THE DELTA TIMES

Volume 7 — LADNER, B. C. SATURDAY, JULY 20, 1912. — $1.00 A YEAR.

DREDGING IN FULL SWING

"King Edward" is Making Channel to Ladner Comfortable for Navigation.

The persistent representations of the member for New Westminster with regard to the claims and necessities of the harbors of the Delta are now bearing good fruit. Some time ago the "Fruhling" did some temporary work opposite the B and K wharf, at Ladner, which were absolutely necessary to make the channel navigable at all. A strenuous attempt was made in other interested quarters to make this work a sufficient satisfaction of the Delta's demands, but Mr. J. D. Taylor, M.P., having assured his constituents of his good offices to secure for them proper harbor facilities, insisted that the work should be carried to a satisfactory conclusion. The activities of the "King Edward" are a sufficient guarantee of his success. At present the "King Edward," aided by two hundred yards of piping, is dredging the bars between Ladner and Port Guichon, and depositing the silt on the island opposite. The necessity for this work is well known to Delta shippers, but for the education of uninformed centres of population, it may be stated that Captain Rogers of the "King Edward" has unofficially expressed the opinion that it will take him at least two months to remove the bars on this short position of the river. The rapid silting on the Fraser River at this point is a matter that should demand the continued activity of the Dominion Government. Ladner is at present the greatest shipping point from the lower Fraser to New Westminster, Vancouver and Victoria. The Transfer daily carries produce in large quantities to New Westminster. The Trader, among a cargo of other produce, took 75 tons of Delta potatoes to Victoria on Thursday. The New Delta is three times a day carrying passengers and freight in growing quantities to Steveston. Ladner is an established seaport and the feeling in the Delta that any proposition for increased water traffic which neglects Ladner and the great district of the Delta is short-sighted. The coming of the "King Edward" is a move that has the heartiest appreciation of the whole Delta, and any efforts made either by the Dominion or Provincial members in ensuring that Ladner has "its place in the sun" as a seaport will meet with endorsation.

The working of the "King Edward" has been watched with interest by many people and the simplicity of the apparatus whereby the silt is removed from the bed of the stream, where it is a menace to the hole in the heart of the island opposite, where it is useful and beneficial, is a matter of comment.

FIRE PRECAUTIONS.

At this season of the year when campers are so numerous, the notice that has been issued by Mr. James Brodie, the District Fire Warden, is very necessary. Sometimes there is a degree of carelessness used that is almost as culpable as incendiarism. Mr. Brodie asks campers, hunters, prospectors and fishermen to remember that the permanent prosperity of the province depends on its forests; that fire is the only thing which can prevent the province from realizing the benefits of its great timber resources; that you are either on private or government property; that as a guest on somebody's land and as a citizen who will benefit from the marketing of the timber, you should exercise the utmost care, so that no damage results from your presence in the woods. Therefore, be sure to build your camp-fire only on bare soil; to put your fire out entirely before leaving; to extinguish matches, cigars, cigarettes, and pipe ashes before throwing them away; to report any fire that is not under control, and which you cannot put out yourself, to District Fire Warden James Brodie, whose is address is Ladner, B.C. Phone 657.

TELEPHONE LINE TO JERICHO.

MILNER, July 13.—It is understood that the B.C. Telephone Company are likely to put up a line between Milner and Jericho Hill, in the near future. Residents of Jericho Hill appear to be mostly in favor of the proposition.

MR. COCHRANE AND THE INLET BRIDGE

VANCOUVER, B. C., July 17—Hon. Frank W. Cochran, Canadian minister of railways announced this morning that he would recommend an additional government subsidy to complete the Second Narrows bridge here. This is one of the most important harbor improvements in progress here in preparation for the completion of the Panama canal. It will require a million dollars to complete the bridge and Cochrane intimates that the government will supply all or a considerable portion of the amount.

PROTEST WANTED

Treatment of Delta Passengers by B.C.E.R. is Productive of Many Complaints.

That the B.C.E.R. Company are by no means friendly to the Delta has been made apparent many times, but one of the most glaring examples of the corporation's attitude was shown on Thursday.

The "New Delta," which leaves with perfect punctuality, and performs her journey with the most regular accuracy, carried a large number of passengers on Thursday last by the trip leaving Ladner at 12:30, and arriving at Steveston at 1:30. She was on her time and the crowd, to a large extent composed of women and children, left the steamer on arrival and walked up towards the presumably waiting car. The stream of passengers could be seen as they walked up the 100 yards between the wharf and the car. The B.C.E.R. officials could see the passengers coming and knew well that there was not another car for an hour, and they waited—just until the passengers got onto the station platform, when, without warning, the car moved off. One or two of the speedy male passengers succeeded in catching on to the tail end and swinging aboard, but in spite of the cries of those left, the car went on. It was a most disgraceful spectacle, and the complaints of the fifty passengers left were loud and strong. It would not have delayed the car sixty seconds to have taken everybody on board, but the B.C.E.R. officials seemed to consider it a good joke. The women and children sweltering in the heat at Steveston station, perhaps hadn't their sense of humor. The result was that for one hour and five minutes the trapped passengers had to hang about the depot.

The trip at any time is tedious enough under normal circumstances by leaving Ladner at 12:30, one can hope to get into Vancouver at 2.30 and New Westminster at 3 o'colck. On this occasion it was 3.30 and 4 o'clock.

Of course, the B.C.E.R. are a large corporation and do not have to consider the convenience of the public, as yet, but they cannot expect the public to consider them with affectionate regard when the public's day arrives, as it generally does.

The question, it is understood, will be taken up by the Ladner Board of Trade. The company have made complaints as to the dividend earning capacity of their Ladner business in light, etc. Can they wonder at it if they think of the women and children left stranded at Steveston for one hour and five minutes through their crudeness.

YESTERDAY'S MARKET.

The market at New Westminster yesterday was rather poorly attended most of the farmers being at present busy with their crops. Prices showed little alteration. Poultry were in small supply and also in small demand. Eggs were a slow market at from 35 cents to 40 cents a dozen. Old potatoes were off the market. New potatoes were on offer at $1.50 a sack. Fish were fairly plentiful, but the prices were unaltered. Vegetables were plentiful, but prices were well maintained, rhubarb, peas and tomatoes being the largest market.

CHANCELLOR ATTACKED.

LONDON, July 13.—Chancellor Lloyd-George was assaulted by a male suffragist while he was entering Kensington Theatre, South London, where he made a speech today. A man bolted from behind a pillar and gave the Chancellor a violent push, which felled him to the floor. The man was arrested. The Chancellor was not injured.

TWENTY MILLION DOLLAR WORTH OF B. C. CROPS

Agricultural Statistics of the Province Show a Large Total for Agricultural Production in 1911 Report of Department

According to the Agricultural Statistics for 1911, issued by the Provincial Department of Agriculture, the total production of crops and stock in the province during that year, including permanent stock, was 22,222,960. This is made up as follows: Grain, 2,460,926 bushels, $2,160,327; hay 223,597 tons, $4,913,566; other crops, 40 bushels, 259¼ tons, $207,480; fruits, 303,940 boxes 178,135 crates, $878,181; vegetables 162,966 tons, $4,206,060; livestock, 121,022 head, $9,857,246.

Of these totals, the Lower Mainland group, comprising New Westminster, Delta, etc., contributed the following proportion: Grain, $1,080,917; hay, $1,372,813; other crops, $192,000; fruit, $22,407; vegetables, $1,226,300; and live stock, value not given, 19,454 head.

An analysis of this production, shows the followig yield of the various crops on the lower mainland:

	Crop Area. Acres.	Average Yield.	Total Yield.
Wheat	1,007	36.8 bus	37,070
Oats	23,354	55.9 bus	1,307,176
Barley	626	49.2 bus	30,900
Rye	24	40.0 bus	960
Hops	320	1,500 lb	480,000
Hay	38,961	2.1 tons	81,959
Potatoes	4,814	6.6 tons	32,210
Other root crops.	878	12.0 tons	10,536
Market-garden	1,718	12.0 tons	20,616
Live Stock.			
Beef Cattle			254
Dairy Cattle			4,559
Horses			12,140
Sheep			1,640
Swine			860
			Acres
Acreage of land under grasses			38,961
Acreage of land cleared			3,500
Acreage of land in crop—grain, fruit			34,483
Acreage of grazing land, including bush			47,498

A comparison of the average yield per acre in the various district shows the Lower Mainland to compare favorably with other parts of the province, giving the following results:

	H. Ave.	Ave. on L.M.	L.A.
Wheat, bus.	30.3	36.8	14.7
Oats, bus.	62.3	55.9	25.0
Barley, bus.	49.2	...2	10.0
Rye, bus.	50.0	40.0	3.0
Hops, los.	1500.0	1500.0	500.0
Hays, tons	2.8	2.1	1.0
Potatoes, tons	9.0	6.6	1.5
Other root crops, tons	12.0	12.0	4.0
Market garden, tons	12.8	12.0	7.7

The following figures of the friut production of the Lower Mainland are given:

	Acres.	Est. Bear-ing Acres.	Est. Yield.
Apples	1,387 3-4	462	9,000 boxes
Pears	36 1-2	12	100 boxes
Cherries, sour	19 1-4	6	200 boxse
Cherries, sweet			400 boxes
Apricots			
Plums, Prunes	237 1-2	91	1,500 boxes
Peaches	5	2	
Raspberries	6 3-4	2	1,058crates
Strawberries	1-4	4	2,092crates

The acreage newly planted to fruit in 1911 is estimated at 10,500 acres; and of the standard fruit trees, seedlings, grafts, and bush fruits required, $151,751 worth were imported from cvarious points; the balance, valued at $199,038, being raised in the home nurseries throughout the province.

