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The Daily News

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PARTY LINES CEASE TO BIND

PREMIER EXPOUNDS POLICIES TO WESTMINSTER ELECTORS

Fact That He is "Native Son" Plays Important Part in Appeal—Claims That Credit of Province Can Stand $46,000,000 Guarantee—"Napoleon Dreadnought" on Indian Lands Scandal.

Local Conservatives foregathered last night in the Opera Hous last night to hear their two great champions, Premier McBride and Attorney-General Bowser, expound the platform of the government, and there were also a strong element of Liberalism present to judge by the reception accorded the speakers. Except for a college yell given by a crowd of boys, there was little enthusiasm throughout, and the meeting was evidently disappointed with the Conservative champions.

Ridicule Fell Flat.

They had come to hear business talked, but they listened for hours, not to the businesslike exposition of policy, but to ungraceful attempts to throw ridicule on the candidates of the Liberal party, lowering the dignity of ministers of the crown by referring to their opponents in sneering terms, and attempts to throw dust in the eyes of the electors by the use of generalities instead of hard facts. The audience were forced to be bored by listening to the premier's overdone sentiment in touching references to "the city of my birth," and were asked to forget the work of the premier in order to vote for him as a fellow townsman. Yet to Alderman Johnston, who is also a native son, he denied this argument, and asked the electors to forget that he was a Royal Citizen, and a popular man, and to vote for a principle which he forgot to name.

The chair was taken by J. A. Lee, who read a letter from Ald. Johnston regretting that as a guest at the lacrosse club banquet he was unable to be present.

Thos. Gifford.

Thos. Gifford, Conservative candidate, was the first speaker called upon. After the usual platitudes regarding the weather and the good meeting, and the honor done him by his nominees, he expressed his pleasure at being a supporter of Premier McBride and paid tributes to his friends the premier and attorney-general, whom he said were mainly responsible for the policy of the Conservative government. Since these brilliant speakers were to follow, he would leave his speaking to another time and make his bow.

Walter Dodd.

Walter Dodd, Labor candidate, also spoke briefly. He thanked the Conservatives for their generosity in permitting him to speak. Election time was on and both parties had something to offer. Both had a railway policy and a timber policy, and the Liberals had also a policy to make Asiatics live up to a white standard (Hear, hear). The Conservatives proposed to help promotors to build a line, the C. N. R. The only time this line made money was in 1907, when they cleared $2000. Yet MacKenzie & Mann were making millions and investing in South American stock. They made the money by building the railway. They made a profit by building, by buying equipment, then they added water to bring the cost of construction and equipment to $65,000 a mile. The difference between this and the actual cost was clear profit for the promotors. Both parties had millions for railways but they had no money to give relief from a school book monopoly. Mr. Dodd annihilated the Conservative fair wage standard and ridiculed the Liberal policy of making the Asiatics live up to the white standard.

The speaker attacked the policy of the government in granting perpetual lease to timber men.

The Labor platform provided for proper and cheaper teaching for children, for the protection of the life of laborers in the province. Then there were the monopolies to be dealt with, coal for instance. The Labor platform meant democratic government, which did not exist at present. "Equal rights to all and special privileges to none" was their motto.

The Premier.

The chairman, in introducing Hon. Richard McBride, referred to the "apparently waning power of the premier and the entering of the Conservative party upon political night," but "he hoped that the dawn would come after the polling."

The premier was received with a college yell.

Premier McBride thought that Mr. Dodd should have been the first to have upheld the Conservative government because Sir John A. Macdonald had given the laborers the right to strike. Former elections in British Columbia had shown that he had been supported by the Laborites in the past. There was no need for Labor candidates, there were enough Conservative candidates.

"We are all working men and sons of working men," declared the speaker in an endeavor to bluff the support of the Labor men. There had been no demonstration regarding school books in particular, but the government had gone on record for free school books, and their acts in past should be taken as an earnest for their actions in the future.

With regard to fair wages, the government had yet to listen to one complaint on this score. They had a commission engaged to see that the fair-wage clause was enforced.

Timber Policy.

The timber license policy of the government had brought millions of dollars into the provincial treasury. The 21-year lease had been required by the lumbermen in order that they might raise capital. But it had been found that the banks did not find this sufficient security and the government was only carrying on its former policy in proposing to grant perpetual leases at the next session of the legislature. Had it not been for the protection laws of British Columbia many of these mills would have been under the American flag.

The difference between Liberal and Conservative parties, he continued, was only a matter of sentiment, even the Liberals were following the policies of Sir John A. Macdonald. For six years the B. C. government had given honest, effective administration; they had brought British Columbia from bankruptcy to solvency and now had $4,164,000 surplus in the Bank of Commerce. The department of lands had been brought from nothing to a high state of efficiency, so with timber, mines, agriculture and horticulture. Lands worth nothing six years ago were now worth millions. The horticultural department had brought British Columbia fruit into the forefront of the fruits of the empire.

But something was needed to keep up the prosperity of the country, to prevent it from stagnation; it wanted a railway policy. Mr. Oliver had called the premier a scondrel, and then a fool, but he had still tried to give honest government.

The speaker posed as a hero striving to "save the country," by his railway policy. He appealed for support on the ground that he had led the government for six years and so should know how. He expressed enjoyment of his position and said that he would have liked to hold the job down till the end of his term, but he wanted the endorsation of the people now. He had promised a railway policy and had now got down to business, with a firm who were second only in standing to the C. P. R. itself. He had been charged by John Oliver with being a tool of the C. P. R. This was proved false now by his stand.

If he were returned to power the railway would be built in four years. Of the standing of the C. N. R. he said that the Liberal premiers of Alberta and Saskatchewan and the premier of the Dominion, had guaranteed the bonds of the line.

Of Sir Charles Hibbert Tupper, the premier remarked that the country had done without his statesmanship for many years, and could do so still. So far as he was concerned, Mr. Oliver was quite welcome to him. As for Messrs. Fulton and Tatlow, they did not agree with the railway policy; but if he had to sacrifice every member of the cabinet he would have been willing to come before the people to ask their endorsation to his policy. Mr. McBride had a college friend to pay a touching tribute to, before continuing, this being Hon. Mr. Bowser.

The speaker outlined the McBride railway policy already known. It would meal six hundred miles of an addition to the great transcontinental. There would be no Asiatic labor in its construction, no money would be paid until the work was certified to by a government engineer, and the bonds would be for the actual cost

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Rally to the Flag.

Every Liberal should do his duty and call at the committee rooms to render all assistance in his power toward the abolition of tolls on the Fraser river bridge, and against the assumption of a liability of $45,000,000 by the 120,000 working men in British Columbia.

PROPOSED EXTENSION WILL BENEFIT CITY

Construction of Car Line From Sapperton to Millside Will Bring Trade.

The proposed new extension of the B. C. E. R. service from Sapperton out to Millside, the survey for which is already under way, and the construction of which will in all probability be commenced some time early in the course of the coming year, will be a valuable addition to the local car lines already in existence.

Judging from the course taken by the survey parties which have been out for the electric railway company west of the city of late, it appears probable that the new line will branch from he B. C. E. R. tracks on Columbia street, Sapperton, running down Brunette street to the bridge across Brunette creek, and thence in almost a straight line across country to Millside.

Opens Important District.

It will form a means of communication with the district lying on the southeastern margin of the city, a district which is rapidly growing in importance. Whilst it will mage it easier for the residents of Lower Sapperton and Fraser Mills to get into New Westminster to make their purchases and conduct their business, it will also enable the merchants of the city to keep in closer touch with the steam and sailing cargo vessels that are now lying almost continuously off the Fraser mills wharf. The privilege of supplying provisions to these vessels has hitherto been practically lost to New Westminster owing to the lack of any means of easy communication.

The new line will prove a most valuable influence in the opening up and development of the eastern end of the city and the adjacent district. Apart from the resiuential attractions

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CHANNEL OF RIVER BECOMES DEEPER

Good Result of Work of Fruhling Dredge Already Apparent.

There is now a clear channel from New Westminster to the Gulf of Georgia for vessels drawing up to 24 feet of water, at high tide.

Annievilie Bar No More.

Until a few months ago, it was necessary for vessels entering or leaving the river to wait for the monthly high tides in order to secure a sufficient depth of water to navigate the Sandheads safely. The advent of the Fruhling dredge has remedied this, and is bringing nearer the day when the largest of ocean going vessels will be able to enter the port at any stage of the tide. Soundings taken recently show that the Annieville bar, not so long ago the most dangerous part of the river, is now practically non-existent. The wing dams built by the department of public works are doing their work well and there is now a depth of 21 feet at low tide. Thus until the Sandheads are reached there is a full 20 feet of water throughout the channel.

At the Sandheads a few months ago there was obtainable at ordinary low tide but ten feet of water, making 22 feet with ordinary high tide. Soundings now in the hands of Resident Dominion Government Engineer G. A. Keefer, show that at the present time there is nothing less than fourteen feet at extreme, not ordinary low tide, making about 28 feet at ordinary high water.

Moves Much Mud.

The Fruhling is now working at high pressure, for she is able to do full duty now that the bar is clear

(Continued on Page Five).

Electors of New Westminster:

HEAR

F. C. WADE

DUNCAN ROSS

and the
Liberal Candidate

ALDERMAN JOHNSTON

At the OPERA HOUSE, NOVEMBER 23rd. Ladies cordially invited.

LORDS AND COMMONS PREPARE FOR BATTLE

Upper House Must Pass the Budget Or Get in Position to Fight for For Its Life.

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

Mr. Balfour's speech at Manchester satisfies his followers, inasmuch as it adopts tariff reform as the party cry, but it cannot be regarded as an election manifesto, since it fails to define what he understands by tariff reform. As to his exact views on tariff reform, Mr. Balfour was silent, except to say that he would not touch it "if it were to increase the ordinary cost of living of the working classes."

