SATURDAY CHINOOK

VANCOUVER BRITISH COLUMBIA CANADA

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EDITORIAL OPINIONS

GEORGE M. MURRAY - - - - Editor

"The truth at all times firmly stands
And shall from age to age endure."

THE PACIFIC AND GREAT EASTERN RAILWAY REQUESTS

IN view of the organized raid to be made upon the treasury of the Province of British Columbia by the Pacific and Great Eastern Railway crowd at the session of the Legislature to be held next month, Mr. Patrick Donnelly's reference to the question of Provincial aid to railways made at a recent public meeting will be of wide interest.

Mr. Donnelly's revelations regarding the agreement which exists between the Province of British Columbia and the Pacific and Great Eastern Railway are startling in the extreme. They seem to prove that the hands of the people are tied and that all the power rests with Messrs. Foley, Welch and Stewart so far as further negotiations are concerned.

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While a great many responsible men feel that the Pacific and Great Eastern should be pushed forward and that aid should be given Messrs. Foley, Welch and Stewart that they may be pulled out the hole in which they claim the war has placed them, there are many people who would be very glad to see the road taken over as a Government owned route to the Peace River district.

In the Peace River District is the only land which is worth while in this Province which has not fallen into the maw of the speculator. Here is Government land and the chance for a government-owned road leading thereto. If Messrs. Foley, Welch and Stewart are in a parlous financial position, in spite of their $25,000,000 capitalization and government guarantee of a bond issue of $20,160,000—if they are up against it with only a small part of the line complete and open to traffic—how much money will they need to finish the road?

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It is a known fact that the Pacific and Great Eastern Railway people have put very little actual money into the road. They have followed the same tactics employed by Mackenzie and Mann in the Canadian Northern Pacific transactions and any one who criticises the Government's position in regard to the Canadian Northern Pacific promotions, must logically refuse to submit to any further subventions to Messrs. Foley, Welch and Stewart.

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How the cards were stacked against the people is a matter which has not received wide publicity. Mr. Donnelly's speech dealt in no uncertain language with this phase of the question. In view of the organized raid upon the treasury to take place shortly, it was quite in order to dig into some of the records at Victoria, with a view of finding how the Pacific and Great Eastern agreement was drawn up. The Government promise to give Messrs. Foley, Welch and Stewart another six and a half millions of the people's money.

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For the past three days no train has entered Vancouver from the east. Were this tie-up of transportation to continue for any length of time, the people of this city would suffer ere long for food. Should nature's blockade be extended to the sea, we in the city of Vancouver would starve to death within a very short time. Therefore, as Mr. Donnelly says, we had planned the P. & G. E. Railway and the Kettle Valley Railway—to be food routes from the agricultural hinterland of British Columbia to the metropolis. That the promoters of the Pacific and Great Eastern should prostitute such a noble plan to the milking of the money out of the pockets of the citizens of British Columbia, makes their work all the more evil in all its aspects.

Twenty-five millions of dollars was the capitalization of the Pacific and Great Eastern Railway and the capital stock was to be divided into shares of $100 denominations. The agreement between the Government of British Columbia —Mr. W. J. Bowser, Attorney-General, scrutinizing all such agreements—and the Pacific and Great Eastern Railway—Mr. W. J. Bowser, lawyer, handling the company's legal work—provided that the capital stock of the company, the bonds of the company or the debentures of the company might be used, as the officers of the company saw fit, to pay engineers, contractors or others and for the purchasing of rolling stock, right-of-way and materials of all kinds needed by the company.

After the organization of the concern had been completed, the Pacific and Great Eastern Railway then asked for a guarantee from the Government of a bond issue which would enable them to proceed with the building of the road. The agreement between the company and the Government, covering this feature, was the same as the agreements made in former years with Mackenzie and Mann on the Canadian Northern Pacific. The Government guaranteed the company to the extent of $35,000 a mile. In 1914, when actual construction had been undertaken, they came back for another guarantee and got another $7,000 a mile. The original agreement called for a length of 450 miles. This was later increased to 480 miles. So that the Government, up to the present, has placed its name on $20,160,000 worth of bonds alone—bonds issued by a concern with $25,000,000 worth of watered stock.

The question of the actual investment by the directors of the Pacific and Great Eastern Railway is one which has never been answered. It has been stated that the owners of the road have not put in more than a few thousand dollars in actual cash. Some say that it is $10,000, and others say that they have put in $100,000 in real money.

Mr. Flumerfelt, the new finance minister, promises that he will make a complete investigation of the affairs of the company, and if SUCH A THING AS AN INVESTIGATION OF THE AFFAIRS OF THE COMPANY WERE NOT PROHIBITED IN THE PACIFIC AND GREAT EASTERN ACT WE MIGHT FIND JUST HOW MUCH ACTUAL MONEY HAS GONE INTO THE ROAD.

From Victoria may be secured from time to time great tomes in which are kept the records of things which happen at the Legislative Assembly which must be kept track of. These records are not such as may appeal to the ordinary man in the street. It takes either a lawyer or a man of John Oliver's experience to dig things out of these great, dry books which come at two dollars and a half each.

How then were the bonds of the Pacific and Great Eastern disposed of?

At what discount were they sold?

What did the road actually cost per mile?

To whom were the bonds sold?

How much per mile was paid for building the great grade at North Vancouver which a wave washed right into the sea, rails and all?

When will the road be complete?

Will Mr. Flumerfelt's enquiry answer all these questions?

Turn with Mr. Donnelly to one of those dusty volumes. Look up Sec. 283 of the Railway Act, Chap. 194, R.S.B.C. 1911. Under this sensational head may be found the part of the agreement which enables the Conservative party, including Mr. Bowser, who drew that agreement up as lawyer for the company and as lawyer for the Government, Mr. Tisdall who helped railroad it through the house, and Mr. Flumerfelt, the financier, to come out and agree to a full and complete investigation of Pacific and Great Eastern matters before granting the six and a half million dollars being sought at the present moment.

Here is the joker which helps the politicians round the corner on a single wheel, as Mr. Donnelly pointed out. It is the saving clause. It is the feature of the whole act which marks it as the most bold and brazen bit of legislation ever spread upon the statute books of any self-governing community. This section gives the Pacific and Great Eastern Railway the absolute right to refuse any enquiry into teh affairs of the company. The public may put up its millions to buy for Messrs. Foley, Welch and Stewart this railroad to the Peace River, but the public has no right whatsoever to any information whatsoever regarding the affairs of the Pacific and Great Eastern Railway, and it is so specified in the railway act.

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The Vancouver PROVINCE printed an inspired article some days ago in which it said that Flumerfelt and the gang were prepared to grant an investigation of the affairs of the company by a "non-partisan" tribunal. This article was a sort of challenge to the other side.

Section 283 of the Railway Act says that the Minister may from time to time serve the company with notice to furnish him with a statement of assets and liabilities, etc., and a statement of stock or bonds sold for other consideration than cash—a statement of the cost of construction or any other such information.

BUT SUB-SECTION 3, SEC. 283, CHAP. 194, R.S.B.C. 1911, SAYS: THAT WHEN ANY SUCH INFORMATION IS FURNISHED THE MINISTER OR ANY EVIDENCE TAKEN BY HIM IN CONNECTION THEREWITH, SUCH INFORMATION OR EVIDENCE TAKEN BY HIM IN CONNECTION THEREWITH, SUCH INFORMATION OR EVIDENCE SHALL NOT BE OPEN TO THE PUBLIC OR PUBLISHED, BUT SHALL BE FOR THE INFORMATION OF THE MINISTER ONLY.

Supposing Mr. Flumerfelt should make an investigation of the affairs of the concern known as the Pacific and Great Eastern Railway, as Mr. Donnelly pointed out, it would be necessary for him to keep all his findings secret. He could not publish anything regarding the company or its workings, for the law prohibits him from so doing. This law, let us remember, was put into effect by Mr. Bowser, Attorney-General, who is the same Mr. Bowser who was Attorney-General for the Pacific and Great Eastern promoters. Mr. Tisdall helped by voting for the agreement just as he voted to put through the charter for a certain financial corporation which also took money from the public and never made a truthful statement of the expenditure of that money.

Follow the Railway Act further, and you will find that in Sub-section Four of the same section it is stated that when the Minister has received all the information possible from the "thorough and complete" investigations planned by Mr. Flumerfelt, "the Lieutenant-Governor-in-Council may require the minister to communicate to the Lieutenant-Governor-in-Council any or all information." But the goings on in the council is supposed to be the King's business and information that is communicated to the Lieutenant-Governor-in-Council is usually of a secret character.

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That the dismal secrets of the Pacific and Great Eastern may be further guarded from the people who are bleeding the money to enable the promoters of the concern to go ahead, as Mr. Donnelly put it. Sub-section five generously allows that the minister may authorize any part of such information to be made public when and insofar as there may appear to the minister to be good and sufficient reasons for so doing. IF THE INFORMATION SO PROPOSED TO BE MADE PUBLIC BY THE MINISTER IS OF SUCH A CHARACTER THAT THE COMPANY WOULD IN THE OPINION OF THE MINISTER OBJECT TO PUBLICATION THEREOF, THE MINISTER SHALL NOT AUTHORIZE SUCH INFORMATION TO BE PUBLISHED WITHOUT NOTIFYING THE COMPANY AND HEARING ANY OBJECTION THE COMPANY MAY MAKE TO SUCH PUBLICATION.

Here then are merely a few excerpts from the provisions under which the Pacific and Great Eastern Railway people have received aid from the Provincial Government up to date.

These people who have the power to place upon the law books of this company what legislation they deem fit, now seek six and a half million dollars further to support the tottering structure from beneath which they have already prepared to withdraw. Six and a half million dollars is the sum they seek and so far the Government has given them every consideration.

"We will have an enquiry," the Government glibly promises, "an enquiry into the whole situation of the Pacific and Great Eastern Railway."

BUT MR. BOWSER'S LEGISLATION ALREADY ON THE LAW BOOKS OF THE PROVINCE SAYS THERE CAN BE NO ENQUIRY, SAVE SUCH AN ENQUIRY AS IS DICTATED BY THE PROMOTERS OF THE RAILWAY. And Mr. Bowser put this legislation on the law books and in it he was supported by Mr. Charles Tisdall, who wishes to become a cabinet minister in a "business man's Government." Here let it be stated tha if all business men were contractors doing business with the government of British Columbia, then it would be a business man's Government.