Few peaches, but an increased number of apricots, were planted in the more southerly districts.

The acreage in strawberries and raspberries has been largely increased in the West Kootenay districts, and to a lesser extent on the Lower aMinland.

The report is compiled by Mr. Albert E. Craddock, secretary and statistician to the department.

CENSUS FIGURES.

First Volume of Fifth Census Report Issued by the King's Printer at Ottawa.

The first volume of the Report of the Fifth Census of Canada has been issued by the King's Printer, Ottawa. Its 623 pages contain statistics of the population of the Dominion enumerated under date of the first day of June, 1911, for the provinces, territories, districts and sub-districts, together with the comparative populations for the fourth census taken in 1901. According to these final figures of the decennial enumeration, Canada's total population numbers 7,204,838 souls. The increase for the decade is given as 1,833,523 or 34.13 per cent. British Columbia's population is given as 392,480, as compared with 178,65 for the year 1901, and an increase in the decade of 213,823, or 119.68 per cent.

The three western provinces show large increases, Saskatchewan leading with 439.48 per cent., Alberta next with 413.08 per cent., and Manitoba with 78.52 per cent. Prince Edward Island shows a decrease of 9.23 per cent. and so also the Territories.

A comparison of the census years of 1911 and 1901 shows the population of the several provinces and territories of Canada with the increase for the decade as follows:

	1911.	1901.	Inc.
British Columbia	392,480	178,657	213,823
Alberta	374,663	73,022	301,641
Manitoba	455,614	255,211	200,403
New Brunswick	351,889	331,120	20,769
Nova Scotia	492,338	459,574	32,764
Ontario	2,521,274	2,183,947	340,327
Prince Edward I.	93,728	103,259	9,351
Quebec	2,002,772	1,648,898	353,814
Saskatchewan	492,432	91,279	401,153
Yukon	8,512	27,219	18,707
N. W. Territories	17,196	20,120	2,932
Ttl. for Canada	7,204,838	5,371,315	1,833,523

The percentage of increase for British Columbia was 119.68; Saskatchewan showed the highest percentage of increase, viz.: 439.48; Alberta next with 413.08, and Manitoba with 78.52; Ontario, 15.58 per cent.

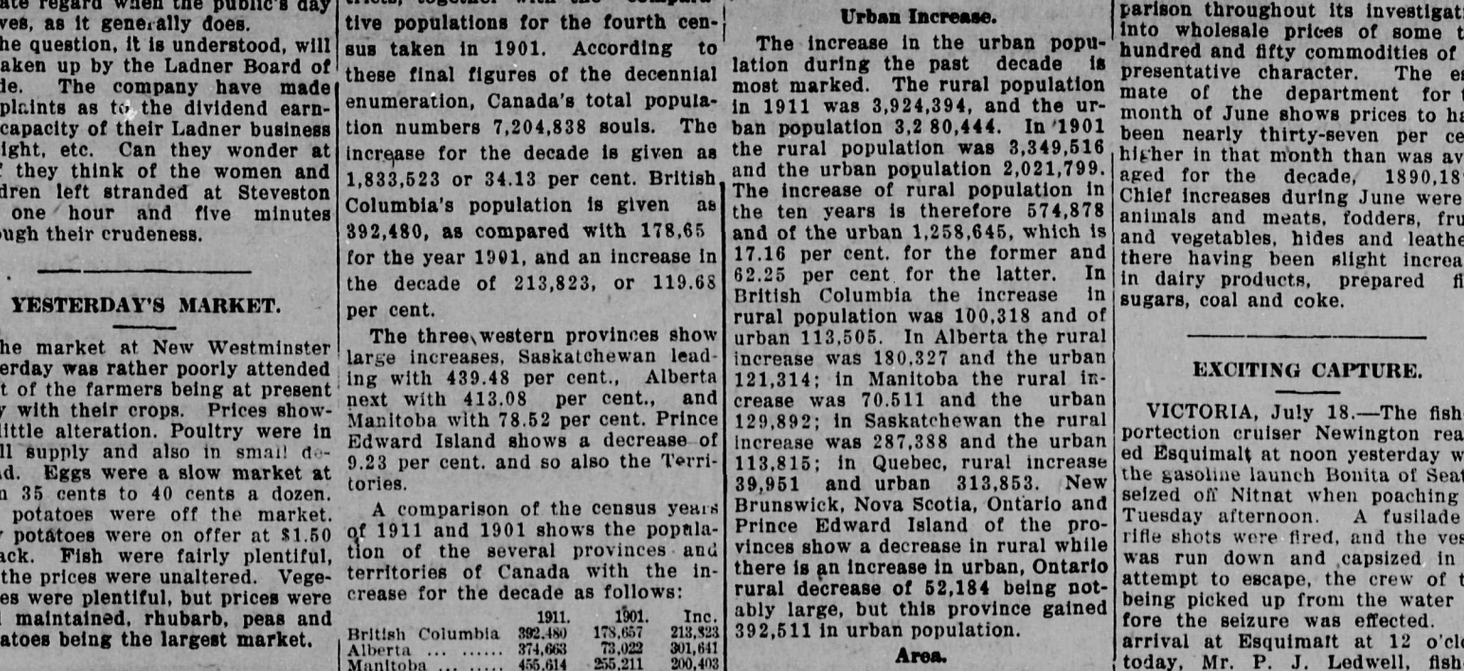
In the list of cities and towns having 4000 of a population or over, Montreal stands first with a population of 470,480, Toronto next with 376,538, Winnipeg 136,035, Vancouver 100,401. Few would think that Ottawa is the fifth city of Canada with a population of 87,062 and Hamilton next with 81,969. New Westminster is thirty-second on the list with a population of 13,199, as compared with 6499 ten years ago, and 6678 in 1891. In all 107 places are to be found in this list.

Urban Increase.

The increase in the urban population during the past decade is most marked. The rural population in 1911 was 3,924,394, and the urban population 3,2 80,444. In 1901 the rural population was 3,349,516 and the urban population 2,021,799. The increase of rural population in the ten years is therefore 574,878 and of the urban 1,258,645, which is 17.16 per cent. for the former and 62.25 per cent for the latter. In British Columbia the increase in rural population was 100,318 and of urban 113,505. In Alberta the rural increase was 180,327 and the urban 121,314; in Manitoba the rural increase was 70.511 and the urban 129,892; in Saskatchewan the rural increase was 287,388 and the urban 113,815; in Quebec, rural increase 39,951 and urban 313,853. New Brunswick, Nova Scotia, Ontario and Prince Edward Island of the provinces show a decrease in rural while there is an increase in urban, Ontario rural decrease of 52,184 being notably large, but this province gained 392,511 in urban population.

Area.

The area of Canada is given in the census table of 1911 as 3,739,665 square miles of land and water, which is 15,909 square miles less than ten years ago. This, states the report, is due to a reduction following the Alaska boundary award and also to new map measurements. The population per square mile was 1.93 in 1911, and in 1901 computed on the same area was 1.44. British Columbia in 1911 had 1.09 per square mile and in 1901 only .50.



WRECK OF THE MANSIONS OF REGINA.
Solid brick buildings mostly residences where the majority of the fatalities occurred. The people were killed by falling bricks.

CITY HALL TENDERS

Were Opened Last Saturday, But the Contract Has Not Yet Been Completed.

The regular meeting of the municipal council was held on Saturday, July 13th, in the Municipal Hall. The Reeve was in the chair and all councillors present.

The minutes of the previous meeting were read and adopted.

A communication with regard to the drainage of the road opposite the Grauer property was received and considered, and the clerk was instructed to reply and inform Mr. Weart that arrangements had been made to settle matters.

A communication from the Medical Health Officer was received and considered.

The East Delta Drainage Bylaw passed the final reading.

Mr. S. W. Walters was granted permission to put tie posts opposite his place of business.

The following tenders for the erection of the new Municipal Hall were then opened and laid on the table: Hess Bros., Vancouver, $14,200; Smith and Whitaker, New Westminster, $13,950; Hogg and Petterson, New Westminster, $13.661; J. H. Vickars, Vancouver, $12.475; C. G. Bowden, New Westminster, $10,739.40.

The matter was referred to Councillors Kirkland and Dennis to arrange for the putting up of the usual bonds and the signing of the contract. Although the contract had not been completely arranged when The Times went to press, it is understood that it will be awarded to the lowest tenderer.

The usual monthly accounts were considered and instructed to be pail.

The council adjourned till Saturday, July 27th.

PRICES ADVANCE.

High Cost of Living Shown By Labor Department's Index Number.

OTTAWA, July 18.—The steady advance in prices continued in June. The Labor Department's index number having increased to 137.9. In May, the previously highest record, it was 163.9, as compared with 126.1 in June last. The numbers are percentages in the case of price levels prevailing during ten years, 1890-1899, the period selected by the department as the standard of comparison throughout its investigation into wholesale prices of some two hundred and fifty commodities of representative character. The estimate of the department for the month of June shows prices to have been nearly thirty-seven per cent. higher in that month than was averaged for the decade, 1890,1899. Chief increases during June were in animals and meats, fodders, fruits and vegetables, hides and leathers, there having been slight increases in dairy products, prepared fish, sugars, coal and coke.