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

The Chronicle, in referring to the stand of the house of lords against the budget says: "A more shameful conspiracy against the common wealth has never been unmasked. The selfish defenders of the privileges of land and liquor are bound to be beaten down by an uprising of the indignant people."

John Kerr of the B.C.E.R. freight department leaves in the near future on a three months' trip to his old home in Scotland.

CROWN TIMBER RECEIPTS SMASH ALL RECORDS

Returns For Fiscal Year to End of October Show Increas of Over 250 Per Cent.

The returns of the crown timber office for the province are piling up to a figure this year that is smashing all existing records flat.

Last year was a good average in the Dominion timber office and at the end of the fiscal year April, 1909, it was felt that it would take some beating. But month by month the figures have grown until now the average monthly return for the first half of this fiscal year, now completed, to October 31, are in comparison to last year as four is to ten, or in other words, the increase is 250 per cent.

The reason for the marvelous increase is to be found in the effectiveness of the legislation passed at Ottawa recently, which has made it easier for the lumber companies to meet their obligations on Dominion timber lands have been leased to the mill owners and the lumber trade has received an impetus.

A pretty wedding took place in the Reformed Episcopal Church yesterday when Miss Isabelle May Barker of Collingwood East and Howard Leslie Christie of Vancouver, were united in matrimony. Miss Catherine Shortreed of Vancouver acted as bridesmaid, whilst the groom was supported by Arthur Young of Vancouver. Rev. A. deB. Owen officiated.

GOOD OF PROVINCE MUST OUTWEIGH POLITICAL TIES

Sir Charles Hibbert Tupper in Cutting Speech at Revelstoke Tells Why He is Working Against Government—Prophesies Railway Policy Will Bring Ruin to McBride, Bowser & Co.

Revelstoke, B. C., Nov. 18.—Standing on the same platform in the opera house her last night, Sir Charles Hibbert Tupper, a Conservative and Mr. F. C. Wade, K. C., a Liberal both of Vancouver, made common cause against the McBride government. They spoke on behalf of Mayor Chas. Lindmark, a Conservative, who is running on the Independent ticket in opposition to Hon. Thos. Taylor, minister of works. The audience gave then a rousing reception, displaying marked enthusiasm until the adjournment shortly before midnight. Its members included many ladies.

An Aggressive Speech.

Sir Hibbert in a characteristically agressive speech, occupying nearly two hours in its delivery, concentrated his batteries on the government's railway policy. He came here at the personal invitation of the Independent candidat. Priding himself on his Conservative principles, his criticism of the agreement between the administration and the Canadian Northern railway was exhaustive. He endeavored to show that the proposed bargain had been negotiated with undue haste, that it did not possess a redeeming feature and that it involved a menace which might be far reaching and disastrous consequences.

Mr. J. M. Kelle, a farmer member, presided and there were many local Conservatives and Liberals on the stage. Among the decorations was included a huge device with the words: "We Welcome the Son of Canada's Grand Old Man."

Spoke As Conservative.

"I am here as a Conservative," he declared at the outset. "Mr. McBride proposes to blacken the eyes of any Conservative who dares to disappove of his railway policy, while I am a Conservative who, like his colleagues, Messrs. Tatlow and Fulton, is compelled to disagree with that policy. The Premier has been kind enough to say the province would still be here after my departure. My compliments to Mr. McBride. When he is defeated a few days hence I feel confident British Columbia will prosper more than ever. He is asking us to agree to a guarantee, but I for one do not want to go on the note. I can not support this radical and extraordinary departure of a so-called Conservative government. I have been brought up to appreciate the advantages of party loyalty, but loyalty ceases when it says black is white. I hesitate, I say, when I know the color is green.

Why He Changed.

"Down to October last when the fatal railway contract was signed the government adhered to its policy and I could give them my support. I have not left Mr. McBride or Mr. Taylor. The Premier, Mr. Bowser and the small ends have gone back on their records and they did it in the twinkling of an eye," continued Sir Hibbert with rising warmth. "If the Premier had gone to the country without a railway policy he would have scored a victory. Why was this extraordinary program submitted without giving the people of British Columbia reasonable time to consider its provisions? It is patent that it was sprung in violation of every constitutional principle. Why, I ask, was the policy of the Roblin government in Manitoba not adopted? Before he signed an agreement with the same railway he called a conference of business men and members of both parties to consider a matter fraught with such momentous consequences."

Calls It Frenzied Finance.

"This deal is bold and monstrous, and is useless to any one outside the Mann and Mackenzie crowd. It knocks the bottom out of the cry for better terms. It stultifies the Conservative leader at Ottawa. Conditions existent have, it is admitted, made us the most heavily taxed people in the world. Shaping their policy until October with that conviction, is it not bewildering to hear from the lips of the same men who appealed to Borden to ask the people to guarantee the construction of trunk lines. Is there a man, woman or child who will admit that the two policies are consistent? Is it not frenzied finance; is it not beyond the vagaries of the wildest boomster? I say it is childish unparalleled, and is opposed to all they have been preaching for the past three or four years."

Then Sir Hibbert made a reference to the resignations of Messrs. Tatlow and Fulton. "Surely they are bound to break silence before this campaign is over. No doubt it would hurt their colleagues to tell the truth; it can not be that some malign or sinister motive impelled them to quit rather than serve under a dishnrable gvernment. As ing as they remain dumb the worse it will look for the Premier." Nearly all the speaker's references to Mr. McBride and Mr. Bowser were scathing, denunciatory, ironical or facetious.

"Is it a contract document or agreement?" asked Sir Charles with irony before mercilessly criticising the agreement not only for its conditions and the government for letting it see the light 11 momentous days after it had been negotiated.

Candy From a Kid.

"Mann and Mackenzie are not infants. They know a good deal more about the railway game than the Premier and Mr. Bowser. They played with them in a way that a man would be ashamed to act towards little children," added Sir Hibbert amidst another noisy outburst from the audience.

We have the word of the Premier that this monstrous memorandum which was published on Oct. 30 is the core of the contract. In Toronto Mr. Mann said it was the text of this contract and now we have Mr. Bowser asserting that the document in any event is not binding. It commits us to an extraordinary liability."

When Sir Hibbert contrasted it with the terms secured by Premier Roblin of Manitoba, in negotiating an agreement with the same railway company. "There is no provision here against Mackenzie & Mann selling out their rights to another railway," continued the speaker, as he warmed up to his task.

Lack of Safeguards.

"There is no provision for reduction of rates, nor for the control of rates; third, there is no provision for a sinking fund; fourth, no forfeit was mentioned and no provision was made for construction to begin from this end of the line. And seventhly there is no provision that Mackenzie and Mann, who control at least 85 per cent of the stock of the Canadian Northern, should hypothecate their stock with the government as a guarantee of good faith. In regard to his statement that no sinking fund was provided, Sir Charles pointed out that where it is intended that the bonds of railway are to be paid off, a sinking fund was essential, otherwise the railway continued to invest its profits in extensions, terminals, etc., and no cash was available to pay off the bonds when their term expired."

"I submit that there is no necessity for this province to aid a third or fourth transcontinental line," continued the speaker. "If any really existed it would be a matter for the federal parliament to consider and the party could hold Mr. Borden responsible for his attitude. If a request for a bond guarantee were made at Ottawa, it would be laughed down by both sides. These roads are breaking their necks to come, and there is no need to give them more than decent treatment. Mr. McBride justified the Kaien island deal because he was dealing with a northern road that would open up a new territory, but said he would make the roads farther south pay through the mountains. I repeat that the deal with the Canadian Norhern is a wild, hasty and unconsidered one, and there was never a greater issue before the people of this province.

"In Manitoba a railway bond guarantee was different, for there branch lines opened up a crowded region needing railway facilities, and the government had retained the control of rates. The late Hon. Mr. Agnew, treasure of Manitoba, referring to the former deal, reviewed what his government had wrung from the railways. Out in British Columbia the situation is reversed."

Sir Hibbert saw no possibility of the proposed line proving advantag-

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Liberal Committee Rooms.

Alderman J. J. Johnston's committee rooms are established at the Daily News block, opposite the Carnegie Library. Telephone No. 605.

Committees meet every evening at 8 o'clock.

The Liberal party desires that every one opposed to the "wild and unconsidered" railway policy of the government will rally round and make the rooms their headquarters.

MADE BIG MONEY BY CALLING UP GHOSTS

But Finally Police Intervened and Found That Spooks Were Fakes.

Berlin, Nov. 18.—Paul Abend and his wife, who carried on a thriving trade as agents between this world and the domain of spirits, have been arrested on a charge of systematic fraud, and conveyed to the police headquarters to await their indictment by the public prosecutor.

They had carried on their business for years, figuring publicity as masseur and masseuse. Frau Abend however, had obtained a reputation as a medium, and she and her husband held seances every day for customers who came and paid considerable sums of mone yto be put in communication with departed relatives and friends.

Recently a seance was taking place in adarkened room, when a detective, who had obtained entrance by stealth suddenly seized Frau Abend as she was becoming transformed into a ghost to receive communications from the other world. The police officer caught her in the act of drawing from her sleeve where it had been concealed, a phosphoric veil, which would give her a ghostly appearance.

Frau Abend, immediately collapsed, and tore her clothes in pieces, hoping to conceal confusion. She also called to her husband to remove her dress, but he was helpless, having been seized by a second detective, who had also succeeded in obtaining admission.

Preliminary investigations into the case show that this couple had many hundreds of regular customers, not only in Germny, but in many other European countries.

It is estimated that during the last three or four years they earned an annual income of approximately $15,000.

Must Use Block Signals.