Mr. Donnelly points out how the game of the clique owned by the railroad contractors has been to fool the people by means of marked cards. Mr. Flumerfelt's promise of a complete and full investigation is alright for the unwary. Should it work and should the railroad ticket be elected, then Mr. Flumerfelt, suddenly awakening up to the true state of affairs, might plead that before he ever became a minister, an agreement was signed between the Government and the railway which makes a complete and full investigation an utter impossibility. He could lay the blame upon Sir Richard McBride, Price Ellison, Dr. Young, or others not present, and immediately proceed to divide six and a half million dollars of the people's money among Messrs. Foley, Welch, Stewart, their lawyers, lobbyists and retainers.

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ONE COURSE WHICH MIGHT BE FOLLOWED IN THE INTERESTS OF THE PEOPLE OF THIS COUNTRY IS FOR THE PEOPLE TO ELECT A NEW GOVERNMENT AT VICTORIA WHO WOULD GO INTO OFFICE PLEDGED TO WIPE OFF THE STATUTE BOOKS THE CROOKED RAILROAD LEGISLATION ENACTED BY THE VASSALS OF THE PACIFIC AND GREAT EASTERN RAILWAY. FOR THE LIKE OF IT PROBABLY HAS NEVER BEFORE DEFACED THE RECORDS OF ANY BRITISH PROVINCE.

One of the big issues before the people of British Columbia today is the policy to be followed in the handling of the Pacific and Great Eastern Railway. The road to Fort George is in length 480 miles. From Fort George onwards to the Peace is another stretch of more than five hundred miles. If the contractors are allowed to have their own way on the Vancouver-Fort George division, you may rest assured that they will go right after the contract for the road from Fort George onward.

THUS IF THEY GET BY WITH THEIR DEMANDS THIS YEAR THE ENRICHED BAND OF RAILROAD LOBBYISTS WILL FOLLOW UP THEIR ADVANTAGE, WILL SEEK AND SECURE A STRANGLE HOLD ON THE REMAINDER OF THE LINE, IF THEY HAVE NOT ALREADY GOT SUCH A HOLD.

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In Alaska the United States Government is building its own roads and transportation utilities. We in British Columbia should not lag behind and follow the spendthrift policies of the years that have gone by—policies which have placed a railroad debt around the necks of the people for several generations to come.

The present war will cost the Canadian people a vast sum of money. But that sum will only be small as compared with the colossal debt the Canadian people will be called upon to pay in conection with Grand Trunk Pacific, Canadian Northern and other railroad promotions.

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THERE ARE PEOPLE IN BRITISH COLUMBIA WHO ARE PREPARED TO RUSH INTO THE ARMS OF MESSRS. FOLEY, WELCH AND STEWART WITH AS MANY MILLIONS OF OTHER PEOPLES MONEY AS THE INTREPID RAILROADERS DEMAND.

THE REAL CITIZENS OF BRITISH COLUMBIA

ONE of the most solid institutions in the Province of British Columbia is the co-operative farmers' insurance society, which was organized in 1902—the Mutual Fire Insurance Company of British Columbia.

Upon the invitation of that sterling citizen and stout champion of agriculture, Mr. Thomas Kidd, of Lulu Island, the editor of the SATURDAY CHINOOK was given a place at the banquet board which was spread, following the annual meeting of the society, Wednesday evening of this week, at the dining-hall of the firm of David Spencer, Limited, Vancouver.

Our eyes were opened to many things which bear upon the development of British Columbia. There were fifty men at the board and every man bore the appearance of a substantial and progressive citizen. Here was a more honest band of men than it is usual to meet in this country. In fact it seemed to us that at last we had discovered at least a fork of the root from which must grow the great, solid and substantial British Columbia of the future.

More than three thousand farmers in British Columbia have policies with the Mutual Fire Insurance Companies. Within the past two years, Manager Townsley reported, the volume of business written increased one million dollars.

Some say that the farm doesn't pay in British Columbia.

Some say that the farmers are losing money.

Now the Mutual does not belong to the board companies, which set a rate for one section of Vancouver of SEVEN DOLLARS AND A HALF A HUNDRED. The Mutual, like all things worth while, is independent in spirit, it is non-board. It gives the farmer A RATE OF FORTY CENTS A HUNDRED.

If a man have a mortgage on his farm, the mortgage company will force him to insure his buildings with a board company. That is an accepted rule. Here then are three thousand farmers in British Columbia who insure their buildings with the company that pleases them and serves them and gives them a chance to participate in the profits — a company which gives them protection against fire at A RATE OF FORTY CENTS A HUNDRED.

HERE ARE THREE THOUSAND BRITISH COLUMBIA FARMERS WHO ARE ABLE TO LAUGH IN THE FACE OF THE MORTGAGE COMPANIES.

During the evening there was an oration by Mr. G. S. Willson, of Eburne, and speeches by Mr. Thomas Kidd; Rev. Mr. Wright, Eburne; Mr. John W. Berry, Langley Prairie; Captain W. F. Stewart, Eburne; Mr. Alex. Philip, North Vancouver; Mr. J. Bailey, Sardis; Mr. William Townley, the manager, Vancouver; Mr. J. A. Catherwood, Mission, and Alderman McAdam, New Westminster.

Mr. Berry referred to the great attention which glib-tongued city men develop every three or four years in the great cause of agriculture. He didn't think much of the politicians. He was strong for the farmer learning to help himself. The success of the Mutual was only one example of what the farmers of British Columbia might do if they put their minds to it.

In the speech of Mr. Bailey, of Sardis, a glimpse was given of the inner working of the milk business. If a farmer gets four cents a quart for his milk and the city man paid ten cents for his milk, where did the six cents go to? A fair question, producers and consumers will admit. The way to save the six cents on every quart was to organize things as the farmers had organized on the insurance problem.

Mr. Kidd had a few remarks regarding the landlords of the old country who had given their broad acres over to raising deer and grouse and rabbits. Had they been raising BRITISH MEN on those acres and tilling BRITISH ACRES there would be less of a problem before the War Office in filling the ranks for the front. Mr. Kidd hoped the day would come when Canada would have 160 acres for every worthy man landing on those shores and in allotting this land, he would give the Britishers a chance before other nations.

Of those who sat down together at the feast of the Mutual Fire Insurance Company to as good a meal as Mr. Spencer ever provided, the following names might be mentioned: John Hall, Jubilee; George Rumble, Jubilee; Capt. W. F. Stewart, Eburne, Vice-president; E. N. Brown; Thomas C. Usher, Eburne Station; W. S. McLean; W. R. Stewart; H. J. Gray; Pte. T. A. Clegg, 72nd Batt. C.E.F.; J. A. Catherwood, Mission City; J. Bailey, Sardis; J. W. W. Berry, Langley Prairie; W. McAdam, New Westminster; George M. Murray, Vancouver; D. A. McKie, Ladner; J. B. Elliot, Ladner; Wm. Townsley, manager, Winch Building, Vancouver; G. S. Willson, Eburne; Rev. John H. Wright, R.R. No. 1, Eburne; Thos. Kidd, president, Steveston, B.C.; B. W. Garratt, Eburne Station; Alex. Philip, North Vancouver; J. MacIntosh, Eburne; W. T. Easterbrook, Eburne; Geo. Easterbrook, Eburne; James Thompson; Mr. R. Wells; J. J. Thompson; W. G. Easterbrook; R. McBride, South Vancouver.

BY THE WAY

NAPOLEON'S RETREAT FROM Moscow and the return of B. C.'s "Little Nap.'s" bodyguard from Kamloops were made under similar adverse weather conditions.

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CONSIDERING SOME OF the freaks and fossils who represent us at Ottawa, the selection of the Museum building as a place to hold the session of Parliament was a happy thought.

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CITIZENS WITHOUT FUEL do not see anything particularly heroic about being close to the firing line.

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COMMANDER FORD of the First Expeditionary Bove Corps has a new plan for world peace. It will be released at the same time as his 1917 models—when the war is over.

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IT IS NOT SURPRISING that the wing plows of the B. C. Electric should make the snow fly.

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"THE TRAIL OF the Lonesome Pine" is a broad and busy thoroughfare compared to some of the narrow-guage paths in the residential district.

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WE GATHER FROM the local newspaper extras the night of the Ottawa fire that next to the loss of H. H. Stevens' overcoat the destruction of the House of Commons was an incident of the national disaster.

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THE PROPOSED honey trust ought to prove a hive of industry. Dominion investors who have been stung before look arkance at anything that suggests cells.

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OWNERS OF CORNER lots who have to shovel off the snow in front of their property consider the tunnelling of Rogers Pass a small job in comparison.

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AFTER THE AVERAGE citizen has contributed his mite to the scores of worthy causes that make demands on him his bank account is mighty small.

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THE NEWS-AD. laments that more local interest is taken in the reports of a hockey match than a battle in Europe. As a late cabinet minister would remark, "Both is Hell."

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WHAT IS GOING to happen the Appam is a question that is now causing the experts in naval law much concern

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PRESIDENT WILSON'S SPEECHES on "Preparedness" appeals with the cold logic of facts to the man who neglected to provide himself with an overcoat.

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AS FAR AS Vancouver is concerned any time "Old Probs" feels like having a melting mood he is quite at liberty to melt. No unprejudiced citizen would object to the melting process starting on the white mounds in front of his residence.

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GOVERNMENT CIRCLES fear that too many Cookes will spoil the pap broth.

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IN LOCAL RAILWAY circles snow plows are regarded as blockade runners.

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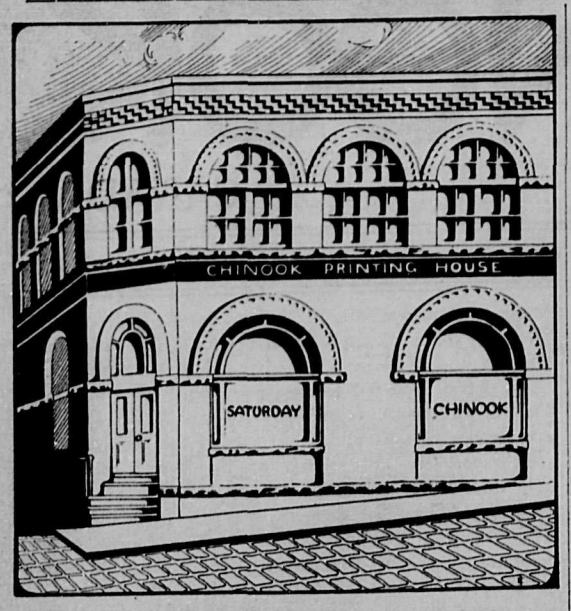
THE NEW CITY COUNCIL does not believe in taking or allowing anybody else to take chances—not even on an automobile drawing or a bowling alley sweep.