EXCITING CAPTURE.

VICTORIA, July 18.—The fishery portection cruiser Newington reached Esquimalt at noon yesterday with the gasoline launch Bonita of Seattle seized off Nitnat when poaching on Tuesday afternoon. A fusilade of rifle shots were fired, and the vessel was run down and capsized in an attempt to escape, the crew of two being picked up from the water before the seizure was effected. On arrival at Esquimalt at 12 o'clock today, Mr. P. J. Ledwell, fishery protection officer, turned the Bonita over to the resident officer of H. M. C. Navy, in the absence of Commander Hose, and the vessel lies awaiting confiscation to H.M. the King, as a prize. The Newington was returning from Clayoquot to San Juan when the Bonita was sighted with her trolls out, less than two miles from shore off Nitinat. She was on her maiden cruise, and had left Neah Bay the previous day to troll for salmon.

CROPS ARE ABUNDANT

Delta Hay and Potatoes Have to be Seen to be Really Appreciated.

There is no good attempting to go into particulars with regard to the Delta crop this year. If the yield expected was put down in cold print no reader would believe it. Those who take pleasure in looking at a bountiful harvest should see the Delta at once for themselves.

Delta hay is famous throughout the entire Province, and this year the record is kept up well. In places it is a little light, but in other spots exceptionaily heavy and the average will pan out the best ever experienced.

So far as Delta spuds are concerned all records will be broken, and even if the extraordinary prolificness of the yield should curtail the price, as compared with past years, the consumer will be all the gainer and the raiser on account of his increased crops none the loser. There is scarcely a moderate crop of potatoes anywhere in the Ladner district. The yield per acre has been declared to run from six to nine tons per acre. To take an average at 7 1-2 tons per acre and work out the value of the 3,000 acres of potatoes in the Delta this year, is rather staggering. 3000 acres at 7 1-2 tons per acre means 22,500 tons of potatoes. Take the price at $20 a ton, a price lower than that touched last year, and we have $450,000 worth of potatoes coming out of the Delta. Almost half a million dollars worth of "spuds" alone. One small coterie of Chinamen have leased 120 acres of good potato land at what seems the enormous price of $40 an acre. The lessor ploughing once and harrowing twice. This represents a rental of $4800 a year for the 120 acres. "Crazy" is the comment of residents in less informed districts. And yet these Chinamen calculate their crop at eight tons an acre, making 9,600 tons of potatoes at $20, or $19,200. Deducting the $4,800 from the $19,200 leaves $14,000. Not a bad profit for four Celestials to make, even if the cost of seeding is deducted.

AT THE TRAPS.

The gun club had a shoot on Tuesday night, when the following scores were made. The attendance was rather meagre, but probably the attractions of the Bay had something to do with this. The scores:

E. A. Bown	15	—
T. H. Oliver	24	—
A. Jordan	22	15
O. Murphy	14	—
W. Taylor	13	—
H. A. Macdonald	6	9

FEMALE FENIANS.

British Suffragettes Developing a "Physical Force" Party Which Is Alarming Country.

LONDON, July 15—England is getting seriously alarmed at the truculent attitude of the suffragettes who have passed beyond the window smashing stage and even beyond mere assaults on cabinet ministers.

Following the attempted bomb outrage at the home of Secretary McKenna and the supposed plot to fire Lewis Harcourt's residence come open threats against McKenna and other ministers by male and female suffragists. Yesterday at Hyde Park demonstration Mr. Desmond said:

We have seriously considered the fall of the home secretary. He has to go. We are wondering where we shall send him. I see that explosives have been found in the home secretary's office. Perhaps if they had gone off he would have his settlement and would be of no further trouble to us. Militancy is carried on all over the country by women determined that something tragic shall happen to bring this to an end."

Hatpin Stage Passed.

Keir Hardie, the labor member of parliament, who also spoke in support of the women's cause, said:

"There will be more than hatpins used, more than epaulettes torn from men's shoulders."

Referring to the outrage on Premier Asquith at the political reception he said the time has come and gone by for half-hearted measures.

"The cabinet," he said, "as it is now composed, is even more hostile than before to the enfranchisement of women. Therefore greater pressure will have to be applied."

The attempt to blow up the home of Mr. Reginald McKenna the home secretary, was discovered by Secretary McKenna himself on Friday.

Soon after entering his room the home secretary found beside the curtain a vessel containing explosive material.

Chancellor Lloyd George was assaulted by a male suffragist while he was entering Kensington Theatre, South London, where he made a speech Saturday. A man bolted from behind a pillar and pushed the chancellor, causing him to fall to the ground. The man was arrested. The chancellor was not injured.

RECORD CROPS FOR THE ISLAND

Richmond Farmers Will Harvest Large Yields of Farm and Garden Produce.

STEVESTON, B.C., July 16.—The crops generally throughout Richmond are wel ladvanced, and promise exceptionally good returns.

A good deal of haying has been already done, but several farmers who delayed cutting owing to the rainy weather, are now busy making up for lost time.

Altogether the hay crop will be a record one, and the recent rain does not appear to have much affected the quality.

Oats are standing up well and promise to be an excellent crop.

Raspberries are rather scarce at present, but other fruit, such as cherries, plums, berries and currants are abundant and good in quality. Apples are doing well and a big yield is anticipated.

Vegetables, especially potatoes, will be a record for this district.

Mr. George Alexander, who owns considerable farming property in this district, reports that crops this season will be very heavy. His hay yield will be a record one, the cutting being nearly through, and he expects from five to six tons per acre, which will be an exceptionally heavy average. Oats, he expects to give an acreage of two tons per acre, which is also a splendid yield.

DELTA'S POPULATION.

No. of Souls in New Westminster Federal Constituency is 55,629 —Delta has 8,651.

The official return of the 1911 census gives the population of the federal constituency of New Westminster as 55,679. Of this number the males are 35,906 and the females 19,773. The total land area is given at 3,100,480 acres, or 4844.50 square miles. The number of persons to the square mile is 11.50. The population of the whole of Canada per square mile is computed at 1.93, and of British Columbia at 1.09. The population of the sub-districts of the New Westminster riding is given as follows: Chilliwack, 7515; Delta, 8651; Dewdney, 11,315; Richmond part, 7248; Yale part, 953; Chilliwack city, 1657; New Westminster city, 13,199; Lot 301, Vancouver City part, 2784; Hastings Townsite, Vancouver City part, 2357.

POPULATION OF B.C. CITIES.

Official Census Figures Credit Royal City With Great Increase in Her Population.

New Westminster's increase in population in the decade has been 6700, or 103.09 per cent.

Kelowna takes the palm as having the greatest percentage of increase of all the cities of British Columbia with 537.16 per cent. Chilliwack comes next with an increase of 498.-19 per cent; Enderby has 409.15 per cent.; Ladysmith, 341.69 per cent.; Vancouver, 271.72 per cent. and Vernon, 233.04 per cent.

The population of the twenty-five cities of the province in 1911 and 1901 with the increase in the decade according to the census report just issued is as follows:

	1911.	1901.	Inc.
Cranbrook	3,090	1,196	1,894
Chilliwack	1,657	277	1,380
Cumberland	1,237	732	505
Enderby	835	164	671
Fernie	3,146	1,640	1,506
Grand Forks	1,577	1,012	565
Greenwood	778	1,359	-581
Kamloops	3,772	1,594	2,178
Kelowna	1,663	261	1,402
Ladysmith	3,295	746	2,549
Merritt	703	—	703
Nanaimo	8,306	6,130	2,176
Nelson	4,476	5,273	
New Westminster	13,199	6,499	6,700
North Vancouver	8,196	—	8,196
Phoenix	662	868	-206
Prince Rupert	4,184	—	4,184
Revelstoke	3,017	1,600	1,417
Rossland	2,836	6,156	3,430
Sandon	151	551	-400
Trail	1,460	1,360	100
Vancouver	100,401	27,010	73,391
Vernon	2,671	802	1,869
Victoria	31,660	20,919	10,741

Area of Rural Sub-Districts.

The areas of the rural sub-districts of the New Westminster district are given in the census report as follows:

Chilliwack, 215.040 acres, or 336.-00 square miles; Delta, 207,360 acres or 324.00 square miles; Dewdney, 2,219,200 acres, or 3467.50 square miles. Of the part of Richmond included in the New Westminster district, there are 57,600 acres, or 90.00 square miles. Of the part of Yale, 401,280 acres, or 627.00 square miles.

A TORONTO FATALITY.

TORONTO, July 18.—Mr. Robert A. Smith, a partner in the stock brokerage firm of Mesrs Osler and Hammond of which Sir Edmund Osler is th heard, was killed last night in an automobile accident at Richmond Hill, fifteen miles north of Toronto, while returning from the North York Conservative picnic at Jackson's Point.

Mr. Lorne Campbell, a leading stockbroker, was seriously and probably fatally injured and Mr. Ross, financial director of the Toronto Globe had a leg fractured, C. A. B. Brown of Bradstreet's and McKenna, the chauffeur of the car were thrown out and escaped uninjured.

UNION STATION AT TORONTO.

TORONTO, July 17.—J. W. Leonard, assistant to the vice-president of the C. P. R., said today that ground would be broken within a month for the new Canadian Pacific Canadian Northern station on Yonge street north. He denied that the company had any intention of erecting a large hotel near the new station or anywhere else in Toronto.