Ottawa, Nov. 18.—For the further protection of the traveling public the Railway Commission is considering new regulations, and it is not improbable that the companies will be asked to install on their lines between the principal centres the block system of signals . Information, with that object in view, is now being collected. The block signals, it is claimed, obviate the possibility of collisions.

A Splendid Cast.

Cohan and Harris present Geo. M. Cohan's record-breaking success "Forty-five Minutes From Broadway," and which will be the bill at the New Westminster Opera Honse on Monday, Nov. 22, with Charley Brown, who plays the role of "Kid Burns," a retired prize fighter, and Elizabeth Drew as "Plain Mary," the housemaid. Others in the cast are Lillian White, Louise Gardner, Susan Chisnell, Ninon De Varenne, James Manning, Eugene McGregor, Harry Gwynette, James A. Davett, Roger Hurst, and Harry Wilcox. Although it is termed a music play, there are but six musical numbers, two of which are "Mary is a Grand Old Name," and "So Long, Mary."

Human Hearts.

Till we have reflected on it, we are scarcely aware how much the sum of human happiness is indebted to the stage. We acquire cheerfulness and vigor from mere association with our fellow men in the theatre, and from the looks of happy expectancy radiating from our neighbor's countenance, inspired by the anticipation of prospective enjoyment of good, clean, wholesome drama, well acted and properly presented.

Such, at least, is the idea brought forcibly to mind in gazing over an audience assembled to witness W. E. Nankeville's great production "Human Hearts," aptly described as the "forever evergreen success." "Human Hearts" is a play that invariably appeals to all that is best in man's nature, and uplifts him from the sordid cares and petty worries of daily toil and trouble. The story of "Human Hearts" is clean, wholesome and intelligible to every one. There is no suggestion of vulgarity in any of its acts; but a story of convincing strength is told by the author, in a manner that appeals irresistably to all classes of theatre-goers.

The enormous success of "Human Hearts" during the past ten years is a direct refutation of tae idea entertained by so many theatrical managers, that sensationalism and criminal adjuncts are necessary to a play to assure its success with the public. Such plays die out as soon as the public interest wanes. Not so with a drama possessing the merit of "Human Hearts." The lease of life accorded such a play is not dependant on a momentary interest, excited by some crime, but on the firm solid basis of humanity and human feelings. It touches our heart strings, rouses our latent better instincts, and makes us fell kinder towards our fellow men for having witnessed it.

"Human Hearts" will be presented this season with an especially strong company of players, and the same fidelity to scenic and mechanical detail that made its former visit notable. The engagement is for Friday, November 19.

"In Dreamland."

The much heralded comedy fantasy, "In Dreamland," Emmet Devoy's latest and best effort, will be the attraction at the New Westminster Opera House on Monday, November 29. The story in brief is that of Bob Hammond, a complacent, well-to-do, young man of the present day. The first act takes place in the living room of the Hammonds' fashionable uptown house. It is Mrs. Hammond's birthday and the young wife is very much piqued because her husband has forgotten that fact. To the annoyance of his wife and disgust of his mother-in-law, Hammond has a decided leaning towards spiritualism. His own creature comforts and confabs with visitors from the other world absorb him to the exclusion of everything else. He returns home filled with enthusiasm over a conclave of shades that is to take place that night. In consequence he declines to take part in some minor social affairs planned by his wife and is left to his own devicts. Hammond falls asleep on a lounge and a spiritualistic scene begins in earnest. A daughter of Venus, the goddess of love, appears with a magic wand that deals out thunder and lightning with Jove-like power and the self-satisfied young man of the world is put through enough mental torture while "In Dreamland" to bring about a thorough reformation.

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Keep Your House Warm

Steam Heat With Gas Fuel
GAS-HEATED STEAM RADIATORS.

JAMES & McCLUGHAN

GOOD SECOND-HAND COOK STOVES FOR SALE CHEAP.

Trust Block, Front St., New Westminster

What Would Be More Appropriate

FOR A HOLIDAY PRESENT THAN ONE OF OUR PIANOS OR ONE OF OUR ORGANS, AN EDISON PHONOGRAPH, A VICTOR OR BERLINER GRAMOPHONE, SINGER SEWING MACHINE, ALL ON EASY TERMS IF DESIRED. WE HAVE RECEIVED A LARGE CONSIGNMENT OF VIOLINS, GUITARS, MANDOLINS AND CASES.

OUR HOLIDAY STOCK IS COMPLETE. A CALL WILL CONVINCE YOU THAT OUR PRICES ARE THE LOWEST IN BRITISH COLUMBIA.

J. H. TODD'S

Big Music House

NEW WESTMINSTER, B. C.

SYNOPSIS OF CANADIAN HOMESTEAD REGULATIONS.

Any available Dominion Lands within the railway belt in British Columbia, may be homesteaded by any person who is the sole head of a family or any male over 18 years of age, to the extent of one-quarter section of 160 acres, more or less.

Entry must be made personally at the local land office for the district in which the land is situate. Entry by proxy may, however, be made on certain conditions by the father, mother, son, daughter, brother or sister of an intending homesteader.

The homesteader is required to perform the conditions connected therewith under one of the following plans:

(1) At least six months' residence upon and cultivation of the land on each year for three years.

(2) If the father (or mother, if the father is deceased), of the homesteader resides upon a farm in the vicinity of the land entered for, the requirements as to residence may be satisfied by such person residing with the father or mother.

(3) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements as to residence may be satisfied by residence upon the said land.

Six months' notice in writing should be given to the commissioner of Dominion lands at Ottawa of intention to apply for patent.

Coal.—Coal mining rights may be leased for a period of twenty-one years at an annual rental of $1 per acre. Not more than 2560 acres shall be leased to one individual or company. A royalty at the rate of five cents per ton shall be collected on the merchantable coal mined.

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

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

TO THE RATEPAYERS OF THE CITY OF NEW WESTMINSTER.

Ladies and Gentlemen,—In response to several large and influential requisitions from the electors of the City of New Westminster, asking me to again offer myself for the mayoralty, in view of the extensive public improvements now in hand, and proposed for the coming year, I feel it my duty to accede to the wishes of the electors in the premises, and will therefore offer myself as a candidate at the forthcoming elections.

As previously announced, it was my intention to withdraw from civic politics at the end of the present term, but the urgent wish of so many of the electors that I should continue in office until the improvement program, with which I am familiar in every detail, is carried out, compels me to bow to their wishes, and again seek your suffrages.

If elected I pledge myself to devote my very best energies toward protecting the welfare of the city, to maintain the principles of civic government, and in every other possible way advance the interests of our city.

Thanking you, ladies and gentlemen, for your generous support in the past, and respectfully soliciting your votes and influence, I am,

Yours very incerely,
W. H. KEARY.

New Westminster, B. C., Nov. 4, 1909.

TO THE ELECTORS OF THE CITY OF NEW WESTMINSTER.

Ladies and Gentlemen,—At the request of a very large number of citizens and ratepayers I consented to allow my name to be submitted to the people for their support as Mayor of New Westminster for the year 1910.

My policy has been, is, and will be wholly one of progress and in the interests of all the people of New Westminster. I will discuss issues through the campaign and ask your careful consideration of all questions.

Polling day December 13th, 1909.

JOHN A. LEE.

Classified Advertisements

WANTED.

WANTED—JOB ON A MILK RANCH by experienced milker. Apply J. Currie, Victoria Boarding House, Sapperton.

WANTED—GIRL TO DO FOLDING, etc. Jackson Printing Co., Thomson Block, Market square.

ROOMS TO RENT.

TO LET—A COMFORTABLE BEDroom for single gentleman on Royal avenue, near car. Address A. D., News Office.

TO LET—TWO OR THREE FURnished housekeeping rooms, furnace, etc. Apply 917 Fifth avenue.

TO RENT—LARGE DOUBLE BEDroom, suitable for two gentlemen; reasonable terms. 828 Royal ave. 246-12

FOUND.

FOUND—A SMALL SUM OF MONey on corner of Fourth street and St. George street. Owner can have same by applying to Mrs. W. R. Gilley. 268-tf.

FOR RENT.

FOR RENT—A GOOD STABLE, $3 A month. 321 Third avenue. Phone R468.

HOUSES TO RENT—WE HAVE A number of clients for houses to rent. Any one having same would do well to call upon McAdam & Innes, 744 Columbia.

FOR SALE.

FOR SALE—SIX ROOM MODERN house, Sapperton, $100 cash, balance $20 per month. Apply Farmer, Box 537, New Westminster.

FOR SALE—SMALL HOUSE, MODern, Durham street, price $1400; $150 cash, balance monthly payments. White, Shiles & Co., Columbia street, city.

FOR SALE—SECOND HAND PIANO in fine condition, well known make, bargain; easy terms. Apply H, Daily News Office.

FOR SALE—CHEAP, RETORT JEWell heater, good as new; suitable for large room or hall. For wood or coal. Box 16, Daily News.

REAL ESTATE.

I HAVE BUYERS FOR PROPERTY in any part of Westminster or Burnaby; also on Chilliwack line. Owners only. Give full particulars, P. O. Box 942, New Westminster.

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Real Estate and Insurance Agents—City, farm and suburban property, 260 Columbia street.

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SETTLERS' ASSOCIATION OF B. C. —P. B. Brown, manager, P. O. Box 556, phone 334.

PACIFIC REALTY CO. (McADAM & Irwin), phone 498. P. O. Box 874. Real estate and insurance. 744 Columbia street.

MAJ SHALL SINCLAIR, INSURance, real estate, etc., is located for the present at the office of the Settlers' Association, Begbie street, opposite Windsor Hotel

AUDITOR AND ACCOUNTANT.