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NAUGHTY, NAUGHTY GRITS!

The country is going to be stampeded into thinking that the manufacturers of Canada are a band of robbers on the say so of Carvell and Pugsley. We are all bad enough without being painted any blacker than the truth warrants.—Toronto Saturday Night.

NOT B. C.; BUT MANITOBAH!

After the reign of riotous expenditure in this province and thefts running into millions, the ship of state, freed from pirates and barnacles, is preparing to start on a new journey. There are positively acres of unnecessary public buildings, tens and hundreds of thousands of dollars virtually thrown away and worse. This money is gone, and wasted, never to return. But the opportunity remains to save hundreds of thousands of dollars in the cost of running the machine.—Winnipeg Tribune.

B. C. CITIZENS ENDORSED THESE NOTES

The Canadian Northern Railway Company has been successful in raising a loan of two and a half million dollars in New York. As security to these five per cent. notes, Canadian Northern Pacific four and a half debenture stock guaranteed by British Columbia, and other Canadian Northern debenture stock guaranteed by Saskatchewan has been placed on deposit with the Central Trust Company of New York. The loan will doubtless enable the Canadian Northern to carry forward some improvements to the British Columbia section of the system, and probably New Westminster may benefit from the expenditures which the capital thus obtained will make possible.—New Westminster Columbian.

LAND MONOPOLY THE BREEDING GROUND

It is a too common delusion that the capitalist is a mere parasite, who takes an unearned toll of the product of labor.—London Times.

LORD FISHER'S SERVICE

A number of British papers have for some time been demanding the return of Lord Fisher to the board of admiralty, which, as characterized by James Douglas, in London Opinion, is, without him, a piece of "wooden-headed stupidity." He thus catalogues a few of Fisher's achievements, which testify to his "dazzling genius." He says that the first stroke was to send to the scrap heap 162 warships which could neither fight nor run away; (2) the system of nucleus crews, "which put into each ship brains, leaving the beef to come along when it was wanted"; (3) the adoption of the water tube boiler; (4) the adoption of the Parsons turbine; (5) the introduction of oil fuel into the navy "in the teeth of authority"; (6) the concentration of the navy in the North sea; (7) the creation of the dreadnought, "which has converted the Kiel canal into a useless ditch"; (8) the creation of the battle cruiser, the "grayhound with the big guns"; (9) the hunting down of German submarines, "the collapse of submarine piracy was due directly to Fisher's daring initiative"; (10) his protest against "the Dardanelles gamble, which has now come to a disastrous close," and "the new year will open auspiciously if the nation demands the recall of Lord Fisher.—Exchange.

WHAT'S IN A NAME?

John Jones didn't make enough selling ham and eggs at 25 cents a plate to send his son through Harvard.

So he put a crest on his bill-of-fare, labeled his H. & E. "sugar-cured ham and selected eggs," tacked 15 cents more on the price, and married his daughter to a French baron. —Natal, B.C., Reporter.

WOMEN ENFRANCHISED

The women of Manitoba are now on an equality, so far as provincial matters go, with their sisters in Australia, New Zealand, Norway, Finland, Sweden, Denmark, Iceland, and a large section of the United States. In England, Ireland, Scotland and Wales women vote in all elections except for members of parliament.

Henry George put the whole matter in a nutshell many years ago: "The natural right of a woman to vote is just as clear as that of a man, and rests on the same ground. Since she is called on to obey the laws, she ought to have a voice in making them."

John Stuart Mill said that "to have a voice in choosing those by whom one is governed is a means of self-protection due to every one."

Sir Robert Stout, for a long time premier of New Zealand—a very shrewd Scotsman, by the way—said the effect of woman suffrage in this country was beneficial. It interested women in questions of State.

In woman suffrage countries, none of the predicted evils from franchise extension have arrived. Much positive good has resulted.

The deed is done in Manitoba. A long-sustained and just agitation has borne fruit. From Knox church pulpit, nearly twenty-five years ago, Hon. Joseph Martin, then a member of the Manitoba Legislature, publicly declared his strong belief that women should be enfranchised.

One of the women leaders, after the passage of the Bill yesterday, declared that franchise extension would be far from a panacea for all our ills. Thousands of women, granted a most sacred privilege, are just as ignorant, and, worse still, just as heathen in their politics, because of their partisanship, as thousands of men. The campaign of education on the exercise of the franchise must now begin.—Winnipeg Tribune.

A HARD HIT FOR JOSEPH

Some years ago it was the "Hon. Joe," when one spoke of that stormy petrel of politics, Joseph Martin. His most recent exploit was running for mayor of Vancouver. Of course, when the ballots were counted, Joey was among the also ran. It is a chunk of chalcopyrite to an Okanagan apple that Joe has worn his welcome out as a public man in British Columbia.—Trail News.

CAME FROM VANCOUVER!

Thos. Parker, inspector of weights and measures, has been making things interesting for some merchants in the Kootenays of late. Unwittingly, they have been selling a certain salad oil for the pure stuff, but on being analyzed at Ottawa it proved to be mostly cotton seed oil, the selling of which without being so labeled is in contravention of the Adulteration Act. It required months to bring the matter to a head, but recently the deed was accomplished, and vendors of the commodity were mulcted of about fifty bones each in Rossland, Trail, Nelson and other places, which included costs.

Of course the victims will simply "pass the buck" up to the wholesaler who supplied them with the oil, this time a Vancouver concern of usually good reputation, and will probably get a refund. It is a good comment, however, on the fact, that it does not pay for manufacturers to monkey with the Adulteration Act. Doubtless there are scores of merchants throughout the province who have this brand of oil on their shelves—and Bro. Parker will also get them if they don't watch out.—Trail News.

WHAT B. C. NEEDS

B. C. needs a government that is big enough to forget Vancouver for a little while and build up the province.

Vancouver wants the government to build wooden ships to carry B. C. lumber to market. Why not use those McBride submarines?

This shipbuilding game is started by the lumber merchants of Vancouver who cannot sell their goods, yet Seattle and Portland lumber merchants are selling millions of dollars worth of lumber to France and Great Britain, and the Allies furnish their own ships to carry it. There is something wrong with the selling department of the B. C. lumber merchants.—Omineca Herald.

FISHIN' FOR VOTES, EH?

Mr. Tisdall, the new Minister of Public Works, measured the snow with a fishing pole up at Prince George, in an endeavor to find the terminal of the P. G. E. railway grade. Surely a mistake. There are no voters residing near the end of the P. G. E. grade near Prince George. —Merritt Herald.

A SHIVER FROM THE SLOCAN

The weather in B. C. for the past five weeks has been the worst in the memory of the oldest and most truthful inhabitants, and Slocan district has had its share. In New Denver the waterworks is out of business and the electric lighting plant on the blink. In other parts of the district the mines have reduced forces or closed down owing to shortage of water. The province has had exceptionally cold weather, and even Victoria has had a heavy fall of snow without a previous similar occurrence in London, a most astounding and unprecedented departure from "good form" by Victorians.—Slocan Record.

B. C. BRIEFS

Prince Rupert recently made a shipment of 25 tons of halibut and salmon to Honolulu.

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The P. G. E. has discontinued its service between Squamish and Clinton, owing to the snow. The line cannot be operated without a snowplow.

* * *

Mrs. Coward who killed her husband at Stuart Lake last summer will spend the rest of her life in Kingston, Ont., Penitentiary instead of hanging in Kamloops jail yard.—Omineca Herald.

COMMODORE TISDALL, ATTENTION!

Not always was a bottle of wine used in christening a ship. In the days of sacrifice to the gods, it is said, it was customary to sacrifice a human being when a boat was being launched and to cut his throat over the prow, so that his blood baptized it.—Toronto Saturday Night.

THIS IS NO JOKE

If the politicians at Ottawa were more interested in boosting the Canadian shell industry and less interested in obtaining party advantage by tearing it to pieces, we would all be in a position to contribute more freely to the Canadian Patriotic Fund and the Red Cross.—Toronto Saturday Night.

DRAINING A SEA OF VODKA

The Russian government, as a result of the prohibition of the sale of vodka, has on hand 260,000,000 gallons of that liquor. Various uses are proposed for it. One inventor has devised a process for converting the liquor into india rubber. Others have found it of utility as a fuel oil for motor cars. The finance minister is in favor of destroying it altogether, lest the storage of so great an amount prove a temptation to some impoverished administration in future to profit by the monopoly at the expense of the souls and bodies of the people. The net profit to the state from the sale of vodka in a single year has risen as high as $290,000,000 at least. The vodka bottle had become a household god among the peasants, and was the most conspicuous furniture of every parish feast. The reason was not far to seek. It contained from 40 to 57 per cent. of alcohol, distilled from potatoes or rye. Its autograph was writ large in an enfeebled neurasthenic population and the partial paralysis of industrial efficiency. It was, of course, the spur to crime and uncontrollable excess of every sort. To change vodka into such useful substances as rubber and fuel is a triumph comparable with that of beating swords into plowshares. — Philadelphia Public Ledger.

THE OCTOPUS THAT KILLS

The pioneers are the backbone of any community. The men who go into a district and risk their all in business ventures which contribute to the building up and development of the community aer the men upon whom the sparsely-setled districts of Canada have depended and must depend.

Thus writes the Enderby Press in a strong and able article urging people to patronize the stores in their own town, and the advice applies equally well to Merritt.

Without these men, it continues, there could b no trading points in out-of-the-way districts—no small towns and community centres which make possible the development of the outlying districts. It is upon these small towns—these community centres—that Canada has had to depend in the past to see that the districts have developed. In years past there have been many prosperous small towns situated along the great highways which reach across this vast Dominion. In years past in each of these towns was a trading centre for a large community of prosperous farmers. Today a decided change has taken place. Towns which a few years ago were thrifty trading centres have become stale, dried-up, dead. Where business used to be good, is today dead. Why? Because of the octopus that kills—the mail-order house. Unless some way is found to combat this evil the Canadian Northwest will have no centres of prosperity outside of Toronto and Winnipeg.—Nicola Valley News.

A FIGHTING PARSON, THIS

The Rev. J. R. Craig of Westminster Presbyterian Church, South Vancouver, in a recruiting sermon recently, said, "We are fighting to uphold our homes and to uphold the honor of the great British Empire. That honor is wrapped up in a mere scrap of paper which guaranteed the neutrality of Belgium. We chose to uphold that honor. We are paying seven million pounds per day to do it. If necessary we will pay more. No sacrifice is too great to make in this cause." Mr. Craig is known to the valley and won universal respect and admiration for his courageous opinions and hard hitting when doing his duty here in his ministerial capacity, a year or two ago. He has offered himself for active service, but has been turned down for bad eyesight. Perhaps Comox can produce a recruit in his place.—Courtenay Review.