WAS HERE IN FIFTY-NINE

"Danny" Smith, the 78-Year-Old Athlete Recalls First Days in Royal City.

(From The British Columbian.)

On a two year vacation from his duties as physical instructor at the University of California, Professor Danny Smith, "78-years-young," visited New Westminster one day last week for the first time since 1859. Dressed in knee breeches, with white hair worn rather long and a white beard, "Daddy" Smith, as he is affectionately called, made a distinct hit wherever he stopped to talk. He carries a little grip with him containing pictures of himself, newspaper clippings and a jumping rope, such as girls use while the boys are playing "nibs." This rope, he says, is the elixir of life, and he is engaged in teaching the prolongation of life. In several offices of the city where he had gone to enquire for people who came around the Horn during the gold rush and with the Royal Engineers, he gave an exhibition of his skill with the jump rope. Despite his years, he is truly "78 years young," both in mind and in body. The calves of his legs under their red stockings bulge out with muscles, and he is hard as nails all over. Professor Smith has an active mind, and is apparently as happy and care free as a boy, and as mischievous. He is convinced that if he wishes he can live for many years yet. In fact he states that he anticipates another visit to New Westminster in about 50 years.

"A man can live just so long as he has the desire and is willing to make the effort," is the way he puts it. "Keep the body in good condition, and keep on generating electricity and there will be no death. Every time I skip the rope I generate just so much electricity in my system, and electricity is life." Asked if he smoked and used alcohol, he stated that he used very little alcohol and that only as a stimulant. "I smoke, in fact I smoke too much. I eat very little meat, mostly vegetables."

Professor Smith came to British Columbia from Kent, England, in 1858, coming around the Horn in the Princess Royal, with the men who were in the gold rush. He reached Victoria in April or May when there were no frame buildings there with the exception of those in the fort. Five thousand tents made up the rest of the town. He helped in the erection of the first government house in Victoria and was a friend of Messrs. Johnson, Warburton and Yates, three men heavily interested in Victoria property. He was also in New Westminster in 1859 when there was nothing here but the tents of the sappers and engineers. Later on he was pilot of the big canoe, Canada West on the Fraser river. This was a seven ton canoe. Professor Smith left here shortly after this, and in 1867 became affiliated with University to which he is now attached. He says he may go back to his duties at the end of his two year vacation, and may decide to extend this period to five years. He is a member of the Berkely lodge of Moose.

ROYAL CITY'S FAIR.

Powers Contracting Company Successful Tenderers for the New Building at Park.

(From The British Columbian.)

Following the razing of the old horse show skeleton in Queen's Park that 5000 eyesore which last week fell to the ground almost of its own weight, the city council Friday night let the contract forthe new Arena, an efficient and well designed building which will now be rushed to completion for the Provincial Exhibition in October. The contract for the building proper was awarded to the Powers Contracting Company, at the price of $17,595, and that for the steel roof trusses to Coughlan & Sons their figure being $5500.

The special committee which has had the tenders under consideration also recommended that the question of raising the additional cost over the $20,000 voted for this structure, be taken up at a special council meeting.

STEVESTON NEWS.

Items of Personal Interest Gathered by The British Columbian's Young Man There.

STEVESTON, July 16.—Mr. Israel I. Rubinowitz, son of Mr. L. Rubinowitz, of Steveston, has recently started as a barrister and solicitor in Vancouver, and will also shortly open an office in Steveston.

It is announced last week that Mr. Israel I. Rubinowitz had been put at the head of the list at the recent law examinations held at Victoria, out of 26 competitors.

Mr. Thomas Leslie, of the lumber yard here, is building a home on his land at the corner of Fourth avenue and Garry street. It will be a two-storey building and the contractor is Mr. Wm. Bowen, of Steveston.

NOTICE TO MARINERS.

The Dominion of Canada gives notice that owing to damage by collision to the lightship moored on the Sandheads off the entrance to the Fraser River, Strait of Georgia, the lightship will be removed for repairs and a general overhauling and a gas and whistling buoy will lightship temporarily. The lightship be moored in the position of the ient without further notice; mariners must therefore govern themselves accordingly.

When a Deacon Broke Loose

By M. QUAD

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There were only 600 inhabitants in the village of Glendale when the first meeting house, as they still call it in the country, was erected. Methodists, Baptists, Presbyterians and Adventists went in together in the building and used it alternately. As the village grew the different denominations built churches for themselves, and finally the old church was left to one. This happened to be the poorest one financially, and it wasn't in human nature to look around on the newer edifices and not feel a bit envious.

As a matter of fact, the old meeting house was little better than a barracks.

"I reckon any one can praise the Lord from the midst of a brush heap in the woods, but I also reckon that he can do it with a leetle more steam in a comfortable meeting house," said Deacon Pegram.

The deacon was the financial man of the church, but it was years and years before he saw his way clear for the erection of a new edifice. Several freight cars loaded with cement got smashed up in the suburbs of the town, and the deacon was told to help himself.

He got wagon loads of the stuff, for that new meeting house was to be a concrete one. The concrete industry was then in its infancy, but Deacon Pegram had found a man to put the matter through and guarantee a satisfactory job.

Uriah struck town, and things were changed. He knew all about the cement business and was ready to take off his coat and carry the job through if any family would board him gratis in return. Deacon Pegram jumped at the chance. Uriah was told to eat all he could and go to the head of the class and manage things. He took hold as if he had dabbled in cement all his life. Uriah hustled. He made everybody else hustle. If any one lagged he was right on the spot to say:

"Now, then, don't do no loafing on the Lord. This is his job, and he expects things to move lively."

We all know now, though few knew at that time, that there are several grades of cement and that cement workers do not shovel sand and cement together in a haphazard way. There must be due proportions, according to the work to be done. Uriah simply went ahead and shoveled. Providence stood back of him with dry weather until the walls were ready for the roof, and then she got tired of a good thing. There were those who said the blocks were too soft and others who thought they could see bulges in the walls and still others who predicted that two hours' rain would spoil everything, but to all such Deacon Pegram said:

"Didn't the floods rage and the lumber come down?"

"Yes."

"Didn't we discover the sand pit in the nick of time?"

"Yes."

"Didn't Brother Higgs see the error of his ways just when we were wondering what we should do for the bricks?"

"He did."

"And didn't Providence ordain that those freight cars should be smashed up and the cement scattered over an acre of ground?"

"It looks like it."

"And then came Uriah Kingston. At the crossroads he might have turned to the left and gone to Liverpool, but Providence guided him to the right and to us."

"But it may rain, and if it does"—

"It will not rain for a month to come Providence won't permit it to."

The deacon talked that way and believed what he talked, and Uriah talked and believed still stronger. And then the rain descended. It set in at dark one day and came down in a way to soak things. Just at daylight next morning, with the rain still coming down, the two men crept forth to see how it fared with the enterprise. There were no walls left. In place of them was a small lake of mud. Every last block of concrete had melted in the rain. The deacon and Uriah stood and gazed for five long minutes like men stupefied.

And then Deacon Pegram broke loose. It was years ago, but they still date things from that day. He whooped. He threw down his hat and jumped on it. He knocked Uriah down and jumped on him. As people came out to see what the trouble was he threw them into the lake of mud and whooped again. He went home and kicked his dog and cuffed his wife's ears, and then he ran amuck through the streets and tore gates off their hinges and uprooted sidewalks. Men ran and women dodged, and it took two lightning rod men and a chicken buyer to tie him up. He continued to whoop until his voice gave out, and for three days he was expected to die. These three days allowed Uriah Kingston to get sixty miles away and the lake of mud to crust over. The deacon's pastor called when things had quieted down, and, laying his hand on the patient's head, he softly said:

"Brother Pegram, I trust you haven't lost your faith in Providence."

"Oh, no," was the reply. "I am sure that Providence has planned for us to use the old meeting house until the roof falls in and then to rent a barn somewhere."

In time the roof did cave in, but no barn was rented. The congregation went over to the Baptists.

A SEASHORE PLAYHOUSE.

This is a story about a little girl who lived in a small house near the seashore with her father and mother and who had no brothers and sisters of her own and no playmates. Her name was Mabel, and because she had no one to play with she used to "make believe."

Mabel's playhouse was not like the playhouses of other little girls. It was on the side of a ledge at the top of the field behind her father's house. She "made believe" that the ledge was a lighthouse and that she was the keeper of the light. An old tin lantern fastened to a broomstick, which Mabel had pushed well into a crevice in the ledge, was the light.

Mabel would say to herself that she was the lighthouse keeper, and she kept a watchful eye on vessels that came round the point. She had a comfortable seat made by the formation of the rocks, almost like a natural armchair, with a very high back and arms and a broad seat, so broad that she could lay her whole length on it. This rocky seat faced the bay, and it was just above it that the light hung, and here Dinah, the assistant lighthousekeeper, generally rested.

Dinah was a big black rag doll that Mabel's mother had made for her. She

FLORA SAW DINAH AND THE TIN LANTERN FOR THE FIRST TIME.

had blue beads for eyes, a pale pink silk nose and a bright red worsted mouth. Her hair was as kinky as a raveled black wool stocking could make it, and her dress was a faded blue calico well covered by a brown gingham apron.