R. T. PRINCE, AUDITOR AND ACcountant. Audits made. Systems organized. Agent for the Hall Safe Co. Room 9, Westminster Trust block. P. O. Box 795.

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W. D. GOODFELLOW, ARCHITECT, Hall-Lavery Block.

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CHIMNEY SWEEPING AND GUTter cleaning. D. McElroy, Tel. 100

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WESTMINSTER CARRIAGE SHOP—R. J. McNeil. Over T. Ovens' blacksmith shop on Eighth street. Carriages built, repaired and painted. All work guaranteed.

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DRESSMAKING — SUITS, SKIRTS, and Waists. 728 Royal avenue. 204-6

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ROYAL CITY CHEMICAL CLEANers and dyers, 345 Columbia street, phone R278. The place where the dirt and dust is removed from the fibre—not pressed in. Goods called for and delivered.

ELECTRICAL WORKS.

THE PEARSON ELECTRIC CO., dealers in electrical machinery, fixtures and supplies, house wiring, armature wiring, motor repairing, etc. Bank of Commerce building, 'phone 331, P. O. Box 928.

FISH AND GAME.

BENSON & AYLING, FISH, FRUIT, Game, Vegetables, etc. Begbie st., opp. Windsor Hotel.

FURNITURE

W. E. FALES, THE FURNITURE Dealer, Upholsterer and Undertaker, corner Agnes and McKenzie streets. Phone 176, night call 81.

GROCERY.

FOR THE BEST VALUE IN GROceries, phone 386. The Pure Food Supply Grocery, P. O. Box 811.

LIVERY STABLE.

RING UP 250 FOR HACKS AND smart turnout. The Fashion Stables.

MACHINE WORKS.

THE SCHAAKE MACHINE WORKS, Limited, Front street, New Westminster. Manufacturers of modern saw and shingle mill machinery, Mill plants and specifications prepared.

MONEY TO LOAN

MONEY TO LOAN—I AM PREpared to advance money to any amount on city property or for building purposes. Apply Dr. A. D. Buchanan, P. O., New Westminster.

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B. C. MONUMENTAL WORKS, JAS. McKay, manufacturer and importer of mounmental tombstones, building stone, etc. Satisfaction guaranteed, Columbia street, New Westminster.

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I. HUDSON, WALL PAPER, ROOM Mouldings, Burlaps, and Sanitas; house painting, kalsomining, paper hanging and decorating. Sixth street, New Westminster.

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PIANOS AND ORGANS TUNED AND repaired by your local tuner, W. E. Martin, Mus. Bac., city. A line will bring him.

PRINTERS.

WESTMINSTER PRESS FOR EVERY kind of job printing. Midget loose leaf ledgers; Cowie Carbon Papers. Phone 55, P. O. Box 142. Old Daily News Block, Sixth street.

RESTAURANTS.

KENNY'S RESTAURANT & CAFE Tickets, 21 meals for $4. Home cooking. All white cooks; no Oriental labor employed. Open day and night. Opposite tram office.

SECOND-HAND STORE.

WE BUY AND SELL FURNITURE and all kinds of new and second-hand goods. A Speck, near Tram office.

THEATRES.

CRYSTAL THEATRE, 702 COLUMbia street. First-class moving pictures; illustrated songs; numerous attractions. Program changed Monday, Wednesday and Friday.

THE EDISON THEATRE, CORNER Columbia and Eighth. High-class moving pictures, illustrated songs, Program changed Monday, Wednesday and Friday.

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CUSTOM STENOGRAPHY AND Typewriting; copy work, business letters, etc. Province office, Columbia street. Phone 62.

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WESTMINSTER WOODWORKING Co., bank, office and store fittings; cabinet, stair, showcases, mantels and detail work. Designs and estimates furnished. J. Brookes, proprietor. Works: Corner Eleventh and car line. P. O. box 254, Phone 473.

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New Wellington
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Office, Front St., Foot of Sixth.
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SKATE
AT THE
PYTHIAN RINK

Ladies purchasing skate tickets during the month of November will receive a ticket entitling them to a chance on a gold watch. Drawing to take place NOVEMBER 30, 1909.

EMPRESSES
CANADIAN PACIFIC ATLANTIC STEAMSHIPS

You will find it to your advantage to arrange your booking at this office whether you intend to travel or sending for your friends.

From Montreal and Quebec.
Lake Erie from Montreal, Nov. 20
Empress of Britain from St. John Dec. 3rd.

For other dates and particulars apply to

E. GOULET,
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S. S. TRANSFER

The steamer Transfer will leave Brackman-Ker wharf every week day afternoon at 2 p.m. for Ladner Westham Island and way ports, returning to New Westminster on following day. Saturday, returning same evening.

Additional trip Monday morning, leaving New Westminster at 5 a.m.

Trips will be made to Steveston as business warrants.

This schedule subject to change without notice.

For freight and passenger rates apply to ROBERT JARDINE.
Manager.

Chest Protectors
at all prices
AT
RYALL'S THE DRUGGIST AND OPTICIAN.
Eyes Tested Free. Phone 57.

FROM SOUP TO COFFEE

the dinners we serve are prepared with care and discrimination. We exercise good judgment in buying, in cooking, in laying viands before you. We have no apology to make for our place or what we supply. We feel sure you will commend our meals, methods and prices when you dine or sup at

KENNY'S
739 COLUMBIA STREET, OPP. TRAM OFFICE.

VOTE FOR

ALDERMAN JOHNSTON

New Westminster's Candidate

FOR M.P.P. ON THE 25th

Vote for Alderman Johnston and the enforcement of fair wages to white men.

Vote for Alderman Johnston and the land for the people.

Vote for Alderman Johnston and the preservation of British Columbia's natural resources.

Refuse to guarantee $45,000,000 and endanger the credit of the Province for only 200 miles of new railway.

Support John Oliver, the man from Delta, a son of the soil, who knows what the country needs and will see that she gets it.

Support the railway policy of John Oliver, which will give an entirely new route, via Kamloops, Nicola Lake and down the Coquohalla to New Westminster and Vancouver, opening up fertile valleys and covering a route which nowhere double-tracks an existing railway.

Support the policy that will open up portions of the Province at present inaccessible, and to make use as far as possible of the subsidies, amounting to nearly Seven Million Dollars, offered by the Dominion Government, to assist the building of railways.

New Westminster expects that every man will do his duty on November 25 and Vote for Johnston.

The Daily News

Published by The Daily News Publishing Company, Limited, at their offices, The Daily News Block, corner of McKenzie and Trew streets.

E. A. Paige.....Managing Director

UNION LABEL

FRIDAY, NOVEMBER 19, 1909.

THE BRIDGE TOLLS.

Though the electors of New Westminster and the Fraser valley are naturally taking a keen interest in the subject that forms the main issue in the present campaign, they are not unmindful of the fact that some matters of particular interest to them locally are involved in the contest. The most important of these is the freeing from toll of the New Westminster bridge.

Year in and year out Liberals in the Legislature have been striving to get this obnoxious impost removed, but without success. The only satisfaction so far obtained, either by the Opposition in the House, or the Boards of Trade or Municipalities that have also besought the removal of the tax, has been a conditional promise by the executive that the toll should be taken off as soon as the financial circumstances of the province made it possible.

But the freeing of this bridge is one of the planks of the Liberal platform, and in order that there may be no doubt about it, John Oliver, the leader of the party, has stated publicly that the Liberals, if returned to power, will remove this toll from the bridge.

Here is a tangible and definite undertaking in the part of the responsible head of the Liberal party. In this respect it differs from the vote-catching announcement made by Mr. F. J. MacKenzie, the Conservative candidate for the Delta, a few days ago, to the effect that if the toll were not removed within two months after his election he would resign.

With the position of the Liberal party placed before them so clearly the electors in this district should not experience any difficulty in deciding to whom their support is due at the polls on the 25th instant.

MORE FLIMFLAM.

Attorney-General Finance Minister Bowser, who by the way, now rejoices in the quite awe-inspiring title of the Tory "Dreadnought," had some wonderful things to tell the meeting which he addressed in Vancouver the other night. It seems to have been quite an interesting display of political fireworks. He stated that the bargain, by which we presmue he means the agreement published as that entered into by Mr. McBride and Mr. Mann, is but a tentative arrangement, "the basis of a contract after we have had the views and advice of the electorate." If the statement contained in this oratorical flourish of the Tory Dreadnought is to be regarded as a matter of truth—and it is mighty difficult to get at the truth in this affair at all—we know now that the published agreement is a mere vote catching enterprise and is not to be relied upon as disclosing the real features of the McBride-Mann deal. Thus the electors have once more been misled as to the real obligations under which the province will be placed in connection with this transaction. Nobody outside the select circle of the executive knows how much or how little the Premier has implicated the good name and credit of the province. As we have all along feared, there is much more behind this deal than the eletcors of British Columbia wot of. But two responsible members of the executive, Messrs. Tatlow and Fulton, do know the depth of the McBride plunge, and it so horrified them that they resigned immediately they became aware of it. Is not this a sufficiently strong warning to the electorate not to trust their interests to the tender mercies of a government which is the confessed tool of two such shrewd and heedless manipulators as Messrs. MacKenzie and Mann?

This precious Government could not secure the best route for the railway, namely through the Hope Mountains, because Mackenzie and Mann said it was impracticable, and must needs surrender their position as guardians of the rights of the province because these two men wanted a cheap and easy method of extending their line to the coast. This Government could not insert a clause for the control of rates because Mackenzie and Mann would not have it, so forsooth the agricultural and commercial interests of the province must suffer for the sake of these cheap and nasty order of railway builders. And so on all through the piece. Mr. Bowser has now the audacity to tell the men of British Columbia that "the provincial Government as well as the Railway Commissioners will have control of the freight rates." The first part of this is obviously a wilful misstatement, because both the Premier and Mr. Bowser have repeatedly stated that Mackenzie and Mann would not allow any clause in regard to this control to be inserted in the agreement. As to the remedy by appeal to the Railway Commissioners, this casts the burden of cost and trouble upon the agricultural and commercial interests of the province, when the necessary safeguards should have been provided by the agreement.