WOMEN WOULD FIGHT

On Friday the French chamber of deputies had a charming little invasion. A half dozen young persons, like a part of a regiment, filed into the hall. They were in uniform; very short petticoats, closely fitting coats very much cut up as to the tails, gaiters that went almost to the knees. On each head was a broad-brimmed soft felt hat, neatly turned up on one side. Each carried in her hand a small switch and divers kinds of leather belts sustained a variety of money pouches.

At a distance one would have taken them to be Boy Scouts with particularly small feet. A nearer view showed that they were women, each with a serious and martial air. One could not have hesitated to say that they were Canadiennes or Australiennes led hither by a spirit of adventure.

Not at all. They were Frenchwomen, beautiful and good, who desired to take part in the war, to serve the country as combatants. Their proceeding had no success except to excite curiosity. The deputies to whim they had sent their names and made known the object of their visit told them that no provision had been made for such service.

The captain, beautiful brunnette that she was, voiced her disappointment quite loudly. "If they don't want to go," she said, "we will go and we'll show them that we know what to do. We are 20,000 ready to march as one man."—Le Cri de Paris.

POOR SIR RICHARD!

Seattle is selling lumber to France and Great Britain while B. C. lumber is a drug on the market. What is the matter with that $30,000 a year agency-general office in London getting busy. If Sir Richard McBride cannot sell the war department B. C. lumber in preference to Seattle lumber he ought to be fired quick.—Omineca Herald.

PANTAGES THEATRE

A rollicking, live musical comedy is to be presented to Pantages patrons next week. The Dairymaids is one of the best miniature musical comedies, and with Eddie Foley and Lea Leturer are sure to score a hit.

The Mystic Birds, a novelty act by Master Paul, the boy violinist, is something in the way of a musical offering.

Yales and Wheeler create quite a furore of laughter that appeals to everyone in their delightful comedy, "Who's Who? Which?"

Wright and Davis, a pretty maid with a clever partner, have an act called the "Live Insurance Agent."

Angelo Armento and Brothers style themselves as the world's greatest tumblers. Feats of strength are nothing to these brawny sons of the earth.

A first-class picture comedy starts a very pleasing bill.

SUNDAY SERVICES AT WESTMINSTER CHURCH

Next Sunday evening a combination of the illustrated sermon with lantern slides on the Heroes of the Faith will be delivered by the pastor, Rev. J. Richmond Craig, at the Westminster Presbyterian Church, 26th and Sophia Street. The large attendance last Sunday and the interest shown warranted this continuation on this splendid subject.

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FINANCIAL PAGE

NORTHERN CROWN BANK

Some weeks ago the impression was general that the Northern Crown Bank would be absorbed by one of the larger banks, but it has now been decided by the directors and shareholders to continue the bank as a separate institution, and the first step with a view to gerater strength was taken at the adjourned annual general meeting, when a reduction of 50 per cent in the paid-up capital was authorized. The amount of capital paid in stands at $2,860,000 and will, consequently, be reduced to $1,430,000.

* * *

Of the 50 per cent taken from capital account, one-half, namely $715,000, will be placed in reserve account, and the balance will be used to write down bank premises, depreciation in assets, and to place a sufficient sum in contingent account to provide for possible losses in secured loans, the security for which is not readily realizable. This step naturally entails a loss to shareholders, of which the directors are among the largest. At the same time, the reduction of the bank's capital by 50 per cent reduces the double liability of the shareholders to that extent also; and that is a very important consideration.

* * *

All things considered, and in view of the steps to improve its position the report of the bank for the past year may be considered as fairly satisfactory.

* * *

The balance at credit of profit and loss account on November 30th, 1914, was $14,792; and the net profits for the year ended November 30th, 1915, after deducting expenses of management, payment of taxes, and making necessary provision for interest due to depositors, are $100,789. This sum of $115,582 was apropriated as follows: war tax on bank note circulation, 18,952; reserved for depreciation in stocks and bonds $15,000; and transferred to contingent account, $60,000. This left a balance to be carried forward at credit of profit and loss account of $21,630.

* * *

During the year the total assets increased $1,100,000, and loans decreased $1,000,000. Liquid assets are 51 per cent. of the liabilities to the public and 63 per cent. of deposits.

* * *

The bank has had an expensive lesson in the matter of unwise dividends and doubtful loans, but doubtless with the beginning of a new era in its history it will meet with more substantial success. The passing of the dividend was too long delayed in the interests of the bank, and in this connection the remarks of Sir D. H. McMillan, president of the bank, will prove interesting. He said in part:

"If we had a sufficient sum in Reserve, or a substantial Contingent Account, these doubtful debts would have been taken care of without any embarrassment.

"It may be claimed that we should have established a sufficient Reserve to meet such a contingency, and I am prepared to admit that such would have been the best policy, but it must be remembered that we have only been in business for nine years. If we had taken our profits to establish a reserve, we could not have paid in dividends, as we have done, over a million dollars. We may have erred in trying to give a good return to the Shareholders.

OFFERING PRIZES TO PURCHASERS ILLEGAL

The practice of offering tickets for valuable prizes by storekeepers to purchasers of goods up to a certain value as an inducement to purchase must henceforth come to an end in this city, according to Chief of Police MacLennan.

This practice has been found illegal in the courts, owing to decision handed down recently in a case of Rex versus The Hudson Bay Company. The court decision held that the advertising and conducting of any scheme whereby the purchaser of goods to the value of one dollar received a coupon corresponding to one previously selected, and which entitled the holder thereof to one chance of winning a motor car, constituted an offence within the meaning of section 236 of Criminal Code. Such a scheme constituted a lottery notwithstanding the fact that the price of the goods purchased was the regular price.

The action taken by the authorities in this respect will be welcomed by the majority of citizens, and particularly by the retail business houses. The practice has become altogether too prevalent, and it is satisfactory to note its discontinuance before it had really assumed large proportions, of which abundance of promise was given during the past month.

TRUST COMPANIES' ACT (British Columbia)

The following companies have recently changed their articles and memorandum of association to comply with the act:—

Heaps Commercial Company, Ltd.
The Hose Investment Company, Ltd.
Pacific Lime Co., Ltd.
Quathiaski Canning Company, Ltd.
Ymir-Wilcox Development Co., Ltd.
Hendry Land Co., Ltd.

A HEALTHY INDICATION

The general condition of business in any community is always to some extent shown in the increase or decrease of the telephone business of the particular locality under consideration. In this connection it is interesting to note that the numbers of new phones being installed in Vancouver has shown a very healthy increase during the past two months, which would indicate that general business conditions are improving.

At the outbreak of the war the B. C. Telephone Company had 42,418 telephones installed throughout the province. This number fell away during the progress of the war to 39,965, but is now increasing again. In December the total net increase was 210 telephones, of which there was an increase of 119 in Vancouver alone. Victoria showed an increase of 45, New Westminster 7 and North Vancouver 6. For January the total net increase in the system was 165 telephones. Vancouver showed an increase of 83, Victoria 29, Kamloops 11, New Westminster 13 and North Vancouver 5.

PEACE PROSPECTS

Every few weeks a shiver goes through finance and business in this country when somebody yells "Peace," or notes the illness of a European ruler as likely to bring sudden termination to the European conflict.

Once and for all, American industries must realize that this is a war of government, and not of crowned heads. It is fundamentally a battle of peoples. A hundred British cabinets may fall, but the war for the defense of the British empire goes on. A hundred kaisers, kings or emperors may be laid in the dust, but their passing will mean nothing for the interests of peace.

Germany may secretly promote a Ford or any other peace propaganda, but there will be no result.

Two irreconcileable systems of government have met in conflict, and the fight must be to a finish. Either Prussian system and German efficiency will rule the world, or democracy promoting peace and individual development will be the ruler.

Two systems of irreconcileable social order met in conflict 55 years ago, and within this nation was settled a world issue.

One side had to go down to defeat. Now another world issue is to the front in the drama on this planet. One side or the other must go down to defeat. There is no possible compromise. It is on both sides the peoples' war.—Wall Street Journal.

MUTUAL INSURANCE IN SCHOOLS

Consul Kelley reports from Rome that in many of the elementary schools of Rome, and of some other cities in Italy, a system of mutual benefit insurance has been established among the pupils. The pupils pay small weekly contributions to the general fund and in return receive certain payments in case of sickness, accident or death, and at the same time lay the foundation for old-age benefits. While the plan is still in its infancy, so far as Rome is concerned, it has been adopted in many of the public schools of the city, and this system of insurance appears to be growing rapidly. Pupils are encouraged to continue the insurance until they may join an adult society.—Bradstreet's Review.

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Women's Work for Vancouver Women

* *

HOUSE WORK PROBLEM

In a recent issue of the "Woman's Home Companion" there appears an article on "House Work." It interested me and I would like to write a few words on the subject. Of course I am not a "Houseworker," and maybe I do not know—but they say every one has a right to his own opinion. All over the city the women seem to be having a difficult time to get a girl or woman for housework. I can't see why girls do not want to do house work, because I believe the house girl is the girl the "fellows are looking for."

* * * * * *

There will be some girls that will read this and say they do not intend to marry. Oh, well, I've heard that before, too, but down deep in their hearts they will be sadly disapointed if they do not get a chance.

* * * * * *

Many a girl thinks she can make more money being a counter girl or an office girl, or factory girl. They will come out ahead if they go in for housework. Of course the houseworker does not have so much time to herself as the others, neither does she have a place in which to receive any company, and usually has to sleep in the back bedroom, but that is in a home where she has a little light and air. The office or factory girl stays in a boarding house on the last floor in a room with perhaps one little window, and that of frosted glass.

* * * * * *

Yes, I say again, that I rather envy the houseworker, and there is no necessity for her to feel "beneath" anyone. Her duties are noble. Domestic work should be a pride and a joy. One who engages therein should be elevated rather than cast down.

* * * * * *

An eight-hour day, or at least hours so arranged that a girl may have some social life, and use the opportunities for advancement she craves; a place to entertain her friends; consideration, kindness and politeness in treatment, more privileges, those are the main suggestions. If these things were possible in housework the conclusion that I at least arrive at is that there are multitudes of self-respecting, ambitious girls who would train themselves for domestic work, and who believe that they can make that calling one to be looked up to.