The assistant lighthouse keeper was supposed to tend the light when Mabel was not there. A wooden salt box gave the assistant the needed shelter from storms. The box was a little short for Dinah's length, so that her legs had to be doubled under to get her completely into it. But Dinah did not mind. Mabel had told her of all that shipwrecked sailors had to undergo if lighthouse keepers were careless and neglected a light, and Mabel felt sure that Dinah was willing to be doubled up if necessary.

When Mabel was eight years old a very wonderful thing happened. Her cousin Flora, a little girl Mabel's age, came to visit her.

After her arrival one of Flora's first questions was, "Have you a playhouse?"

"I have a play lighthouse," answered Mabel.

"What is that?" asked Flora, looking at Mabel in astonishment.

"Come and see," said Mabel, and the two little cousins went up to the ledge, and Flora saw Dinah and the tin lantern and for the first time heard about lighthouses.

"But a real playhouse has broken dishes and mud pies, and you ask other little girls to come to tea," said Flora.

Mabel shook her head. "I shouldn't like that kind," she said, "and I could not ask any little girls to tea, because there aren't any little girls for miles and miles."

"Oh, dear," said Flora, who had two little sisters and a good many playmates, "you must be lonesome all the time!"

Now it was Mabel's turn to look surprised.

"What is being lonesome?" she asked.

Flora tried to explain, but the best she could do was to say that being lonesome was wanting some one to play with. But Mabel shook her head. "I always have Dinah," she said, "and I can make believe that little girls come on visits, and I can play that I am a sea captain and my ship is in a big storm. I expect to be a sea captain some day or a lighthouse keeper."

It was a very wonderful summer to both the little cousins. Flora had her own playhouse at the foot of the ledge, with broken dishes and mud pies, and Mabel came to tea, just as her cousin had told her other little girls did. Flora often visited the lighthouse and learned to know the difference between a sloop and a schooner and the names of sails. But each little girl was satisfied with her own playhouse.—Youth's Companion.

Johnny, Jump Up!

"Jump up, Johnny," mother said.
Johnny jumped up out of bed—
Jumped so suddenly 'fore he knew.
Out the window fast he flew.
In the garden stuck and grew,
A little "Johnny-jump-up."

The Royal Bank of Canada

Incorporated 1869.

CAPITAL AUTHORIZED,.. .. .. $10,000,000
CAPITAL PAID-UP .. .. $ 6,251,000
RESERVE FUND .... $ 7,656,188

Total Assets Over One Hundred and Ten Millions.

Accounts of Out-of-Town Customers Given Special Attention

BANK BY MAIL

SAVINGS DEPARTMENT

Accounts may be opened with deposits of ONE DOLLAR and Upwards. Interest paid, or credited, half-yearly on June 30th and December 31st, each year.

H. F. BISHOP, MANAGER — LADNER, B. C.

How About Your Valuables

You insure your property against loss by fire, WHY NOT insure your agreements, mortgages, deeds and other papers against fire or other loss?

We have Safety Deposit Boxes for rent at rates averaging from $3.00 to $5.00 per year.

We have the safe with steel constructed compartments. You and only you have access to your own safety deposit box.

It is simply a question as to whether your valuable papers are worth a protection charge of

$3.00 TO $5.00 PER YEAR

THINK THIS OVER

Ladner Investment & Trust Corporation, Limited

REAL ESTATE INSURANCE LOANS

Phone L80 Ladner, B. C.

LUMBER!

EBURNE SAW MILLS, LIMITED

Manufacturers and Dealers in all kinds of

FIR, CEDAR AND SPRUCE LUMBER

Shingles, Lath, Sash, Doors Turnings and House Finishings

Phone R 14 Eburne — Prompt Delivery by Rail or Scow

Vancouver City Market

MAIN STREET, VANCOUVER

The Market is operated by the City as a means of bringing the Producer and Consumer together.

You Are Invited to Send Your Produce

We handle everything from the Farm (except milk).

By consigning your Produce to the Vancouver City Market you will get best prices, sharp returns and prompt settlements.

JOHN McMILLAN, Manager

The Best Yet NATIONAL DOG BISCUITS

If you have a good dog or a poor one they all get hungry, and can always give you to understand they are. If your dog could speak, he would say:

National Dog Biscuits, Please."

Sold in bulk, cotton sacks, and in 25c cartons by dealers.

Try Them, They Are Good.

National Biscuit & Confection Co., Ltd.

Vancouver, B.C.

Makers of the Famous Haida Chocolates and National Biscuits.

Automobiles

McLAUGHLIN AUTOMOBILES AND CARRIAGES

Carriages, Wagons and Farm Implements of all classes and descriptions.

Horseshoeing and General Blacksmith Work.

Repairs of all descriptions on Automobiles, Carriages and General Machinery.

Ladner Carriage and Automobile Works

G. T. BAKER, Proprietor

...LOCAL ITEMS...

There are over thirty families camped at the near beach this year.

Mr. E. F. Douglas and Mr. H. C. Macdonald have both gone into camp at Grauer's Beach.

Mr. Wilson, of Lanning, Fawcett and Wilson, was in Victoria this week.

Mr. W. W. Trotter, of Leeds, England, has joined the staff of the Royal Bank.

Mr. W. Anderson has arrived in the Delta from Glasgow, Scotland, and has commenced work at the new McLelan lumber mill.

Messrs. W. M. Day and E. Cook, of New Westminster, have been visiting Ladner, installing the electric fittings in the new Macrae Block, which is rapidly nearing completion.

Miss Stella Jordon, the daughter of Mr. Joe Jordon, has had a wonderful record at school, not having missed a day or been late during the last five years. She holds five proficiency certificates for these years and has now passed for High School.

Fishing has been a slight improvement this week, and if the run is not going to be a large one, the fishermen are certainly not suffering. The price of 40 cents each for sockeyes is about high water mark. Many of the canners are doubtful whether it can be paid and show a profit.

No word has yet been received with regard to the placing of the contract for the erection of the new High School. As the time for tenders expired some days ago, it is hourly expected that the authorities of Victoria will be making some communications on the subject.

Every morning sees some horses on the Ladner track going through their workout. Mr. McKillop is said to have a two-year-old that will eventually turn out a flyer of the very first class. That grand old veteran, Mr. Hollinshead, is always there of a morning and never seems to be quite at home until he is sitting behind a horse. He is a marvel at his age, and to hear the other horsemen talk of him, shows the high esteem in which he is held.

The "New Delta" came through her inspection with flying colors last Monday, when the boiler and hull inspectors were down at Ladner examining her. The boiler is submitted to stringent tests, and pumps and appliances connected with the machinery are carefully examined by the boiler inspector, while the hull forms the subject of the closest inspection by the hull inspector. Every year the boat is submitted to the same exhaustive scrutiny, and if everything is not exactly to the liking of the inspectors, a license will not be issued until the objectionable features are put right.

Quite a number of boxing enthusiasts will make the trip to Saskatoon for the 8th of August fight, when Bill Rickards and Tommy Burns will pull off their match. Rickards made himself very popular in Ladner with the boxing boys, while teaching them the "noble art of self-defence." His quite gentlemanly behaviour and the entire absence of anything "rowdy" about him, appealed to the best instincts of the healthy young manhood. Tommy Burns has also kept himself in good order throughout his long career as a good type of athletic Canadianism. It is sure to be a good exhibition of the manly art, and there is only a tithe of the danger in either man coming to any injury that is to be found in aviation, motor racing and even in these latter days, lacrosse. Any sport may develop brutality, if not kept in hand. Our neighbors across the border have developed a game of rugby football that depends on its success on animal exuberance far more than boxing or wrestling do. Still in the words of Burns, we "Compound for sins we are inclined to—by damning those we have no mind to."

Alderman Henley was a visitor to Ladner on Wednesday and Thursday of this week.

The Trader carried seventy-five tons of potatoes from Ladner to Victoria on Thursday. The yield this year will be particularly large.

Mrs. Jack Johnson, who was laid up in Victoria, is now home convalescent, and her many friends wish her a speedy quick recovery.

Mr. E. S. Knowlton, the well-known Vancouver druggist and sportsman, was in Ladner at the beginning of the week.

The roofing on the new McLelan lumber mill has been completed and this is now one of the most noticeable landmarks on the Delta river front.

Mr. M. McConnell, an old-timer in the Delta, but now resident at Spokane, has been renewing his old acquaintanceships in Ladner and vicinity.

It would almost seem that the whole population of Ladner had temporarily removed to the sea. The beaches are one long stretch of campers, and everybody seems either to be there or going to or coming bock.

The skidways for the launching of Mr. Whitworth's "Birdwell" have been laid, and e'er The Times reaches its readers, the boat may have been launched. Mr. Whitworth has exhibited great patience and prudence in the construction, and everyone will wish the vessel good luck.

The water problem in Ladner has been practically settled. The digging of the last well with the larger piping is assured of success, and one of the most serious questions of richly fertile low-lying districts has been solved.

Work has not yet been commenced on the new government wharf at Ladner. It was expected that the pile-driver would put in an appearance early this week, but up till now this has not eventuated. The traffic of produce which is increasing in the Delta by leaps and bounds makes the immediate construction of the wharf necessary.