Not the least interesting of the Tory Dreadnought's revelations was that in regard to another secret agreement, which the McBride Government is said to possess. This is even more mysterious in character than the famous Gotoh contract, or the Lang deal in Indian lands. It is said to be an agreement with the Grand Trunk Pacific in respect to the non-employment of Orientals. The Liberal leader, having searched all the available sources of information and failed to find any such agreement as Mr. Bowser has been boasting of all through the campaign, offered to put up $100 if Mr. Bowser could show this agreement. Now that scheming politician produces a secret agreement, which, he says, was not put in the statute becaus they were afraid it would be disallowed at Ottawa. When has not the McBride Government a kick against Ottawa? This explanation will serve to account for the circumstance that, as Mr. Oliver says, the Government and its supporters, when pressed by the Liberals to insert clauses prohibiting Asiatic labor in certain measures, "talked white and voted yellow." And of what stuff must a government be made that is constantly obliged to resort to these back-stair methods to carry out its policy?

Mr. Bowser is reported to have awakened some enthusiasm by drawing a "vivid picture of the Vancouver of the early future with the Canadian Northern and the Panama Canal complete." But curiously he does not appear to have put forward his wonderful story about Vancouver having six transcontinental railways with their terminal stations and works upon Burrard inlet, which said railways are coming in without any further inducement than the business they can do. Perhaps the Bowserian intelligence has at last awakened to the fact that this is a very strong argument against involving the province in ruinous obligations for the benefit of the Canadian Northern. We only hope that the intelligence of all the electors will be awakened to the virtue and meaning of the circumstance that if six other transcontinental railways are anxious to come in without any subsidies or guarantees, there can be no reason for imperilling the credit of the province for the sole benefit of Mackenzie and Mann.

JUDGE MUST CEASE TO BE PROSECUTOR

As Result of Steinheil Case French Jurists Decide to Adopt English Plan in Criminal Cases.

Paris, Nov. 18.—As a result of the Steinheil case Minister of Justice Barthou will propose certain changes of procedure in the trial courts of France. This decision was influenced largely by censure in England and America of the French methods now in vogue, through the operation of which the presiding judge appears in the role of prosecutor.

It is unlikely, however, that any effort will be made to abolish the general method of court procedure in all the Latin countries, through which the examining magistrate in an exhaustive preliminary investigation collects testimony often not strictly admissible under Anglo-Saxon rules of evidence, upon which the state establishes its case against the accused.

It is the belief of many foreign lawyers here than in civil cases which are not tried before a jury the French system, permitting the introduction of indirect evidence and even the opinions of witnesses, frequently enables the judge to arrive at a conclusion more certainly just than does the practice of similar courts in England and America.

Swindlers Robed as Judges Use Court to Rob Its Debtors

Berlin, Nov. 18.—A series of odd frauds upon the First Provincial Court of Berlin was interrupted today by the arrest of Lothar Luedicke a former court employee, and two confederates, Willy Warnicke, a professional bicyclist, and Hans Meier, a cook.

According to the charges, these men were in the habit of breaking into the court-room late in the afternoon when no others were in the building except the janitors. By putting on the judicial caps and robes they were able to deceive the janitors and so were permitted to go about their illegal occupation undisturbed. At their leisure they examined the court records, making a note of the names and addresses of persons owing money to the Court. Helping themselves to the forms and seals, they drew up the necessary document for the collection of these debts, and, armed with forged credentials, served them in the pretended capacity of bailiffs. They collected various sums, and are known to have been successful in no less than thirty instances.

When exposed the three men were said to be planning a raid upon the Imperial Supreme Court at Leipsic.

GOVERNMENT RECEIVES VALUABLE PAPERS

Documents Relating to Cadian History From 1791 to 1840.

Ottawa, Nov. 18.—A most important gift has been made to the people of Canada by the British government. This is a complete and original corerspondence sent by the governors to the home office from the year 1791 to 1840, the period during which Upper and Lower Canada were separate provinces.

After a cursory glance over some of the papers, Dr. Doughty, Dominion archivist, in whose care they have been placed, is unable to say whether they will have the effect of modifying in some cases or of correcting in others, data which have hitherto been considered historically accurate. Correspondence deals with such interesting subjects as the division of the country into Upper and Lower Canada in 1791, the abolition of slavery in Upper Canada in 1793, the exclusion of judges from parliament in 1811, the first treaty with the North-West Indians in 1817, the Earl of Selkirk signing it on behalf of King George III., the rebellion of 1837, the beginning of the difficulties regarding United States fishermen in British waters, and ending with the union of the two provinces under the name of the province of Canada the year after the death of Lord Darham.

IT PAYS TO ADVERTISE —IN— THE DAILY NEWS

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646 Columbia Street.

We buy for cash and sell for the same

Houses to Let.

SIX-ROOM MODERN HOUSE ON FIFTH AVENUE, CLOSE TO VANCOUVER CAR LINE. RENT PER MONTH

$18.00

SEVEN-ROOM HOUSE ON BRANTFORD STREET. SIXTH STREET CAR LINE RUNS WITHIN 100 FT. OF THIS RESIDENCE. RENT PER MONTH.

$14.00

White, Shiles & Co

628 Columbia St,, New Westminster.

The Royal Cafe

is now under NEW MANAGEMENT and is giving the best meals with the most prompt service in the city.

Our 25c Lunch (11:30 to 2) and 35c Dinner (5 to 8) are becoming popular. Short orders at all hours at reasonable prices.

Dominion Trust Block, Opp. Postoffice. J. P. CASH, Prop.

VANCOUVER FINANCIAL CORPORATION, LTD.

have opened a branch in New Westminster, in the Merchants Bank Building, corner Columbia and Begbie streets. LIST YOUR PROPERTY WITH US.

E. N. SUTHERLAND, Local Manager.

Carpets! Carpets! Carpets!

The Leading House for Carpets is

LEE'S

We are the largest retail buyers in the province and our turnover is tremendous. We have just unshipped a further large consignment.

And the Prices!

Well, they are so reasonable that they must appeal to you. We stock the best English Wiltons, English Brussels, Axminster and Tapestries, all specially selected for their quality and beauty of color. Just give us a call and have a look over our stock.

LEE'S Furniture Emporium

Lee's Block, Columbia Street,

NEW WESTMINSTER, - - - B. C.

WESTMINSTER OPERA HOUSE

Monday, Nov. 22.

COHAN & HARRIS present

GEO. M. COHAN'S

GREATEST OF ALL MUSICAL TRIUMPHS

45 MINUTES FROM BROADWAY

FIFTY PEOPLE.

A WHIRLWIND of Music, of Fun, of Song, of Girls.

Hear the famous songs, "So Long Mary," "I Want to be a Popular Millionaire," "Forty-five Minutes from Broadway," "Mary is a Grand Old Name."

The Play That Impresses All America.

Seats 50c, 75c, $1.00 and $1.50, on sale at Ryall's Drug Store.

Pyrographic Supplies

WE HAVE JUST ADDED TO OUR STOCK A COMPLETE LINE OF WOOD DESIGNS FOR MAKING BURNT WOOD WORK. THESE INCLUDE ALMOST EVERY CONCEIVABLE ARTICLE AND DESIGN FOR SUCH WORK.

WE HAVE ALSO THE BURNING OUTFITS IN SEVERAL SIZES, FROM $2 TO $5 EACH.

COME IN AND INSPECT THE GOODS. IT IS NO TROUBLE TO SHOW YOU AND QUOTE PRICES.

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Booksellers, Stationers, Newsdealers

Successors to J. J. MACKAY & CO.

Two lots on Eighth Avenue, for quick sale $700; $300 cash, balance arranged.

HALE BROS.

706 COLUMBIA STREET.

Milk Stock and Trumilk

is being demonstrated at our Sapperton store all this week by a lady demonstrator. We will be glad to have you call and sample. At the same time don't forget to leave your grocery orders, as we can save you money.

3 LBS. BUTTER, FIRST CLASS, $1.00

3 DOZ. NO. 1 SELECT EGGS, $1.00

MOONEY'S CREAM SODAS, Per tin, 25c

SAPPERTON GROCERY

H. WELSH, Mgr.

Phone 373.

GORDON'S

Big Dry Goods House

Ladies' Coats at a Big Reduction, 25 Only

LADIES' SEPARATE COATS—7-8 length, French broadcloth and satin lined throughout military effect. Colors black, navy, brown, mrytle. Sizes 32-46 bust measure. Regular price $32.00; On sale Saturday

$22.50

Don't miss these snaps.

The Fashion Centre

NEXT TO CITY HALL.

EYE REST for tired eyes is obtained by scientifically fitted glasses. We examine the eyes separately and fit each with a suitable lens. We guarantee to give you comfortable vision.

Optical Parlor, Dominion Trust Bldg. **W. F. TATE.**

A Reliable Clock

is a necessity in every home. I have just received an assortment of 8-day Parlor Clocks. These are both useful and ornamental, being accurate timekeepers and in handsome cases. Prices from $7.50 to $12.00. Also the following:

8-day Kitchen Clocks, striking hour and half hour ... $ 4.50
8-day Office Clocks from $5.00 to $25.00
Alarm Clocks, from $1.25 to... ... ... $ 3.00

Glad to have you call and look them over

JOHN B. GRAY, Watchmaker and Jeweler

DOMINION TRUST BLOCK

Easy Terms

Full sized lots (66x132), $150 each, $30 cash, balance 6, 12. 18 and 24 months. These prices will be raised 25 per cent on Monday next. Acreage adjoining these lots is held at higher prices.

