to pay money into the Admiralty Court in an action such as that at bar where there is a defence denying liability. Judgment was reserved.

Griffin and H. E. A. Robertson for plaintiff ship; Davis, K. C., for defendant ship.

(Before Gregory, J.)

General Appraisal Company (of Seattle) v. General Appraisal Company, Limited: The trial of the day was taken up in argument on this case.

(Before Lampman, Co. J.)

Bragg v. Palmer: Action for $100 on a building contract. Judgment was given for plaintiff for $32.45 and costs.

Morphy for plaintiff; Aikman for defendant.

Leaves for Vancouver

The steamer Queen Alexandria which discharged 1000 tons of steel rails at the outer wharf proceeded to Vancouver on Sunday after discharging at that city will proceed to Powell river.

In the Greenwood breach of promise case brought by Rose Hartmann against A. E. Thomas, a defence has been entered. The hearing being set for the May term of court. Miss Hartmann is asking balm in the amount of $10,000.



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ON MONTEREY BAY, CALIFORNIA
130 Miles South of San Francisco
The Paradise of the Pacific
Where It Is Always Summertime
Offers More to Do and More to See
EVERY DAY IN THE YEAR
Than Any Other Resort in the World
Mild and healthful climate. Winter temperature 45 to 65 degrees. Also Unexcelled for Golf on the finest links, all green Golf Course in America, within 3 minutes' walk of the hotel. Motoring over 50 miles of magnificent boulevards, automobiles at reasonable rates. Through plan tickets and boarding privileges, sailing, bathing and fishing, tennis, horseback riding, and all other outdoor sports. Perfect service, unequaled table.
UNDER SAME MANAGEMENT
PACIFIC GROVE HOTEL
Likewise on Monterey Bay, 3 miles from Del Monte; with all Del Monte privileges and equally attractive. Good street car connections.
Rates—American Plan only. Hotel Del Monte, $4.50 and $5.00 per day; Pacific Grove Hotel, $3.50 and $3.00 per day. Special discounts by the week or month. N. R. WAGNER, Manager, Del Monte, California.

We Invite Your Inspection of Our CHRISTMAS GOODS



Every lady or gentleman, boy or girl, who would like to look through our finely assorted stock of special Christmas goods is welcome now or any time convenient to them. Something pleasing and attractive here for everybody.

A RAZOR MAKES A GOOD GIFT
Gillette Safety Razors, $6.50 to $6.00 and $5.00
Magna Safety Razors, $3.50
Ever Ready Safety Razors at $1.00
Plain Razors—An immense assortment.

AN ELECTRIC IRON MAKES A FINE GIFT
Whether for your sister, your mother, or for some lady friend. Our Irons are sold on guarantee. Prices, $6.50 to $5.00

EXTRA FINE MANICURE SETS
Steel parts the very highest grade, and the cases are of specially fine, soft leather. A very fine up-to-date suggestion for a lady's present. Prices, $4.50 to $2.00

IF YOU DECIDE ON CUTLERY
We can fill your every demand.
Case Carvers, Cases and Cabinets and small sets, a great variety, $18.50 to $2.75
Children's Sets, knife, fork and spoon, $1.00 to ..50¢
Pearl Handled Knives and Forks, the set $14.00

BUY THE BOY A KIT OF TOOLS
The most sensible present you can make him, because hereafter he will not frivol away his time. Prices, $11.00 to $2.50

A CARPET SWEEPER FOR THE HOUSE WIFE
Nothing like it to lighten labor; besides, it makes long life to carpets, $5.00, to $3.00

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1418 Douglas Street — Tel. 1646

Holiday Goods

Only 5 Days Left

In Which to Complete Your

Xmas Shopping

There is not a Lady or Miss who can afford to miss such values as we offer.

Our prices are the lowest and our goods of the highest quality.

Open Until 10 p. m. Daily

Ladies' Silk Handkerchiefs, 85c to	10¢
Gents' Silk Handkerchiefs, 75c to	25¢
Ladies' Linen Handkerchiefs, up from 3 for	25¢
Gents' Linen Handkerchiefs, up from	15¢
Fancy Embroidered Handkerchiefs, 10c up to	$1.25
Cushion Cover, $6.00 to	$1.25
Silk Scarfs, $6.00 to	$1.00
Silk Shawls, $10.00 to	$1.00
Silk Stockings, Per pair	$1.00
Silk or Linen Table Cover, $15.00 to	$1.00
Sideboard Covers	$1.00
Cotton Crepe Kimona, $1.50 to	75¢
Silk Kimona, $35.00 to	$5.00
Silk Opera Coats, $35.00 to	$6.00
Dressing Jackets, $6.00 to	75¢
Linen Doylies, 50c to	2½¢
Oriental Hand Bags, $7.00 to	30¢
Silk Gloves, $1.00 to	85¢

Oriental Importing Coy.



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CHICKEN PROOF,
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Extra Large Boxes

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Do not comfound these with the small, cheap boxes offered—these are the large ones,

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Leaves for Vancouver

The steamer Queen Alexandria which discharged 1000 tons of steel rails at the outer wharf proceeded to Vancouver on Sunday after discharging at that city will proceed to Powell river.