Last week end there was a base ball game between the near beach and the far beach, which resulted in an easy victory for the former. The teams were: Near Beach—Rollie Wilson, p; Felix Guichon, c; Brawn, 2b; Scott, ss; V. Guichon, lf; Webster, rf; Grauer, cf; Maxwell, 3b; F. Murray, 1b. Far Beach—Kelly, p; Wright, c; Douglas, lf; Jacobs, rf; Gifford, 1b; Macdonald, 2b; Monkman, cf, and Simpson. The game caused a good deal of amusement and was witnessed by a large number of people.

Our popular jeweler, Mr. Weare, has just returned from a trip he made to Lowe Inlet cannery, in company with Mr. Curtis, jr. Mr. Curtis' father and mother were their hosts, and Mr. Weare is enthusiastic over the splendid trip he had, and that it agreed with him, his bronzed face and exuberant vitality declare. Lowe Inlet is between Alert Bay and Prince Rupert. The cannery there has had an abundant run of fish and are working practically at capacity. Mr. Weare speaks enthusiastically of the sport waiting the pleasure-seeking angler in this region. In the fresh water lakes the finest of trout take the fly greedily, while if the angler prefers deep sea fishing, he can catch black bass and halibut to his heart's content. If people within an easy reach have not yet learned the excelelnce of this sportsman's paradise, people from further afield have. Mr. Weare met two gentlemen from London, England, who were spending three months cruising in a launch up and down the coast. Last year they came out and were so charmed that this year they repeated their trip from the Old Country and are now more enthusiastic than ever. Some day the rich men of Vancouver and Victoria will awaken to the sporting possibilities of the coast.

BRYAN DICTATING THE DEMOCRATIC PLATFORM.

It was conceded that the Nebraskan "commoner" practically had his own way regarding what planks were to go on the Democratic platform, decided upon at the Baltimore Convention. He was biggest spirit in the great convention of Democrats there assembled. The photograph shows Bryan dictating to his secretary.

THE DELTA TIMES

"CLASSIFIED" ADVERTISEMENTS

For Sale, For Exchange, Wanted to Purchase, To Let, Lost, Found, Work Wanted, Situations Vacant, 1 cent per word, minimum charge 25 cents. Three insertions at the price of two. All Want Ads. must be in by 2 p.m. on Thursday.

FOR SALE—A Deering binder in good order. Price $25.00. Apply "A," Delta Times, Ladner, B.C.

WANTED—At once, Sunday and holiday operator. Aplly B.C. Telephone Company, Ladner, B.C.

For Sale—Massey Harris binder, in good repair. Apply Drawer "I," Ladner.

Dr. H. K. Hope, D.O.

the well known Eye-Sight Specialist, of Collister Block, Columbia street, New Westminster, will attend at Dr. King's Office, Ladner, once a month commencing Monday, July 15th, and every third Monday in the month from 10:30 to 4:30. Dr. Hope specializes in examination of eyes and fitting of glasses.

Mineral and Soda Waters

J. HENLEY

New Westminster, B. C.

Manufacturer of SODA WATER, GINGER ALE and all kinds of SUMMER DRINKS

Your Patronage Solicited

SYNOPSIS OF COAL MINING REGULATIONS.

Coal mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the Northwest Territories and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of $1 an acre. Not more than 2,560 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal subdivisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of $5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of $10.00 an acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY,
Deputy Minister of the Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for.

DR. WOOD

DENTIST

will be in Ladner every Thursday from 10:30 a.m. to 6:30 p.m.

Office over Delta Mercantile Store.

Vancouver office: 641 Granville Street.

DELTA TELEPHONE CO., LTD.

Incorporated 1910.

We are prepared to install single line or party line phones at short notice. Long distance in connection with our service. Apply to

A. DeR. TAYLOR, Sec.

NEW SCHEDULE

LADNER and WESTHAM ISLAND

Via Steveston and

S. S "NEW DELTA"

To Vancouver and New Westminster.

Week Days.

Leave Ladner—8:30 a.m., 12:30 p.m. and 6:30 p.m.

Leave Steveston—9:30 a.m., 1:30 p.m., and 7:30 p.m.

Sundays.

Leave Ladner—8:30 a.m., 6:30 p.m.

Leave Steveston—9:30 a.m., 7:30 p.m.

P. O. Drawer S. Phone 2

Delta Hotel

—J. JOHNSON, Prop.—

LADNER, - - B. C.

All Modern Conveniencies, Newly Furnished. Well Heated, Sample Room

American and European Plan

First Class Cuisine

Prompt Service

Best Wines, Liquors & Cigars

RATES REASONABLE

McNeely Concert and Dance Hall

Nut and Lump Coal for Sale

BLOCK FOR EBURNE.

Erecting Four Story Concrete Building—Shingle Mill Resumes—Hay Crop Abundant.

EBURNE, July 15—Excavation work for the construction of a four story concrete building was begun here a few days ago by A. Williams & Co., contractors for J. Grauer. When completed the structure is expected to cost in the neighborhood of $100,000. The building is being erected on the corner of Fourth avenue and Eburne avenue. The upper floors are to be used for offices, apartments and flats, while the ground floor will be devoted to stores. The building will be modern in every respect.

That the shingle market of this section of British Columbia is showing signs of enlivening is evidenced by the fact that the Crown Shingle Mill, on Lulu island, across the Fraser river, resumed operations last week with a force of 25 men, after being idle since the first of this year. Richardson & McLarty of the Fraser Mills Company took the plant recently.

Reports from farmers indicate that the hay crop of the Lulu island fields will be very abundant this eyar. Harvesting is practically completed, and the hay is now stacked on the fields drying.

Numerous farm houses are being built on Lulu island between Eburne and Steveston.

Permanent organization of the Dominion Safe Works which is constructing a factory here, will be made at a meeting of the stockholders held tomorrow when the officers and board of directors will be selected. Construction of the foundation of the big plant which is located on the Bridgeport townsite across the Fraser river was begun last week and tenders will be opened for the building of the factory tomorrow. The company expects to employ in the neighborhood of 300 men.

Machinery will be put in the new planing mill under construction by Mr. A. D. Grant within a month. The building is practically completed except for a few finishing touches and is located but a few rods from the main line of the B. C. E. R. a spur from which runs behind the plant. The mill will add 40 more men to Eburne's constantly swelling payroll.

The new piano factory seems assured since the sales agent reports that nearly a sufficient amount of the stock has been disposed of to insure the financial success of the industry. A site has been negotiated for on block 62, Bridgeport township, with one of the local realty firms. The promoters have machinery for the plant in Eastern Canada.

Mr. and Mrs. J. W. Abernethy have returned from a week's visit to Prince Rupert and Stewart. Mr. Abernethy is owner and manager of the Eburne Saw Mills Co., of Eburne.

The realty firm of J. W. Fairhill & Co. report that business is decidedly lively of late.

A press is being installed for the Point Grey Gazette in the McRae block on Fourth avenue here.

AT THE HOTELS.

Delta Hotel.

R. G. MacPherson and family, Vancouver.
W. R. McMurray and wife, Vancouver.
Mr. and Mrs. Burnside and family, Vancouver.
L. A. Thompson, Sardis.
J. W. Creighton, New Westminster.
T. Fleetwood, Vancouver.
Wm. Read, Eburne.
E. Ward, Vancouver.
J. Fenwick, Vancouver.
A. C. Rickey, Vancouver.
A. R. Macleod, Vancouver.
R. A. Simmons, Vancouver.
W. R. Smith and son, Vancouver.
J. M. Atkinson, Vancouver.
E. S. Knowlton, Vancouver.
R. Miles, New Westminster.
R. S. Miles, New Westminster.
D. Exley, New Westminster.
J. Henley, New Westminster.
D. Ferguson, Bellingham.

Ladner Hotel.

H. Lendahl, New Westminster.
R. Jolinson, New Westminster.
E. Cook, New Westminster.
W. M. Day, New Wsetminster.
A. Crandell, New Westminster.
E. C. Williams, Vancouver.
W. Anderson, Glasgow.
T. Dollar, Vancouver.
C. Sinclair, Vancouver.
M. McConnell, Spokane, Wash.
Frank Wolford, Vernon.
C. Lund, Vernon.
J. McCallum, Vancouver.
W. Sutherland, New Westminster.
W. Bradley, New Westminster.
J. McPherson, Vancouver.
W. C. Hess, Vancouver.
F. C. Hess, Vancouver.
W. W. Trotter, Leeds, England.

LADNER BARGAIN CENTER

Cool Goods At Cool Prices

Are you keeping cool during the warm weather? If not, let us suggest to you how. We are showing a range of dress Muslins, special for Saturday and Monday; regular prices from 20c to 30c a yard. These will all go on sale for two days only at 12 1-2c Yard.

Should the Muslin not help to keep you cool, the price, sure will.

WALTER'S

THE WHITE STORE

Phone 39 Westham St. Ladner, B. C.

Goods Delivered to all parts of the town.

LADNER HOTEL

Corner Westham and Delta

Favorite Resort for Automobile Parties

H. W. SLATER, Prop.

IS IT WORTH WHILE?

Is it worth while that we jostle a brother
Bearing his load on the rough road of life?
Is it worth while that we jeer at each other
In blackness of heart—that we war to the knife?
God pity us all in our pitiful strife!

God pity us all as we jostle each other!
God pardon us all for the triumphs we feel
When a fellow goes down—poor, heart broken brother!—
Pierced to the heart. Words are keener than steel
And mightier, far, for woe and for weal.

Were it not well in this brief little journey
On over the isthmus, down into the tide,
We give him a fish instead of a serpent
Ere folding the hands to be and abide
Forever and aye in dust at his side?