McQuarrie & Co.

REAL ESTATE AGENTS.

FRONT STREET.

THE CENTRAL GROCERY

NEAR COR. FIFTH AVE. AND EIGHTH ST.

(Next to Central Meat Market.)

Hams, Bacon, Cheese, Teas, Coffees a specialty. Sole agents Pure Ceylon RED STAR Tea. A fresh consignment just received.

DAVID ADAMS, Prop.

Phone 583.

ADVERTISE IN THE NEWS

SPORTING NEWS

FOOTBALL

"ALL AMERICA" TEAM CHOSEN FROM TWO STATES

San Francisco, Nov. 18.—William Unmack, Rugby expert, after conferences with other Rugby authorities, today announced the following selections for the "All-American Rugby team for 1909:" Full back, Dwiggins, of California; three-quarters, Watts and Harris, of California, and Holman of Stanford; five-eighths, Elliott of California, and M. Mitchell of Stanford; half-back, Cerf of California; forwards, Crawford, Cheda, Pemberton and Dole of Stanford, Jordan and Northcoft of California, and P. Bennett and Dolman of the University of Nevada; reserve backs, Johnson of California and Homer of Nevada; reserve forwards, Phleger of California and Thorpe of Stanford.

Berkeley Considering.

Berkeley, Cal., Nov. 17.—Plans are under way for a series of three games between the University of California Rugby fifteen and the Vancouver team in British Columbia next month. It is proposed that the victorious Californians who defeated the Stanford team on Saturday, go north and play the first game at Vancouver on Christmas day. The other two games will probably be played at Victoria during the following week.

Gotch in Clover.

Buffalo, Nov. 18.—The following letter has been received in Buffalo from Frank Gotch, telling of his engagement with the Jeffries company:

"Have signed for seven weeks, starting this month, with the Jim Jeffries combination, known as the Big Combination, and am supposed to meet all comers in fifteen-minute bouts. I am provided with a valet, a private compartment in a private car and other things too numerous to mention, a la Jack O'Brien. What! For this I receive the small pittance of $3000 a week. Rather bad, eh, old sport?

"Have noted what Zbysco said the other day, and as Herman thinks the way he does, the match is as good as made. Have received many propositions to wrestle this match in several places about the country. I will break into the combination dates to go through with the match at once, so that I expect my next essay on the carpet will be with the Polish champion."

Dwiggins Captain of Berkeley.

Berkeley, Cal., Nov. 17.—Jay Dwiggins, the diminutive but clever fullback of the victorious rugby varsity team of the University of California, was elected captain of 1910 team at a meeting of the players last night. Dwiggins was the smallest man on the field in the inter-collegiate team, but his clever kicking did much to gain the victory for his team. He is five feet 5 1-2 inches in height and weighs 135 pounds.

Papke Wants Blood.

Keewanee, Ill., Nov. 18.—Billy Papke, the "Illinois Thunderbolt," is hot on the trail of Stanley Ketchel.

So anxious is Papke for another crack at the "Michigan assassin," that he today offered to fight Stanley at the light-heavyweight poundage for the title, if Ketchel is no longer able to fight at the middleweight figure. Papke also offers to post a substantial side bet on his chances of beating Ketchel.

WILL MODIFY CONDITIONS FOR KING'S PRIZE

London, Nov. 18.—As a result of a conference between the war office and the National Rifle Association conditions for the King's prize will be slightly modified at the 1910 Bisley meeting, which opens on July 4.

The Commonwealth Council of the Rifle Association of Australia has accepted an invitation to hold an Empire match at Bisley next year.

Shrubb Wants Race.

Winnipeg, Nov. 18.—Alfred Shrubb, the world's champion long distance runner, reached the city this morning and is tying to arrange for a race between himself and either Tom Longboat or Acoose.

Westminster Opera House

FRIDAY, NOV. 19

The Never-Failing Delight,

W. E. NANKEVILLE'S

ENORMOUS TRIUMPH

HUMAN HEARTS

A Story from Life Presented In Dramatic Form

Abounding in Humanity, Bubbling Over with Joyous Comedy.

Thrilling and Realistic Situations Arouse the Spectator to the Highest Pitch of Enthusiasm.

Seats 25c, 50c and $1.00, on sale at Ryall's Drug Store.

NELSON AND WELSH IN CHAMPIONSHIP BATTLE

New York, Nov. 18.—Battling Nelson and Freddie Welsh, the latter lightweight champion of England, will probably sign articles soon for a fight for the lightweight championship of the world. After decisively whipping Johnny Summers in London Welsh firmly expressed his right to a fight with Nelson, and has been challenging for about two years. Nelson is now quoted as saying that he will take Welsh on and that as soon as the Englishman arrived here next month a match can be arranged. Nelson adds that he will insist on the fight going at least 45 rounds, which means that California will probably get the match. Welsh, who will sail from England about December 10, is quoted as saying that as soon as he arrives he will post a $5000 forfeit to bind the match with Nelson and will agree to any fair terms.

"BIG COMBINATION" HAS STARTED ON TOUR

New York, Nov. 18.—A combination consisting of James J. Jeffries, Frank Gotch, Sam Berger and other professional athletes, has left here for a tour of at least three weeks of one-night stands, appearing for the first time at Atlantic City, where Jeffries and Berger will box and Gotch will wrestle all comers.

H. H. Frazee, of Chicago, is back of the tour and is said to have contracted to pay Jeff an enormous salary. Jeff will leave the combination long enough to be in New York on December 21, at the opening of the bids for the Jeffries-Johnson fight. If this is successful in the east the tour will be extended to the west.

Proposed Extension Will Benefit City

(Continued from Page One.)

of this locality and the patricular suitability of the Coquitlam district for market gardening and poultry raising, there are quite a number of sites in this part of Sapperton which will now have an improved value as locations for industrial and commercial undertakings. At present there is trackage on the Great Northern and Canadian Pacific railways, whilst water frontage is available for some of the sites, but with a cheap and speedy carline communication with New Westminster, Vancouver and the Fraser valley the advantages of this end of the city for factories and workshops will be very considerably enhanced.

Already there has been a strong upward movement in real estate values in Sapperton, and prices are becoming firmer each day. There can be little doubt, however, that with this car line in immediate prospect values will go even yet a good deal higher. There is quite a large area of land lying between the present Sapperton car line and the river, the development of which is certain in the near future. Fraesr Mills, at present a comfortable little settlement around the "big mill," will speedily become a district of some importance. There are quite a number of French-Canadian families now in residence and many more are likely to come west from time to time to secure employment at the mill.

Nor can "the Junction" fail to benefit from the new connection. The terminus of the new line will be at no inconvenient distance therefrom. Then, too, it is but a matter of time, and that probably not very far ahead, when the line will be extended by way of the Pitt river road to the centre of Coquitlam municipality, linking it up with this city by a speedy and easy means of communication.

Channel of River Becomes Deeper

(Continued from Page One.)

of fishing nets. Returns to the engineer show that she is moving 33,000 cubic yards of material from the channel each week, or sufficient to cut one foot in depth over the channel. This is of course, not the actual result, for a north and south tide scours the bar and undoes a certain percentage of the work as soon as done. Yet the gain is marked as the above result shows.

When actually pumping the Fruhling lifts 1290 cubic yards per hour. During October despite numerous delays she moved 100,000 yards.

Engineer Keefer is now investigating a new channel which gives promise of becoming the main channel of the river through the Sandheads in a year or more. The river itself has apparently undertaken to assist the department in its fight for a channel straight through to the gulf instead of the tortuous channel now in use. Some months ago, after the spring freshet, it was noticed by the government engineers that scouring had commenced north of the present channel, and this was watched with some interest until it was ascertained beyond doubt that a new channel was in process of formation.

Less than a year ago there was a sand bar only at this point exposed at low water. At the present time there is a channel 1500 feet wide and five feet in depth for a considerable distance. The department is figuring on assisting the work of the river, by putting the Fruhling in the new channel as soon as she can be spared from the present work. The new channel would be also perfectly straight and could, it is believed, be maintained with little difficulty when once cut through.

Business Talk

Phone 176.

Politicians know their business.

The public know their business.

WE

know our business.

Honest dealing has kept this the Leading Furniture House in the city for nearly a quarter of a century.

Business

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The Reliable Furniture Dealer, Upholsterer, Undertaker

Two Suit Specials

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$25 Values $18.75
$22 Values $16.50

COME EARLY AND PICK WHILE THE PICKING IS GOOD.

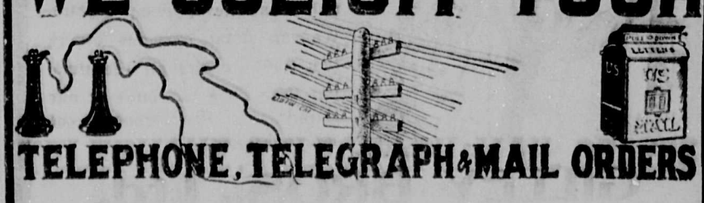
Hosiery Special: Three pairs of Scotch Wool Hose for $1.00.

REID & CO.

Proper Clothes For Men

601 COLUMBIA STREET.

WE SOLICIT YOUR



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All kinds of insurance written at the lowest possible rates in strong independent Canadian and British companies only.

We are general agents for some of the best fire, life, accident, live stock and employers' liability companies doing business, and can bind a risk without a moment's delay.

Place your insurance in an office that makes insurance its principal business, and be sure that it is attended to promptly.

ALFRED W. McLEOD

THE INSURANCE MAN,

Phone 62. 657 Columbia Street.