* * * * * *

May it not be that the women will try to meet half way the grievances which are keeping the best type of girl out of domestic work. She will learn she has caught a new and inspiring conception of democracy and greatly increased efficiency in the economy of the household.

* * * * * *

I would like to advise everyone who wants to rid the house of unspeakable Chinamen and employ white girls, to plan to do so on a business basis. Try to arrange an eight-hour-a-day scheme. See how it will work. Arrange the work so the girls may come at a certain time and go at a certain time. Try them like human beings. Give them holidays to themselves and encourage them to help themselves.

MISS CHINOOK.

THE FIGHT AGAINST TUBERCULOSIS

The Vancouver Association for the Prevention and Relief of Tuberculosis held their annual monthly meeting for the election of officers in the Board of Trade rooms, on Friday, Feb. 4, 1916. The minutes of the previous meeting were read by the secretary, Miss Seymour. (Passed).

A letter was read from Miss Gillman stating her resignation. The club decided to have placards printed and put in conspicuous places to advertise the Vancouver Association for the Prevention and Relief of Tuberculosis.

Next followed the election of officers: President, Mrs. Harrison (by acclamation); Vice-president, Mrs. Edward Mahon; 2nd Vice-president, Mrs. Julius Griffiths; Secretary, Miss Seymour; Treasurer, Miss London; Press Correspondent, Mrs. Gradwine Gibson; Executive Committee, Mrs. Buttar, Mrs. Farquhar.

A special vote of thanks was extended to the Rotary Club for the assistance they kindly gave to the V. P. of T. Association.

An abstract account of the treasurer's accounts, were read and the V. P. of T. Association found to be in a better financial condition than they were at the year ending in 1914.

Mrs. Harrison's report (verbatim):

"Ladies,—I bring you today a report not replete with expansion and increased activities, but one which deals with the steady growth of the work already undertaken.

"We have shared in common with other organizations the financial trials contingent to this time of stress; we have weathered the storm and come through with a small balance in the bank. Our nurses' work greatly increased and our clinic doing good service.

"Before proceeding to the actual report of work accomplished, there are a few thoughts I wish to present you to help us in doing our share in this war we are waging against tuberculosis.

"As spring and summer are approaching, the possibility that the germs of tuberculosis may be carried by means of flies and dust, suggests that greater precautions be exercised in the handling and exposure of all food stuffs, and that we each, personally and collectively, wage an active fly campaign.

"Let us urge by education and otherwise that all milk not derived from tuberculin tested cattle be pasteurized or scalded.

"Let us pay attention to the housing problem and work towards the enactment of laws which will prohibit the renting of houses unfit for human habitation and

"Let us realize the importance of proper hygiene in homes, schools, play grounds, etc., and help in all public health work which will raise the standard of health and living conditions in our community.

"Let us remember two things—

"That the keynote of this war against tuberculosis is education.

"That in our prevention work, especially among children, the beginning of the end of tuberculosis is the protection of the child in the home.

"During the year we have had regular monthly meetings with an average of twelve members in attendance. I trust in the coming year we may find means of increasing the average.

"Our nurse, Miss Hill, has been on duty almost continuously throughout the year. Miss Hill's loyal and able assistance has made my work a pleasure during the years of her service, and her excellent methods of work among our tuberculosis families in the city must commend itself to all.

"When Dr. Thomson, our clinic physician, left for the front last summer, we felt the bottom dropping out of things, but Dr. Proctor came to our aid and under his direction the clinic was moved to the C. P. R. station and very excellently conducted.

"A month or so later we were unfortunate in also having Dr. Proctor leave for the front, but he very kindly arranged for Dr. Cumming to take his place and since that time Dr. Cumming has ably carried on the work begun by Dr. Thomson.

"At this time let me speak of the importance of this clinic, especially for to urge upon you its enlargement in the coming year.

"In June, thanks to your generosity your president attended the 11th annual meeting of the National Association for the Study and Prevention of Tuberculosis, which was held in Seattle. This privilege proved of inestimable value. I cannot express what that meeting meant to me and can only hope that that something I gained may show in my work.

"Our report of cases shows an increase over last year, as follows:

"Cases reported, all forms, 1914, 198; 1915, 246.

Deaths reported from all forms, 1914, 126; 1915, 143.

Death rate per 1000 population, 1914, 1.1; 1915, 1.35.

"These figures show an increase in the death rate in 1915 over that of 1914. I am not sure that this increase may in a measure be due to the fact that our efforts are proving their value by finding the cases and having them properly reported to the health department.

"Before closing, I wish personally to thank the retiring officers for their work during the year and to express my thanks to all for the honor you have done me in wishing me to be your president for another year. I shall do my best to warrant the honor.

"At this time I would like to speak of the wonderful assistance we have always received from Dr. Underhill and his staff. Our work would often have been hampered had it not been for them. I thank you.

"(Signed)

"Mrs. Catherine Harrison."

ST. PAUL'S HOSPITAL

I went out to St. Paul's Hospital the other day and was graciously received by the Sisters. One of them showed me all around the institution and I was pleased to find a cheerful atmosphere.

* * *

First we went to the chapel and there saw a number of nurses having prayers, and the scene brought back sweet memories, fof I was once a nurse and trained in a general hospital.

* * *

There we almost forgot the name of our beloved Saviour. I think I was as good as any one, generally speaking, but very seldom did I study my bible or pray. I was of the opinion that I had too much to do and when I was off duty it was the time for recreation and fresh air. But up at St. Paul's it's different; they have time for all things. They take time and their nurses are more efficient and have better health in the long run.

* * *

But I am getting away from the hospital again. We next went into the surgical department. There had just been an operation, and you would have been surprised to see how spick and span every thing looked. They have three large operating rooms and one small one out of doors. Their sterilizing apparatus is of the latest model and quite complete.

* * *

Next we went to the babies nursery, where very few people have admittance, and saw all the babies. But they were not expecting company and cried so I did not stay very long.

Next we went to the general wards and found these very inviting and in good order too and all filled up.

* * *

Taking the whole into consideration I thought St. Paul's very comfortable, and if one were a convalescent patient and up and around I fancy it would be a fine place to stay.

MEMORIAL SERVICE

A special memorial service was held in Christ Church on Sunday morning in memory of the late Lieut. Harold Owen, son of the rector, Rev. C. C. Owen. Rev. C. S. McGaffin, the rector in charge, preached the sermon. Many kindly references were made to the young soldier by Rev. Mr. McGaffin.

The Vancouver Association for the Prevention and Relief of Tuberculosis have postponed the bowling tournament they were giving in the Pender Alley on Wednesday afternoon and evening, February 9.

The Vancouver Woman's Suffrage Meeting arranged for the celebration of the Manitoba woman's franchise to be held on Tuesday, February 8. It was postponed on account of inclement weather.

TELEPHONE LADIES DANCE

The B. C. Telephone ladies are giving their annual dance in Lester Court on February 29, from 9 till 2. Invitations may be obtained upon application to the committee. The secretary, Miss Hendrick, and convenor, Miss Molyneux. Music will be supplied by the Morgan and Guild orchestra.

THE LIP READING SCHOOL IN VANCOUVER

Until March 1915 there was no lip-reading school in Vancouver and the Provincial Government was endeavoring to send deaf and dumb children to Winnipeg for education. The cost was in the nighborhood of $4000 a year.

At the beginning of the school year in 1915 the Provincial Education Department took the matter up and it was decided to have a lip-reading school.

The first of March saw Miss Bigney, a very competent oral teacher, conducting classes. The pupils progressed rapidly under her instruction. Owing to ill-health Miss Bigney was forced to resign her position.

Mrs. W. H. MacInnis, an experienced oral teacher, later took charge and upon her resignation on January 1, 1916, Mr. F. W. Hobson, a very competent and experienced man who has taught for six years in England, one year in Halifax, N.S., and three years in the Indiana State School for Deaf and Dumb. The pupils are making remarkable progress under his instruction, and the parents of the children are taking great interest in their work.

Mr. Gordon, the school inspector, says their attendance is the most regular of any school in Vancouver.

Mr. Gordon mentioned one member of the class who spends practically his whole time in the manual training department and he thinks that boy's work the best of any in the city.

There are eight pupils attending this school at present, and it is hoped that if there are other deaf and dumb children in the Province, they may become pupils at this splendid school.

The pupils are taught to speak aloud. After a course at the school, many are able to understand the words of others by observing the movements of the lips. I once heard a party say they were in a certain moving picture theatre and noticed a row of "dummies" sitting in the front row. The picture was—what every one thought—quite sad, but the "dummies" laughed because they could understand what the actors were saying. They could read the actors' lips.

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Local Professionals Score Notable Success in Ambitious Offering at the Avenue

To do Madame de Ponti justice one is tempted to paraphrase Master Shakespeare in suggesting that, when she first projected last Thursday's performance at the Avenue, she must have said, "I dare do all that may become a woman; who dares do more is none."

I only know two men in Vancouver, both brilliant musicians, who dare even contemplate putting on grand opera in B. C. But neither succeeded in doing it. Verily, angels come in where wise men fear to tread!

So Madame de Ponti succeeded where even Hagen (no, I won't give away their names!) failed. She would not even be content with finding a cast for one opera: she had to find two!

Fortified by Oscar Zeigler as musical director and his well-chosen and delightful symphony orchestra (led by Madame Carapata and Mr. Geo. Redfern) and flanked by two such accomplished professionals as Walter Baird and T. Leith Rettie, Madame de Ponti at least secured herself against artistic failure and won a large audience's unstinted enthusiasm. But that these artistes should have received such splendid vocal support from principals who were for the most part Madame's pupils, speaks volumes for her capacity as a teacher as well as for her admitted reputation as a singer.

Both "Faust" and "Il Trovatore" were rendered with scholarship and intelligence, as well as with fine feeling. What deficiences there were came from the inexperience of most of the performers in acting. These were mostly overcome by the clever stage direction of Mr. Marc Goldstone. The more important vocal and instrumental sides of the performance, however, was an unequivocal triumph for Mr. Oscar Zeigler, the brilliant young musical director, who also executed a special orchestration of Gounod's and Verdi's inspiring music for this production.

The garden scene from "Faust," while dramatically deficient, was admirably sung by Madame de Ponti as Marguerite, whose beautiful high high notes were sung in the open Italian style, which strikes and rings on the note in pleasing contrast to the German school that climbs and reaches up to them. Mr. Rettie as "Faust," Miss Ligne Engbloom as "Siebel," Mrs. C. Page as "Martha," and Mr. Walter Baird as "Mephistopheles" all acquitted themselves well—the last-named gave a surprisingly good rendering of his satanic majesty, his acting being quite effective and unforced. Mr. Rettie's rich-toned tenor was heard to advantage in his artistic rendering of "Salve, dimora," while both the quartette and the duet finale, "The Horn is late," were admirably sung.