Look at the roses saluting each other;
Look at the herds all at peace on the plain.
Man, and man only, makes war on his brother
And dotes in his heart on his peril and pain,
Shamed by the brutes that go down on the plain.

—Joaquin Miller.

THE FIRST ROBIN.

THE sweetest sound our whole year round—
'Tis the first robin of the spring.
The song of the full orchard choir
Is not so fine a thing.

—Edmund Clarence Stedman.

LORDS AND LADIES GAY.

WAKEN, lords and ladies gay!
On the mountain dawns the day.
All the jolly chase is here
With hawk and horse and hunting spear.
Hounds are in their couples yelling.
Hawks are whistling; horns are knelling.
Merrily, merrily mingle they,
"Waken, lords and ladies gay!"

Waken, lords and ladies gay!
The mist has left the mountain gray.
Springlets in the dawn are steaming,
Diamonds on the brake are gleaming,
And foresters have busy been
To track the buck in thicket green.
Now we come to chant our lay,
"Waken, lords and ladies gay!"

Waken, lords and ladies gay!
To the green wood haste away.
We can show you where he lies,
Fleet of foot and tall of size.
We can show the marks he made
When 'gainst the oak his antlers frayed
You shall see him brought to bay.
Waken, lords and ladies gay!

Louder, louder chant the lay,
Waken, lords and ladies gay!
Tell them youth and mirth and glee
Run a course as well as we.
Time, stern huntsman, who can balk,
Stanch as hound and fleet as hawk?
Think of this and rise with day,
Gentle lords and ladies gay.

—Sir Walter Scott.

DENVER IS FLOODED.

Most Terrific Storm in History of Colorado's Capital—Loss of Life and Property.

DENVER, Colo., July 15.—Although the police early today expressed the fear that a dozen or more persons were drowned in the cloudburst and flood which swept Denver yesterday, there was confirmation of the death of only one man. Two men are missing and a woman and a boy were seen to fall into the flood. The flooded district has not yet been thoroughly examined, however, and other fatalities may be revealed before night. The property loss will run between $1,000,000 and $4,000,000 according to today's estimates.

The flood was the most terrific in Denver's history as a large city, the only scourge comparing with it being a flood in 1864, which killed many persons. The storm, which came in the wake of a sultry morning, did not extend beyond a radius of twenty miles.

SHIPPING PRICES UP.

VANCOUVER, July 16.—A heavy shipper has just applied at Victoria for space for 300 tons of export goods to China and Japan on one of the regular lines, and was informed by the agents, who six months ago, were seeking to secure cargo, that they could not promise any space prior to November 1. This is one significant indication of the great increase in business in the transpacific trade. Overseas vessels are loading capacity cargoes of flour, feed and lumber for Oriental and European ports, and it is declared by leading shipping men that there has never been less idle Pacific Coast tonnage than now. An increase of rates, it is asserted by leading shipping men, is probable if the struggle for tonnage is maintained. Rates are increasing all over the Pacific.

ACTIVITY CONTINUES.

Another Real Estate Transfer on Lulu Island Within Radius of Harbor Scheme.

Activity in waterfront property continues. Yesterday a local syndicate purchased the west half of lot 15, Lulu Island, for $20,000, the sale being put through by Mr. C. A. Bourne, of Mr. J. J. Johnston's office. This property has a waterfrontage of 330 feet, and is regarded as one of the best pieces of property in relation to the harbor scheme, and the price paid, which is equivalent to $60 per front foot, is considered a low one.

WASHINGTON STATE

BUSH IS NOT READY.

TACOMA, July 18—Irving T. Bush, head of the Bush Terminal Company of New York will leave for New York tonight following a luncheon tendered this noon at the Tacoma hotel by the business men of the city He has stated positively that for the present he will entertain no proposition for the establishment of a terminal project here and urged the city to buy all available waterfront and lease the ground on easy terms to manufacturers.

Mr. Bush said he would not visit Seattle or Vancouver but that he expected to sail for Europe from New York on the Olympic July 27.

Municipal Dock Success.

TACOMA, July 18—Tacoma's municipal dock has proven such a winner that the boats are crowding the wharves beyond capacity. To try to care for the business the city will erect 60 feet more of wharf at once for smaller boats under the bridge.

Object to Filipinos.

TACOMA, July 18—Tacoma longshoremen have protested against the government loading the cable ship Burnside with several tons of cable here by the Filipino crew and the Commercial club has taken it up by wire with Washington to find out why local men are not given the job. Despite protests the government's men are doing the work.

Thought He Was at Circus.

TACOMA, July 18—After having lain in a morgue unidentified for eight hours while his mother supposed he was attending a circus yesterday, Harold Alfred Howes, aged 15, was finally identified by J. N. Windley, a neighbor, who recognized a newspaper description of the lad. Mrs. Howes was hysterical when notified of her son's death. He fell from an auto truck while stealing a ride and the rear wheels passed over his head and chest.

Cement Plant Progresses.

BELLINGHAM, July 18—Preparations are now being carried on rapidly for the erection of the steel framework of the buildings at the plant of the Olympic Portland Cement Company and all the preliminary work is being done so that when the first shipment of steel arrives from the East it may be erected without delay. As yet only a small shipment of steel is on the ground but more is expected to arrive within a few days.

No Fires Yet.

OLYMPIA, July 18—In spite of the warm weather Fire Warden Welty reports there are no fires in the state at present. Mr. Welty has appointed Archie Reynolds of Seattle, as deputy for King county, and E. W. Davis, of Everett, for Snohomish.

Went Into Ditch.

EVERETT, July 18—Frederick Busch, a pioneer of Granite Falls, was killed on Tuesday 12 miles south of Everett, on the Pacific Highway, while traveling in his automobile to the Seattle Potlatch. His wife suffered a broken right arm when the car turned turtle and went into a ditch eight feet deep.

Admitted to Bail.

PASCO, July 18—Mrs. Anna Christensen, who is charged jointly with A. R. Garey with the murder of her husband, H. E. Christensen, was admitted to bail on Tuesday in the sum of $20,000. Although attorneys for the defense had not anticipated that Judge Holcomb would fix the bail at more than $10,000, they believe they will be able to obtain the bonds. The case was heard behind closed doors, only newspaper reporters being allowed to remain, and they were cautioned as to what might be made public.

Rescued—It Bit Him.

SPOKANE, July 18—"Help! Help! My darling will be killed." A woman, clasping a squirming white bundle in her arms stood in the smoke-filled second story window of a burning house here and shrieked that appeal to Firemen below. Fire Chief Albert Weeks was the first to respond. He took his stand below the window and shouted: "Throw the child down, I will catch it." The white bundle dropped into the waiting arms and Chief Weeks discovered he had caught a white poodle, which immediately bit him.

Bay is Busy.

BELLINGHAM, July 18—Bellingham bay and the numerous docks along the waterfront present a busier appearance at the present time than at any period for several months past, with six large vessels loading cargoes for outside ports. At the E. K. Wood mill four vessels are taking cargo and at the Sehome dock two schooners are loading poles and piling which is being shipped to San Francisco by the Nestos Timber Company. In addition to the vessels now loading in the harbor five more are expected to arrive and take cargo within the next few days.

Gets Two Years.

SEATTLE, July 12—Robert M. Hopkins pleaded guilty to a charge of embezzling from the government of $19,287.10 and was sentenced to two years imprisonment on McNeil island and to pay a fine of $1000. Hopkins was first clerk of the United States district court and deputy clerk to the circuit court from 1895 to 1911. On resigning he was indicted.

Build Switching Station.

BELLINGHAM, July 12—To handle the immense electric power which will be brought to the city from the Stave lake power plant for the use of the Whatcom County Railway & Light Company, a high power switching station, capable of controlling the current from five high power transmission lines, is to be built at once near the site of the present power plant of the company on York street. Foundations are now being laid for a building which will be approximately 50 by 100 feet, and the building, which is to be of brick and steel, will be erected on the foundations at once. It is planned to have the structure complete and in operation within three months.

Home Course In Road Making

IV.—State Aid In Road Improvement.

By LOGAN WALLER PAGE, Director Office of Public Roads, United States Department of Agriculture.

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THE principle of state aid and state supervision seems to offer the best solution of the road problem. The first state to adopt state aid was New Jersey, a law having been passed by the legislature of that state in 1891. Since that time about two-thirds of the states of the Union have adopted some form of state aid or state supervision.

In order to receive the aid of the state the counties or townships are required to pay a portion of the cost. This amount varies in the different states from 25 to 50 per cent, but in some of the states the whole cost of

A STATE AID ROAD IN NEW JERSEY.

certain trunk line roads is paid by the state. The principle of state aid is that the state contribute to road improvement out of a general fund to which all taxpayers contribute. The fund does not come from farmers alone, but from all the people, and especially from those that are more abundantly able to bear the burden of taxation. A great injustice has been done the farmers of this country in expecting them alone to shoulder the entire expense and responsibility of building country roads. The residents of cities have signified a greater willingness to contribute to this fund than those who live in the rural districts, notwithstanding the fact that practically all the state aid laws prohibit the use of the money within the limits of cities and towns. State aid tends to equalize the burden of taxation.