How nicely and easily a Cake can be iced with

Cowan's Cake Icing

Chocolate, Pink, White, Lemon, Orange, Almond, Maple and Coconut Cream.

ABSOLUTELY PURE ICINGS

THE COWAN CO., Ltd., TORONTO

LEATHER GOODS

THE LATEST STYLES IN HAND BAGS, COLLAR BAGS, CUFF BOXES, CARD CASES, CARD SETS, BILL BOOKS, ETC., ETC. SEE OUR WINDOW DISPLAY.

CHAMBERLIN, The Jeweler

SOLE AGENTS LONGINE'S AND HAMILTON WATCHES.

Easterbrook Milling Company,
Eburne, B. C.

FLOUR ! FLOUR !

IMPERIAL ... ...$7.25 per Bbl.
HUNGARIAN JEWEL..$6.75 per Bbl.
TERMINAL... ... .$5.25 per Bbl.
HINDOO FLOUR .. ...$4.50 per Bbl.

McQuarrie & Co. FLOUR AND FEED MERCHANTS.
FRONT STREET. New Westminster. Telephone 333.

B. C. Mills, Timber and Trading Company

VANCOUVER AND NEW WESTMINSTER

Manufacturers and Dealers in All Kind of

Lumber, Lath, Shingles, Mouldings, Sash, Doors, Interior Finish, Turned Work, Etc.
Fish and Fruit Boxes.
Large Stock Plain and Fancy Glass.

FARMERS ATTENTION!

Lumber Always in Stock for Fencing and Draining.

Royal City Branch, Columbia St.
Telephone 12. New Westminster

WE ARE READY TO SHOW you how it is cheaper to buy our high-class building materials than it is to purchase the poorer kind. We can point to buildings built with our materials that never need repairs. We can point to some others that need repairs all the time But they were not built of our materials. See where real cheapness lies?

GILLEY BROS., Ltd.

Electric Railway Service

Interurban Line.

Cars for Vancouver and way stations will run every half hour from 5:50 a. m. Last car leaves at 11 p. m.

Last car leaves Vancouver at 11:30 p.m.

Cars leave the depot every twenty minutes for both Sapperton and city limits over the city line.

City Line: Cars leave tram office on the hour, twenty minutes after, and forty minutes after, commencing at 6:20 a. m.

Sapperton Line: Cars leave at ten minutes after the hour, half past and fifty minutes after the hour, commencing at 6:30 a. m.

Sunday service half-hourly between 8:30 a. m. and 11. p. m.

British Columbia Electric Ry. Co., Ltd

ADVERTISE IN THE NEWS

SUNLIGHT SOAP

meets you half-way—does all your work in half the time if you follow directions.

Sunlight Soap—absolutely pure—saves clothes from injury—hands from roughness—life from drudgery.

504

PELLAGRA IS NOT NEW-FANGLED DISEASE

It Caused Hundreds of Deaths in Confederates Prison Away Back in the Year 1864.

New Orleans, Nov. 18.—That hundreds of deaths that occurerd at the confederate prison at Andersonville, Ga., during the summer of 1864, were not due to typhoid fever as then supposed, but were caused by pellagra, was the opinion expressed before the Southern Medical Convention here yesterday, by J. W. Kerr, of Corsican, Texas.

Dr. Kerr, who was surgeon at the Andersonville Prison, described the symptons of the disease, which attacked the inmate so fatally at that time, and in nearly every particular they were recognised as being characteristic pellagra.

743
FRONT STREET

is the place to buy or sell new and second-hand goods of any kind. We have nearly

100 DOZEN JELLY JARS

which we are offering for 40c per doz. They are new.

We also have a splendid large case of

Over Fifty Stuffed Birds and Animals

for sale at a bargain.

We can't begin to tell you all we have, but no matter what you want, come here first.

Alex. Speck
SECOND - HAND STORE.
Columbia St. "Man on the Wheel."

Correspondence.

(The Daily News is not responsible for the opinions of its correspondents.)

McBride and Tupper.

Editor Daily News:

Dear Sir,—I was very sorry to read from a dispatch from North Bend, published in one of the Vancouver daily papers in which Mr. McBride is quoted as saying that the "country prospered long before Sir Charles Hibbert Tupper ever came to British Columbia and would continue to do so after he left." I was pleased to see that the Daily Province, in its issue of Tuesday, took occasion in the editorial columns to hand out a deserving rebuke to those who objected to Sir Charles explaining his views on the railway policy of the McBride government. It is unfortunate that Mr. McBride should have so far forgotten himself as to speak so disrespectfully of one so highly esteemed by Conservatives and Liberals alike. The Daily Province says that the railway policy can stand criticism, and as a consequence Sir Charles, or any other person—apart from his political leanings—has that privilige which every citizen surely should enjoy, that of expressing himself on all public questions. The duty of every patriotic citizen is first to his country, says the editorial referred to. Surely it is a sign of political weakness, surely it is an evidence that his railway policy is not meeting with general approval, when we find such a sentiment of jealousy as the Premier is quoted as displaying. Mr. McBride has made a break, and will have the tendency of lessening the respect many of his supporters have had for him. He can only blame himself. Had an ordinary "stumper" said such a thing it would have been bad enough.

I am just afraid that Mr. McBride is not the one to attack such a respected citizen as Sir Charles. In this contention I have many endorsers. Thus far our provincial campaign has been comparatively free from personal abuse—as all elections should be—and for the Premier himself to make the first bad break is not setting his supporters any too wholesome an example. Let us hope that neither party will follow the example set us, but like men pursue the political campaign until its termination without any nasty, uncalled-for references. Yours truly, ELECTOR.

MUSCULAR YOUNG LADY KNOCKS OUT HOOLIGAN

Geneva, Nov. 18.—A big Swiss hooligan, who was insulting and following women in one of the principal streets of Neuchatel, met with an unpleasant surprise when he attempted the same tactics on two young American girls visiting the town.

The taller of the two handed over her satchel and umbrella and gloves to her friend, and turning round attacked the hooligan with her bare fists, knocking him down on the pavement with a shower of well-directed blows on the face. Then she joined her companion, and the couple walked away calmly to their hotel.

To escape the jeering crowd, the hooligan, with bleeding nose, staggered into a cafe, after having received a splendid lesson in politeness.

KOSSUTH MAY RETIRE FROM ACTIVE POLITICS

Descendant of Great Hungarian Liberator Meets With Defeat in the Diet.

Vienna, Nov. 18.—The conflict in the Hungarian independent party, otherwise the Kossuth party, has at last ended in the defeat of Kossuth, who consequently retires from the leadership.

It is not unlikely that he may quit politics forever. The crux of the trouble was the question of the formation of a separate Hungarian National bank, which Kossuth favored, holding, however, that the matter must be postponed indefinitely, or the present governmental crisis could never be ended. He was unable to get more than 74 supporters on a division, while 120, led by Julius Justh, president of the lower house of the Hungarian diet, voted to insist upon the establishment of the bank beginning in 1911.

PEACE AGAIN REIGNS THROUGHOUT ABYSSINIA

London, Nov. 18.—An official despatch received today from Addis Abeba, the capital of Abyssinia, states that the country is tranquil and that the condition of King Menelik continues to improve. The story circulated here yesterday to the effect that there had been a battle between the forces of rival princes is apparently an exaggerated version of the conflict that took place at Tigre. In this fight, Chief Abrahe was defeated, it is said, and brought a prisoner to the capital.

WAX BUST ENTERS INTO PARLIAMENTARY CIRCLES

Berlin, Nov. 18.—It is stated that the matter of the wax bust recently purchased by Dr. Bode, curator of the Kaiser Frederich Museum, will be discussed by the Prussian Diet, which controls the museum funds.

The Borsen Zeitung has joined those attacking Dr. Bode, saying it was monstrous to pay $40,000 for such a doubtful work, the authenticity of which cannot be proved.

It declares that the conviction is dawning in Berlin that Dr. Bode has been the victim of an error.

KNIGHTS OF COLUMBUS COUNCIL 1283—Meets second and fourth Mondays at 8 p.m., St. Patrick's Hall, Blackwood St.

W. RICH
Teaming and Expressing.
DEALER IN
WOOD
730 FOURTH ST. PHONE R527.

TRADE MARK RUBEROID

RUBEROID ROOFING

Roof of your house or barn gone back on you?

No wonder after the hard winter. Few can stand it.

Put on a new one of Ruberoid Roofing. No trouble then

Ruberoid is an elastic roofing and will stand all kinds of weather—heat, cold, sun, rain, wind; makes no difference to Ruberoid.

It is weather-proof and fire-resisting.

Will not melt, crack or rot.

Most easily applied and requires no painting.

Call or write for full particulars, samples and prices.

T. J. TRAPP & CO., Ltd.

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SIGN, SCENE AND ORNAMENTAL PAINTING.

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New Westminster.

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SPRING LAMB, CHOICE MEATS AND SAUSAGE.

AT THE

Central Meat Market

Corner Eighth St. and Fifth Avenue
PHONE 370.
BOWELL & ODDY, Proprietors

FOR FIRST CLASS

Job Printing

GO TO THE

ARROW PRESS

739 FRONT ST., WINDSOR BLOCK.

Proprietress, Mrs. M. Dominy.

THE HOME PAPER
Is the Paper That Prints All the Home News.
The Daily News
10c a Week.

BLANKETS

EXCEPTIONAL OPPORTUNITY for you to participate in the greatest **BLANKET BARGAINS** you ever saw or heard of. We have a new consignment of Blankets due to arrive here this week, and in order to clean up our present stock and to make room for our new numbers we have decided to make tremendous sacrifices in prices to secure this end. Thursday, November 18th, and throughout the remainder of the week we will give a special discount of

Twenty Per Cent Off all White Blankets.