Even more successful was the excerpt from "Il Trovatore," consisting of the scenes outside and inside the prison. Here, Madame de Ponti excelled as Leonora, adding to the beauty of her singing the charm and appeal of her picturesque personality.

Mr. Baird surprised even his greatest admirers by the ease and effectiveness of his acting and singing as the Conte di Luna, while Mdlle. Dell' Oro gave an appealing vividity to the small but exacting role of "Azircena." Mr. Ivor Jones, save for an inclination towards that popular tenor throatiness, sang with feeling and real artistry as "Maurico," and Mr. G. Stanley earned a special word of praise for his singing as "Rintz."

The only musical weakness of the production arose from an apparent insufficiency of rehearsals with the orchestra, which acquitted itself admirably, despite the few momentary lapses of the performers, which were too small and infrequent to mar the success of the production. It was, indeed, a noble venture, nobly done; and one which on any repetition should command crowded houses at each performance. The operatic synopsis on the programmes were written as well as they were designed, while both the dresses and stage settings were worthy the occasion.

WINTER FEEDING OF WILD BIRDS

Hospitality to wild birds is most appreciated by them in winter and early spring, when food is scarce. To put birds at ease when they come near, whistle or sing something. Repeat this every time, always using the same air or tune. It becomes a sort of signal between them and their friends which will in time completely win the birds' confidence. By all means keep the cat out of sight.

If there be a tree in the yard, it can be made into the best kind of a food station. Tie a chunk—about a pound—of suet securely on one of the biggest limbs near the trunk. Wind strings of peanuts around the trunk.

Food displayed on objects that are familiar to the birds will attract them more quickly than when it is shown by artificial means. But in the absence of tree or pole, make a table with a lower tray in which to protect food from rain and snow. Fasten strings of peanuts across the edge of the table and put suet in the tray below. Or, set up a post and nail a board on it which has long nails driven into it from beneath, to hold cars of corn, suet, doughnuts, shredded wheat and other foodstuffs.

Hairy, Downey and Red-headed Woodpeckers, Chickadees, Nuthatches, Brown Creepers, Cardinals and other desirable birds can be attracted by means of the foods mentioned. From early March on the returning summer residents will also appreciate them, and may thus be induced to stay.

Birds need water at all times of the year. In winter, during long periods of freezing, they often suffer much from lack of it.

Food and water stations should be well away from any fence, building, or other object whence a cat would have access to the birds.—The American Boy.

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Canadian born! To the Allies be true!
Raise plenty of wheat and good meat for the stew;
Put on the right harness—no duties to shirk,
And rival the German by system in work.
Get wise to the grafters, take some out and shoot,
"Put fear of the Lord"—cause the stopping of loot;
Leave white-feather officers "short" in their pay;
Be faithful to those who by duties do stay.
Look out for the fellows appointed by "pull";
And tighten the rope on those "peddling the bull."
Select some straight fellows to manage canteen
And furnish an audit each month to be seen;
Be fair to the privates who willingness prove,
No doubt they're most anxious to be on the move.

'Tis serious business this death-dealing war,
Besides borrowing much, sacrificing to Thor;
Reform is required—economy's sake,
All ranks and all ages in hand you should take.
The wage of the worker or salaried man,
The profits of bosses—on equalized plan;
Cut the middleman out, as he doesn't produce,
No longer for grafting be any excuse.
Where party demands some "friend's" wish gratified,
Give your problem to him and ask him to decide;
Then his own common-sense be his guide and his judge,
If his meanness remain you have no right to budge.
And promise or token those only we keep
To the active or helpless e'en those in last sleep.

Then let us be patient, my dear brother "Jack,"
Though comment be caustic, no need to hit back;
The man who is shouting 'bout Canada's share
Is acting like Paddy when Biddy killed bear.
The native-born sons who are fighting today
Are as good as they've got, let it be what it may.
And time will bring others as full of quick wit
As soon as department is ready with kit.
Now it takes four or five to fit one for a fight,
And if each does his duty success seems in sight.
Provisions, munitions, attention and care,
The patriots at home have a hard load to bear;
Decide right away then, which part you will play,
Stick to it like beavers though nigh or away.

—V. VIDETTE.

Vancouver, Feb. 7, 1916.

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The Pacific Great Eastern Railway

* * * * * * * * * * * * * * * *

Mr. Patrick Donnelly, one of the Liberal candidates for Vancouver, speaking at Ward 4 Liberal Association, Wednesday night, attacked the Government on the question of the Pacific and Great Eastern Railway. Mr. Donnelly in a speech in which he expressed the belief that Mr. Macdonald and the other candidates would come out victoriously in the coming election, spoke in part as follows:—

I am indeed pleased to appear on the platform in support of the candidature of Mr. M. A. Macdonald, because he is the type of man we need in public life, regardless of which party he supports, and particularly do we need a man of his calibre in the opposition at Victoria at the present time when the opposition has been reduced almost to the vanishing point. The two members constituting the opposition are working faithfully in their endeavor to protect the public treasury, but neither of them being lawyers, the opposition would be greatly strengthened by another member who is a brilliant lawyer.

Mr. Bowser in his inaugural address published in the "Province" of December 15th, 1915, announcing his new cabinet, said:—

"'We propose to have a business administration by business men. I believe this is what the people want and I believe that the men selected in this new cabinet will give it to them. We are experiencing a time in our Provincial history when we need an administration conducted along the lines of solid thorough-going business. The members of the new cabinet have been selected with this end in view. I believe they are qualified to fill the bill.'

Agent-General in London

Sir Richard McBride, who is a graduate and is business agent for this "business government," is evidently more willing to face Zeppelin raids than the outraged public opinion in British Columbia, which is thoroughly aroused by the business methods of this self-styled "business government." Why should Sir Richard be sent to London for money when the British Government is doing all in its power to keep money from leaving the country and the stock exchange refuses to quote new issues of Canadian or other colonial securities? Neither can it be men that our "business government" hopes to attract because the British Government is refusing to allow all men of military age to leave the country, and is encouraging individual investors to keep their money at home.

The United States is our source of financing and if money can be secured any place (for Canada at the present time), it can be secured there. That being the case, why doesn't our "business government" send its business agent there where there is some possibility of his succeeding?

Cost of Coal

Does this "business government" take credit for the advance of $1.00 per ton in the price of coal in a country where there is a little empire of coal which is fast being displaced by oil? In Great Britain the government fixes the price of coal but here the coal companies fix the price, which is fixed no doubt on a basis of paying handsome dividends on watered stock. The capitalization of the Canadian Collieries Limited (Dunsmuir) is $21,000,000 which, allowing even the enormous price of $11,000,000 which is supposed to have been paid for the mines, includes $9,000,000 of watered stock on which the coal consumer is expected to pay dividends, which accounts for the high price that he is forced to pay. These are the mines that Canadian militia were called out to protect.

Coal Commission

This "business government" appointed a coal commission which cost the Province $10,118 and the commission found after they had concluded their arduous labors that, if the coal was delivered in bulk instead of being delivered in sacks, a saving would be effected because some of the coal dust stuck to the sacks, thereby preventing the unfortunate householder from receiving his full quantity, and also that each consumer should have a little chute of his own. No doubt this commission was equally as satisfactory to this "business government" as the other thirteen commissions which made harmless reports, not one of which was acted upon by the government.

Miscellaneous Grafts

I haven't time tonight to show where Mr. Bowser's "business government" in the past has robbed the people in its conduct of the coal situation or in any of the other branches of the administration of the natural resources; neither will I discuss the land frauds, the cattle bargain counter for cabinet ministers only, the Dominion Trust swindle, the mine disasters, the persecution of the unfortunate miners (they allowed one boy to die in Burnaby prison before he had a trial), the buying of Indian Reserves by political heelers, the Provincial University scandal, nor the Royal Commission epidemic, which has resulted in Royal Commissions in this Province being held in contempt.

I will, however, discuss certain phases of the railroad policy of this "business government," a policy which means the enslavement of the people of British Columbia with taxes for generations to come, enslavement of the people for the benefit of Messrs. Mackenzie and Mann and Messrs. Foley, Welch and Stewart. You know of the Canadian Northern Pacific scandals which have been discussed by the Canadian press for years, for the building of which this "business government" has been generally condemned because this road (which parallels the C. P. R. through the mountains) saddles us with a tremendous and needless debt.

Pacific Great Eastern Railway

Let us consider particularly the Pacific Great Eastern Railway, the road which the Hon. Mr. Flumerfelt is going to investigate, the road, the method of promoting and financing of which is so decidedly objectionable.

Route of Pacific Great Eastern

This road is to run from Vancouver to Fort George. The distance was originally 450 miles. This no doubt was the measurement given by the Company's engineers, but in constructing the road, apparently so many curves and so many ups and downs were made that when the line was finally located, it was found that they were thirty miles short in their estimation. This thirty miles short made the price to the Province along to the extent of $1,260,000. If this means that there are thirty miles of curves and angles, we must have a perfect "boa-constrictor" of a road, compared to which the "rocky road to Dublin" is as level as the sea.

Cost to the Public

The amount of the pot which has already been won from the people of British Columbia by the Pacific and Great Eastern Railway Company crowd is $20,160,000, and the cash security the company agreed to furnish for the construction and equipment of the road was only $250,000. How the cards were stacked against the people is a matter which has not received enough publicity.

In view of the organized raid upon the treasury (to take place shortly), it is in order to dig into some of the records at Victoria with a view to disclosing how the Pacific Great Eastern Act is framed before Messrs. Foley, Welch and Stewart are given another $6,500,000 of the people's money.

Sir Richard McBride was going to give $6,500,000 to this concern but Mr. Bowser, sparring for the applause of the gallery, quarrelled with Sir Richard on this subject, and we believe that he was even prepared, or did engage in mortal combat with the bad Sir Richard in order that the public treasury should be protected. The public welfare was ignored for the nine months during which, with locked horns, Bowser fought Sir Richard out of the Province, thus making way for himself to reach the premiership.