Every one who uses a highway or receives any benefit from it should contribute to the cost of its improvement. The farmer is not the only one who uses the country roads or receives benefit from them. They are also used by the country merchant, the lumber dealer, the itinerant peddler, the village doctor, the commercial salesman, by the wheelman and the automobilist, and to a greater or lesser extent by the entire people. The city dweller cannot live without his daily supplies from the farm, and he must pay daily and in cash the greater share of all extra cost attending their transportation.

Some of the state highway departments are operated on a purely political basis, and it very frequently happens that the highway commissioners, as well as their subordinates, are removed from office for purely political reasons, no matter how efficient or competent they may be. This is the most serious defect in our state aid system.

Any law providing for state supervision and state aid should be so framed as to remove its administration as far as possible from the influence of partisan politics. A plan that seems to be meeting with general approval is one which provides for a nonpaid, nonpartisan and technically competent commission that consists, for instance, of a professor of civil engineering from one of the leading universities or colleges of the state, the state geologist and one civilian member to be appointed by the governor. A commission thus constituted has a majority of its members selected because of their training and ability and without reference to their political affiliations. The civilian member appointed by the governor should bring to the commission the business ability essential to the proper and economic organization and prosecution of its work. At the same time, so long as the governor could appoint only the minority of the commission and the same being nonpaid, there would be little inducement to make the position one of political preferment.

The actual work of a state highway department should be under the direction of one man possessing technical qualifications, experience and executive ability. This official should be appointed by the commission. He should be a civil engineer, skilled and experienced in road construction and maintenance, and his salary should be fixed by the commission. His position should be permanent, and he should not be removed except for incompetence or malfeasance in office.

The state highway engineer should be empowered to appoint all of his assistants after proper examination and with the advice and consent of the commission, to receive all bids and to award contracts, to supervise the work of construction and maintenance, and, in fact, he should be given full authority in all executive work of the department. The state highway engineer should prepare a map of such of the main highways of the state as should most properly constitute a system of state or trunk line roads to be improved either in part or wholly by the state. State road improvement should be carried forward with the ultimate idea of developing a continuous system of trunk lines running throughout the state and connecting, if possible, with similar trunk line roads in adjacent states and with the necessary lateral roads in each county.

The state highway engineer should be given authority to call on county or township road officials for information concerning the roads under their supervision, and it should be made mandatory on such officials to furnish such information upon request. This is very desirable, as it is necessary for the state highway department to keep posted as to conditions existing in different counties.

In most of the state aid laws the initiative in obtaining state aid rests with the county or township authorities. This is a wise provision, because, in the first place, the local authorities are in better position to know what roads it will be to the greatest advantage of the county or township to improve, and, in the second place, they are best able to determine the extent of the county's ability to share in the expense of such an improvement. Another consideration of great importance in this connection is that if the initiative were to rest entirely with the state there would be a certainty of conflict of authority between the state and the counties, resulting in the ultimate failure of the state aid plan.

The only case in which the roads can be built by the state without the full and hearty co-operation of the counties or townships is where the state pays the entire cost of building and maintaining the roads. Most of the laws provide that state aid shall not be granted until the application of the local authorities has been approved by the state engineer, which enables the engineer to exercise a sort of supervisory power over the selection of the roads to be improved, to the end that the various roads throughout the state shall conform to a general system.

All surveys, plans, specifications and estimates for state roads and bridges should be made by the state highway engineer's office, thus insuring uniformity and a high degree of excellence. All improvements to cost over, say, $2,000 should be let to contract, as it has been found that this means economy both in time and money and with proper supervision will usually give better results than could be obtained otherwise.

Some of the states provide that the whole cost shall be paid in the first instance by the state, the counties or townships being required to reimburse the state for their share at a fixed time after the road is improved.

Bridges and culverts should be considered as a part of the road and the state should aid in their construction within proper limitations in the same manner as for the road itself. When the work is let to contract the contractor must of necessity advance money in the performance of his contract and is therefore entitled to receive partial payments thereon as the same progresses, but not over 85 per cent of the contract price of the work should be paid in advance of its full completion and acceptance.

The state highway engineer should be required to keep all roads built by the aid of the state in proper repair, the total cost of such repairs to be paid by the state, the counties and townships to reimburse the state in the same manner as for the construction of the road. The reason for this is that road maintenance is of as great or even greater

A STATE ROAD IN CONNECTICUT.

importance than road construction, and the best roads if neglected soon go to ruin.

It is utterly useless to establish a state highway system without at the same time providing an adequate source of revenue. Unless there is a surplus in the treasury for this purpose a special tax should be levied or a state bond issue should be authorized. On the theory that automobiles are destructive to improved roads most of the state aid states provide that the proceeds of automobile licenses over and above the expenses connected with issuing such licenses be applied to the state highway fund and used for the purpose of constructing and maintaining the roads.

A LAND SETTLEMENT SCHEME.

George P. Stafford, a Surrey Farmer, Has One for the Valley Which He Believes In.

(From The British Columbian.)

Mr. George P. Stafford, of Strawberry Hill, is a man with an idea. He has spent some time studying the needs of the Fraser Valley, and in common with practically everyone who has given the matter any thought, realizes that something should be done to facilitate settlement in the valley. Accordingly, he has evolved a scheme to produce the desired result, of which he has the following remarks to make:

"As a result of my experiments, I believe that we have much very valuable land in Surrey lying idle, which would, if given fair treatment, produce not only the heaviest crops, but also of the highest quality. In particular, I am prepared to prove that what is generally considered worthless land is capable of producing a prolific crop, if given the right treatment.

"To this end I have evolved a scheme, which I want to be called the George P. Stafford settlement scheme. As a preliminary to launching this project, I want all the owners of cleared or half cleared to give the scheme an option on their land for a stated period. I also want a number of capitalists to contribute. Owners of land joining the enterprise would be given one vote for each five-acre plot, and capitalists, one vote for each $1000 stock. As promoter of the scheme, I would take half a vote for each plot. An account would be opened at the Bank of Montreal in the name of the George P. Stafford Settlement Scheme, and all moneys and options to be deposited in the bank to the scheme's account. I would suggest that men in known public and financial standing have control of the fund, which would be closed in ten days. At that time, a meeting would be held, at which I would submit the scheme in detail, and after this has been done, if the shareholders consider it feasible, we will proceed to make it a great success."

Mr. Stafford is thirty-six years of age, and has spent practically all his time on and around farms. His father was a small holder, having a five-acre farm for which he pays rent at the rate of $250 per year. Seven years ago, Mr. Stafford became tired of working for wages, and emigrated to Canada, where after working for a farmer near Regina for a time, he took up a homestead in the Long lake district of Saskatchewan. One day he read some articles descriptive of the Fraser Valley in the Overseas Mail, as a result of which he wrote for further information, and later sold his homestead and hit for British Columbia. He came off the prairie with a couple of boys extra, also a good sized roll, and soon was located on a five-acre farm on the Newton road, one of the finest farming districts in the municipality of Surrey.

He started building, and had his house half built when he got his first jar. This is how he tells it:

"An old settler stopped his horse, and spoke—knocked. He tried to encourage me by saying how many failures had gone broke on the land I had bought a piece of. . . . . This was in January; for the next three months I was busy building and slashing, and listening to knockers—mostly old settlers who had got their land for nothing. I think I had the usual B. C. patch cleared in about two weeks. Then the Knockers' Union got real busy. They can get awful earnest if you attempt to clear or slash more than a quarter of an acre. I had done a crime in their sight by clearing about an acre. . . . I found it very hard work, and had only one neighbour encouraging me. He was just out from Ontario, and I found to my sorrow that the union were knocking him also. . . . I started sowing radishes in February and peas—in fact, I thought the climate was as mild as the west of England, and I could start seeding as is usual over there. As a result, the Knockers' Union had lots of laughter. Then I went to the store and started kicking about bad seeds, and then I got my first good advice: Don't plant early; wait lots of time. . . . Then I began to experiment, and I got wonderfully surprised. . . . . I have got such wonderful results, in fact, that I have scared some of the chronic knockers into paying as much for five acres as they got for a quarter section."

Mr. Stafford adds that he is now worth about $3000, and is proceeding to take options on a few parcels of land, in preparation for the execution of his scheme, which, while it is primarily for the good of the district, he expects to give him good returns. In this scheme he expects to enlist the aid of the Provincial government, and the Boards of Trade of the valley, and he is prepared to show how big crops can be got out of what the knockers call hardpan and most people consider worthless for agricultural purposes.

JUNE WAS FATAL MONTH.

OTTAWA, July 18.—According to the Industrial Accident Record of the Department of Labor 62 persons were killed and 249 injured during the month of June in the course of their employment. A comparison with the records of the previous month and of June, 1911, shows that there were 28 fewer fatalities than in May and thirty less than in June, 1911. Of the non-fatal accidents, there were eight more recorded than in May and 137 more than in June, 1911. There were but two accidents recorded involving the death of mone than one workman, one of which occurred on June 1, by which eight construction laborers were killed during blasting operations on railway work near Stones Corner, Ont., and the other a head-on collision of railway trains near Nipegon, Ont., which cost four railway employees their lives.

POSSIBLE FUTURE OCCUPANTS OF THE WHITE HOUSE.

Governor Woodrow Wilson and his family, from photograph made at Sea Girt, N.J., the governor's summer home, immediately after receiving the news of his nomination. From left to right: Miss Eleanor Randolph Wilson, Miss Margaret Wilson (with sweater). At back is Miss Jessie Wilson (the baby of the family) and Mrs. Wilson, the governor's wife.

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