What a shock to the public mind to find that after the Hon. W. J. Bowser succeeded to the coveted premiership, and duly thanked the people for the "honor conferred upon him in placing the premiership in his hands," he should make the announcement that the Pacific Great Eastern would be completed and aid would be forthcoming following an enquiry which would be impartial, very fair and non-partizan. This enquiry would be made by Mr. Bowser's new minister in the "business government," the Hon. Mr. Flumerfelt. But if Mr. Flumerfelt, the successor to the Hon. Price Ellison and member of this "business government" should break the law by bringing in a report to the public (I will show how later), the report might be treated by Mr. Bowser as he treated the last report made by Mr. Flumerfelt when he was on the Forestry Commission during the year 1909. This commission cost the Province $8,328, Mr. Flumerfelt's share being $1,637. This report was apparently thrown into the waste-basket. In any case it was not acted upon although Mr. Flumerfelt evidently took himself seriously, addressing numerous public bodies on its merits. Possibly Mr. Flumerfelt's action in so tamely submitting to having his report treated with contempt was responsible for his present appointment, as it is pretty generally understood that Mr. Bowser prefers "rubber stamps" in his government to men with independent individual opinions, which no doubt accounts for the ruthless manner in which Sir Charles Tupper, Mr. Geo. H. Cowan, and many other prominent Conservatives were excluded from the party in British Columbia.

Some Facts

Here are facts which will startle the average man interested in the future of this Province who may have been persuaded by the Machine that further assistance should be given to the Pacific Great Eastern Railway. So far as the Pacific Great Eastern Railway is concerned, Mr. Bowser has tied the people's hands. We had hoped that the Pacific Great Eastern Railway and the Kettle Valley Railway would be food routes from the agricultural hinterland of British Columbia to the metropolis. That the promoters of this road should prostitute such a noble plan to the milking of the money out of the pockets of the citizens of British Columbia makes their work all the more evil in its aspects.

Sec. 18 of the Pacific Great Eastern Incorporation Act fixes the capital stock of the Company at $25,000,000. The unsuspecting public would conclude that this authorized capital would not be issued unless the railway company received full value for same. But bear in mind, however, that Messrs. Foley, Welch and Stewart are the Railway Company as well as the contractors. Section 31 reads:—

"The provisional directors or the elected directors may pay or agree to

(Continued on page 6)

Here Are the Standardbearers

Complete List of Candidates Thus Far Nominated for Provincial Election.

Below will be found a tabulated list of all the constituencies which have nominated their candidates for the coming provincial parliamentary elections, along with the names of the gentlemen who are to represent their different parties

Constituency.	Liberal.	Conservative.	Labor & Ind. Conservative.
Alberni	H. C. Brewster	J. G. C. Wood	--------
Atlin	Frank Mobley	H. E. Young	--------
Cariboo	J. Yorston	J. A. Fraser	--------
Chilliwack	E. D. Barrow	S. A. Cawley	--------
Cowichan	--------	W. H. Hayward	--------
Columbia	John Buckam	Dr. Taylor	--------
Comox	Hugh Stewart	M. Manson	H. W. Maynard
Cranbrook	Dr. J. H. King	T. D. Caven	--------
Delta	A. D. Patterson	F. J. Mackenzie	--------
Dewdney	John Oliver	W. J. Manson	--------
Esquimalt	--------	R. H. Pooley	--------
Fort George	G. A. Gaskell	G. A. Hamilton	--------
Fernie	A. I. Fisher	W. R. Ross	--------
Greenwood	Dr. C. D. McLean	J. R. Jackson	--------
Grand Forks	J. E. Thompson	E. Miller	--------
Islands	M. B. Jackson	W. W. Foster	--------
Kamloops	F. W. Anderson	J. P. Shaw	--------
Kaslo	John Keen	Neil Mackay	--------
Lillooet	J. B. Bryson	Archie McDonald	--------
Nelson	A. M. Johnson	W. R. Maclean	--------
Nanaimo	--------	A. E. Planta	J. H. Haw'waite
No. Okanagan	Dr. K. McDonald	Price Ellison	Basil Gardom
So. Okanagan	Leslie V. Rogers	Mayor Jones	--------
Newcastle	--------	Dr. Doier	--------
N. Westminster	David Whiteside	F. M. Dockrill	--------
Omineca	A. M. Manson	Hon. T. Taylor	--------
Revelstoke	Dr. Sutherland	L. A. Campbell	--------
Rossland	W. D. Willson	W. J. Baird	--------
Richmond	G. G. McGeer	D. M. Eberts	--------
Saanich	F. A. Pauline	L. W. Shatford	--------
Similkameen	R. S. Conkling	Wm. Manson	--------
Skeena	T. D. Pattulo	W. Hunter	--------
Slocan	Chas. F. Nelson	G. H. Morden	--------
No. Vancouver	Mayor Hanes	Comm'r Campbell	R. H. Neelands
So. Vancouver	J. W. Weart	Jas. A. Schofield	--------
Trail	Michael Sullivan	W. J. Bowser	W. R. Trotter
Vancouver	Ralph Smith	C. E. Tisdall	J. W. Wilkinson
	M. A. Macdonald	A. J. Welsh	J. H. McVety
	P. Donnelly	Walter Leek	J. E. Wilton
	Dr. McIntosh	A. H. Macgowan	F. A. Hoover
	J. S. Cowper	Thos. Duke	F. Welsh
	J. W. deB. Farris	Mr. Flumerfelt	J. H. Haw'waite
Victoria	H. C. Brewster	--------	A. J. Morley
	John Hart	--------	--------
	George Bell	--------	--------
	H. C. Hall	--------	--------
Yale	Joseph Walters	Alex. Lucas	--------

Socialist candidates have been nominated as follows: Newcastle, Parker Williams; Comox, J. A. Macdonald; North Vancouver, W. Bennett; Fort George, John McInnes; Slocan, E. T. Kingsley; Fernie, T. O'Connor; Vancouver, J. Harrington, J. Sidaway, C. Lestor, W. A. Pritchard, J. Kavanagh, W. W. Lefeaux; Victoria, P. Williams. Social Democrats in South Vancouver, Ernest Burns.

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FINE VICI KID BUTTON AND LACE BOOTS, with plain toe or toe caps, low common-sense or military heels. Sizes 2 to 8 and AA to E Widths.

Standard $5.00 and $6.00 values. Sale price **$3.69**

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—while 25 last.

Made from selected, imported tweeds, in browns and greys. The season's latest models. Well cut and tailored, and custom-tailor finished. Coats smart enough for best wear, and cheap enough for to wear any time. Sizes 34 to 39. Worth to $35. Special **$14.95**

Mens' Suit Sale

Values to $25.00 to sell for

$11.95

A snap for men who can wear size 34, 35, 36 and 37.

These are the last of our best selling lines, so we grouped them for a final clear-up at $11.95. Choice of medium and dark shades, and mixed tweeds. Every suit carefully tailored and worth in the regular selling way $20 and $25. Clean-up price **$11.95**

100 Negligee Shirts for Men

Regular $1.00 and $1.25 Values to sell for **39c**

—Because they are slightly counter-soiled, and because they are odd lines. Made of nice washing materials, in sizes 14, 14½, 15, 15½ and 16. They are good fitting, wash nicely, and are in very neat patterns. Splendid shirts for Spring wear and will give excellent satisfaction.

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Costs but a few cents an hour to operate, weighs only four pounds, and is durable, convenient, and a comfort bringer to the entire household.

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PACIFIC GREAT EASTERN RAILWAY

(Continued from page 5)

pay in paid-up stock or in bonds or debentures of the Company such sums as they may deem expedient to engineers or contractors, or for right-of-way or material, plant or rolling stock. Any stock issued as paid-up in respect of any of the matters aforesaid shall be fully paid up capital stock of the Company."

In other words, Messrs. Foley, Welch and Stewart as a Railway Company could give Foley, Welch and Stewart, as contractors, all this stock for little or no consideration.

There is the same identity of persons and interests between the owners of the road and the contractors for building it as in the Canadian Northern Pacific case. The number of profits raked off in the course of construction is legion, and it is safe to say in one case as in the other, that the actual cost of building the road will only be a fraction of what the contractors get as the cost and profit. In a case heard in Vancouver where some workmen sued for money due, it was elicited that station men got 35c a yard on certain classes of work. The sub-contractor was forced to reveal that he got 75c a yard or over 110 per cent. profit for his wits or possibly "for friendship's sake." If this can be taken as a sample, the road will cost more than twice as much as it should.

The Hon. Mr. Bowser said that "if there is anything wrong with the Railway Policy, the people of B.C. are to blame, having re-elected the Government twice on that issue." So if the people elect his cabinet ministers in the bye-election, he will no doubt claim that the people have endorsed every act of the Government and insist that his Government, having the entire confidence of the people, is entitled to an extension of its life, and that a general election is not necessary.

When the organization was under way the Pacific Great Eastern Railway Company asked for a guarantee from the government of a bond issue which would enable them to proceed with the building of the road. The act incorporating the Pacific Great Eastern Railway Company is almost identical with the Act of Incorporation of the Canadian Northern Pacific Railway Company, passed in 1910 by this "business government" for Mackenzie and Mann. The Government guaranteed the bonds of the Pacific Great Eastern Railway Company to the extent of $35,000 per mile. In 1914 when actual construction had been undertaken, they came back for another guarantee and got $7,000 more per mile. The time limit for completion was July 1st, 1915.

How much stock was issued under the provisions of Section 31 of the Pacific Great Eastern Act and for what consideration?

How then were the bonds of the Pacific Great Eastern Railway disposed of?

At what discount were they sold?

What did the road actually cost per mile?

How much per mile was paid for building the great grade at North Vancouver which a wave washed right into the sea, rails and all?

When will the road be completed?

Will Mr. Flumerfelt's enquiry answer these questions?

These are all most important questions and the taxpayers have a right to have them answered. Suppose any person should ask these questions, what would be the result? For enlightenment on this subject I refer you to Section 283 of the British Columbia Railway Act, which is incorporated with and forms part of the Pacific Great Eastern Railway Act.

I have just referred to the joker which helps the politicians and the Railway Contractors around the corner on a single wheel. It is the saving clause. It is the feature of the whole act which marks it as the most bold and brazen bit of legislation ever spread upon the statute books of any self-governing community.

I find that this most important information can be demanded from the Railway Company by the Minister of Railways only. But Sub-section 3, Section 283, Chapter 194, R.S.B.C. 1911, says:—

"Any information furnished to the Minister by any such return, or any evidence taken by the Minister in connection therewith, shall not be open to the public, or published, but shall be for the information of the Minister only."

Following the Railway Act further, you will find that Sub-section 4 of the same section 283 is as follows:—

"The Lieutenant-Governor in Council may nevertheless require the Minister to communicate to him in Council any or all information obtained in manner aforesaid."

Note the words "in Council." Every one knows that information communicated in council is not for the public.

Now we come to the most humiliating feature of this legislation. Sub-section 5 of Section 283 is as follows

"The Minister may authorize any part of such information to be made public when and in so far as there may appear to the Minister to be good and sufficient reasons for so doing; provided that if the information so proposed to be made public by the Minister is of such character that the Company would, in the opinion of the Minister, be likely to object to the publication thereof, the Minister shall not authorize such information to be published without notice to the Company and hearing any objection which the Company may make to such publication."

Secrets of the Pacific Great Eastern Railway Company

The dismal secrets of the Pacific Great Eastern Railway are thus securely guarded from the people who are being bled for the money to enable the promoters of the Company to succeed. Sub-section 5 generously allows that the Minister may authorize any part of such information to be made public only after the Railway Company has been consulted.

However, these are merely a few excerpts from the provisions under which the Pacific Great Eastern Railway Company's promoters have received aid from Provincial Government up to date. Messrs. Foley, Welch and Stewart appear to have the power to place upon the law books of this Province any legislation they deem fit and are now asking for $6,500,000 more to support the tottering structure from beneath which they are already preparing to withdraw, and this "business government" is apparently encouraging them in their effort. Messrs. Foley, Welch and Stewart never intended to operate the road, but only to promote and construct it.

"We will have an enquiry," the government glibly promises; "an enquiry into the whole situation of the Pacific Great Eastern Railway Company." Mr. Bowser puts legislation on the statutes of this Province to prevent the public from getting at the facts without the consent of the Railway Company, and in doing so was supported by Mr. Tisdall and Mr. Campbell, both of whom have since been appointed cabinet ministers in the "business government." The game of the clique controlled by the Railway Company has been to fool the people and Mr. Flumerfelt's promise of a full and complete investigation may well be taken as a bluff.

The main idea of the framers of the Pacific Great Eastern Railway Act seems to be to draw a curtain around the whole jug handled transaction so as to effectually screen the details from the public, and secure a snap endorsation before the public are fully informed as to their real objects.

No wonder Mr. Flumerfelt, in his speech accepting the nomination for Victoria, persistently referred to the government as the "late government." Who could blame him for wishing to escape responsibility for the sins of this government with which he wishes to be identified? But like "Banquo's ghost," they will not be downed but will reappear for several generations to come and in the disagreeable form of interest to be paid on the bonds by this "business government."

One course which should be followed in the interests of the people of the Province is for the people to elect a new government at Victoria who would go into office pledged to wipe from the statute books the unfair legislation I have referred to this evening, substituting therefor legislation enabling the people to have some control of the expenditure of their own money.

Evidently it is the Government's intention not to hold a general election until they have drawn their last breath, therefor we should elect all three opposition members in the bye-elections which they are compelled to have. These three new members with the two already in the house, will be just sufficient to enforce the demand that the accounts be produced, which demand has been repeatedly refused in the past because there was not the requisite number of opposition members to enforce it, and the forty government members were so well "lined up" that not even three of them had independence enough to join the opposition in making this reasonable demand.

With five members in the opposition some restraint could be placed on the reckless pledging of the country's credit for the primary object of assisting the country's exploiters.

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ORDER YOUR SUPPLY TODAY

PHONE FAIR. 597 AND OUR DRIVER WILL CALL

TURNER'S DAIRY

SEVENTEENTH AVENUE AND ONTARIO STREET

B.C. Electric

SUNDAY SCHEDULE---LATE CARS

FAIRVIEW INNER BELT			
Lv. Bdwy-Main	11.24 11.35 12.10	Lv. P.O. for Bdwy	11.38 11.49 12.24
FAIRVIEW OUTER BELT			
Lv. Bdwy-Main	11.24 11.36 12.00	Lv. P.O. for Bdwy	11.46 11.58 12.22
DAVIE ST. LINE			
Lv. Eng. Bay	11.30 11.42 11.54	Lv. P.O. forE. By	11.19 11.31 11.43
Lv. 25th Ave.	11.00 11.12 11.24	Lv. P.O. for 25th	11.41 11.53 12.05
ROBSON STREET LINE			
Lv. Eng. Bay	11.36 11.48 12.00	Lv. P.O. for E. By.	11.25 11.37 11.49
Lv. Coml. Dr.	11.06 11.18 11.30	Lv. P.O. for Co Dr.	11.47 11.59 12.11
GRANDVIEW and 4TH AVE.			
Lv. Alma St.	11.48† 12.00† 12.15†	Lv. P.O. for 4th A.	11.25 11.37 11.52
Lv. Ced. Cot.	11.03 11.15 11.30	Lv. P.O. for Ced. C.	11.22 11.37 11.52
Cars marked (†) go to 4th and Granville only.			
FRASER-SHAUGHNESSY LINE			
Lv. Oak St.	11.04 11.16 11.28	Lv. P.O. for Oak	10.42 10.54 11.06
Lv. River Av.	11.40 12.04 12.28	Lv.P.O. for Rv. Av.	11.02 11.26 11.50
VICTORIA ROAD LINE			
Lv. Stanley Pk.	10.54 11.06 11.18	Lv. P.O. for S. Pk	10.46 10.58 11.10
Lv. 56th Ave.	11.12 11.36 12.00	P. O. for Vic. Rd.	10.37 11.01 11.25
KITSILANO HASTINGS PK. LINE			
Lv. Kitsilano	11.55 11.15 11.35	Lv. P.O. for Kit.	10.41 11.01 11.21
Lv. Hastings Pk.	11.10 11.30 11.50	P.O. for Has. Pk.	10.49 11.09 11.29
HASTINGS EAST BROADWAY WEST LINE			
Lv. Bdwy. West	11.00 11.13* 11.30	P.O. for Bdwy W.	10.38 10.53 11.08
Lv. Has. E.	11.30† 11.45† 12.15†	P.O. for Has. E.	11.05 11.20 11.50
Cars marked (*) go to Granville and Broadway only.			
Cars marked (†) go to Main and Hastings only.			

P. O. Indicates Post Office.

Subject to Change Without Notice.
Cut Out and Preserve for Reference.

LAND ACT.

Form No. 11.

FORM OF NOTICE

Vancouver Land District, District of Coast, Range 2.

TAKE NOTICE that William P. Marchant of Victoria, B.C., occupation Clerk, intends to apply for permission to lease the following described lands:—

Commencing at a post planted on the North-west shore of Schooner Passage, Rivers Inlet, distant about three-quarters of a mile in a Northerly direction from the north end of Pendleton Island; thence 40 chains north; thence 40 chains east; thence south to shore of Schooner Passage; thence following the shore-line to place of commencement.

WILLIAM P. MARCHANT,
Name of Applicant (in full).

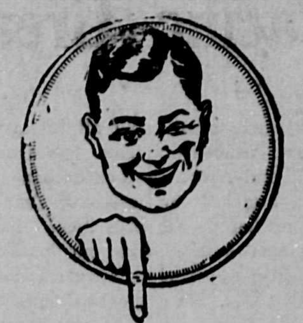
December 22, 1915.

J. G. Johnston, Agent.

Pioneer Printer of City is Dead

A pioneer printer of Vancouver and one of the most highly respected and best known members of the craft in British Columbia, passed away at his late residence, 4522 Quebec Street, South Vancouver, yesterday afternoon, in the person of George Filmer Pound, aged 70 years, of the printing firm of Ward, Ellwood and Pound, 318 Homer Street. Death was due to uraemic convulsions.

Funeral takes place at 3 p.m. today to Mountain View Cemetery.



HERE'S YOUR OPPORTUNITY, MR. READER

COME AND HELP YOURSELF TO OUR $30,000 STOCK

BOOK BARGAINS

Never mind the weather! Come and get your share of the bargains we are offering. Our entire stock of books, slightly soiled by smoke and water, is being cleared at the following prices—

10c and 15c values for .... **5¢**
20c and 25c values for .... **10¢**
30c and 45c values for .... **15¢**
50c and 95c values for .... **20¢**
$1.00 and $1.50 values for .... **25¢**

EDWIN J. GALLOWAY

942 Granville Street

HALF BLOCK SOUTH OF OLD STAND

"Never Touched by Human Hands"

Are You Sure About Your MILK?

Do you know the simple facts regarding your milk—the conditions under which it is produced, the methods of handling it, the pasteurizing process, the cans, the bottles?
Are you perfectly satisfied as to its PURITY, FRESHNESS AND CLEANLINESS?

Housewives

become acquainted with these facts. Make perfectly sure of the milk you serve to the members of the household. The health and well-being of every family depends to a great extent upon GOOD FRESH MMILK as it is used at every meal and for so many purposes.

Mothers

Take no chances at all with the milk you give your babies and the younger children. You can not be any too careful, as milk is so liable to contamination and impurities, when carelessly handled. The best thing to do is to investigate the exceptional merits of SOU-VAN MILK—THE SAFE, CLEAN, FRESH MILK for babies, adults and all domestic purposes.

Sou-Van Milk

is the product of clean, healthy cows. It comes from ranches operated by careful farmers and in its long journey from the cow to your table it is scientifically pasteurized by modern methods, sent to your home in sterilized bottles. It is impossible to handle milk with greater care than we take with SOU-VAN MILK.
Rich, clean, fresh and wholesome—uniform and of long keeping quality. Phone Fair. 2624 and order a trial bottle.

South Vancouver Milk Co.

29TH AND FRASER
Phone Fairmont 2624

PANTAGES

UNEQUALLED VAUDEVILLE

Phone Seymour 3406

WEEK OF FEB. 14TH

ROLAND WEST'S

Dairy Maids

A ROLLICKING, MUSICAL COMEDY

Three times daily, 2.45, 7.15, 9.15
Matinee, 15c; Night, 15c & 25c

CENTER & HANNA LIMITED

FAITH and WORKS

The law forbids the sale of liquor and cigarettes to minors, but it does not restrain newspapers from going into respectable homes and soliciting the patronage of the boys and girls with flaring and alluring advertisements.

Careful firesides must rely, therefore, upon newspapers that voluntarily banish liquor and cigarettes, those great enemies of youthful strength and purity, from their columns.

In the campaign for saloonless state it is vital that the forces of temperance cast the entire weight of their influence against the wets.

Their subscription order for a newspaper is a vote for or against liquor, according as the advertising columns of that newspaper are for or against liquor.

The Saturday Chinook is against the selling and distributing of liquor and cigarettes to minors through its advertising columns.

For true temperance should begin at home and with the Home Newspaper.

Delivered at your door for 10 cents a month. Phone Seymour 470.

The Saturday Chinook