Our stock in these at present is comparatively small, so do not hesitate to get in early and secure what you want.

SEVEN POUND; SIZE 64 BY 84; $5.00 LESS 20 PER CENT. SPECIAL SALE PRICE, PER PAIR
4.00

SEVEN POUND; SIZE 68 BY 90; $6.50 LESS 20 PER CENT. SPECIAL SALE PRICE, PER PAIR
5.20

EIGHT POUND; SIZE 70 BY 90; $7.00 LESS 20 PER CENT. SPECIAL SALE PRICE, PER PAIR
5.60

EIGHT POUND; SIZE 68 BY 88; $7.50 LESS 20 PER CENT. SPECIAL SALE PRICE, PER PAIR
6.00

EIGHT POUND; SIZE 68 BY 88; $8.50 LESS 20 PER CENT. SPECIAL SALE PRICE, PER PAIR
6.80

NINE POUND; SIZE 72 BY 94; $9.50 LESS 20 PER CENT. SPECIAL SALE PRICE, PER PAIR
7.60

The William Hunter Company, Ltd.

516-522 COLUMBIA STREET, OPP. CITY HALL.

Dry Goods, Gents' Furnishings, Boots and Shoes

Businesses.

HOTEL RUSSELL
Carnarvon, Begbie and Alexandra Streets.

PITT LAKE BRICK AND CEMENT CO., LTD.
Offices Northern Crown Bk.

TIMBER LIMITS
Offices Northern Crown Bk.

E. J. FADER

Head Office: Northern Crown Bank.

TELEPHONE 295. P. O. BOX 249.

Businesses.

GROCERIES
Opp. Russell Hotel.

FINANCIAL BROKERAGE
Offices Northern Crown Bk.

REAL ESTATE
Offices Northern Crown Bk.

E. J. Fader, proprietor of the Russell Hotel, has recently added a grocery business to his many undertakings. The new stores are facing the Russell Hotel on Carnarvon street, forming part of the Odd Fellows Block. The stores are perhaps the best adapted to the grocery business in the city; the entire flooring being of concrete, mice and other rodents are unable to penetrate. The stock is entirely new, the best and purest of every line only being kept, and the prices, as shown below, are impossible to beat. Since starting business in the Royal City E. J. Fader has spent hundreds of thousands of dollars in salaries, and confidently looks forward to his store being strongly patronized by not only the business men of the city, but by all careful housewives looking for the best as well as the cheapest.

Attention is also drawn to the Pitt Lake Brick, Real Estate and Timber propositions, and Machinery.

E. J. FADER GROCERY

Telephone 97

Odd Fellows Block, Eighth and Carnarvon Streets.

Save money by buying your groceries here. Others are, so why not you?

GRANULATED SUGAR—
18 pounds for ... $1.00

SHREDDED COCOANUT—
Per pound ... 25c

RECLEANED CURRANTS—
3 pounds for ... 25c

CHOICE SEEDED RAISINS—
16-ounce packages, 3 packages for ... 25c

CHOICE COOKING FIGS—
3 pounds for ... 25c

CHOICE PRUNES—
4 pounds for ... 25c

CHOICE PINEAPPLES—
1 1-2-pound tins. Each ... 10c

GINGER SNAPS—
3 pounds for ... 25c

SHILLINGS' BEST BAKING POWDER—
Per can ... 40c

CANNED TOMATOES (Quaker Brand)—
Large cans, 2 for ... 25c

CANNED CORN (Quaker Brand)—
Per can, each ... 10c

OLD DUTCH CLEANSER—
3 cans for ... 25c

Crockery and Glassware.

As we do not intend to carry this line, we are clearing it out AT COST, and some lines even less than cost.

SEE OUR DINNER SETS FOR $12.50. IF YOU REQUIRE ONE YOU WILL BUY.

PROMPT DELIVERY. TELEPHONE 97.

The Pitt Lake Brick and Cement Co.

is placing on the market building brick that defies competition. We will be pleased to show you samples of both face and common brick and to quote prices.

We will deliver the goods in large or small lots at short notice.

OFFICE 248 COLUMBIA ST. TELEPHONE 295. P. O. BOX 249.

Inside Property.

Come and have a look at a block of city property, comprising thirty lots, that I will sell for $7500. The terms are easy and the property good.

E. J. FADER,
Offices: Northern Crown Bank.

The Hotel Russell

Proprietor, E. J. FADER.

ONE OF NEW WESTMINSTER'S GREATEST ASSETS IS THE HANDSOME BUILDING KNOWN AS THE HOTEL RUSSELL. MAGNIFICENTLY FURNISHED, IT IS THE EQUAL OF ANY HOTEL ON THE PACIFIC SLOPE. NOT AS LARGE AS THE VANCOUVER HOTEL OR THE EMPRESS OF VICTORIA, STILL IT IS A MODEL ON THE SAME LINES.

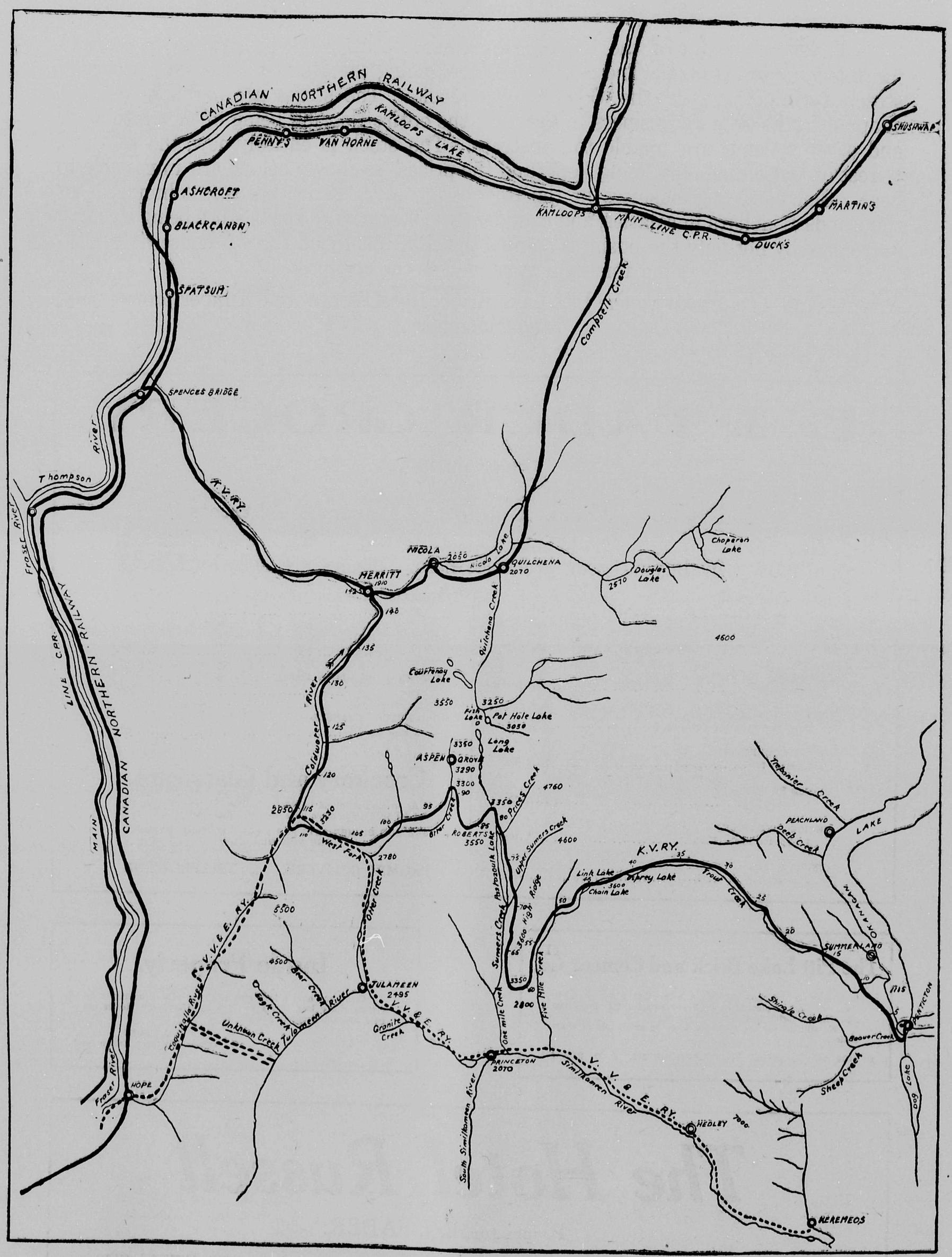
HANDSOME BEDROOM SUITES WITH BATH AND RETIRING ROOMS, SPLENDID DINING HALL AND BILLIARD ROOMS, WHILE THE DRAWING AND READING ROOMS ARE FITTED TO EVERY NEED.

THE ROTUNDA IS PROBABLY THE FINEST ON THE COAST.

THE OPPOSING RAILWAY POLICIES

of the Government and the Provincial Rights Parties in the Interior.

(PUBLISHED BY COURTESY OF THE SATURDAY SUNSET.)



Readers are earnestly requested to carefully study the above map. It shows the routes to be adopted by the opposing parties after present election. The line starting aoing the North Thompson river on the north bank, following down the river and crossing between Ashcroft and the Spence's Bridge and thence down to Hope is the C. N. R. the bonds of which are to be guaranteed to the extent of $35,000, if the McBride Government is re-elected. The other line alongside it is the C. P. R.

The Kettle Valley line is the zigzag black line from Penticton to Merritt where it connects with the C. P. R.

It will be seen that this line does not touch Princeton coal, that it is many miles from Granite Creek coal and that it gives no connection between Aspen Grove and Nicola. There is nothing in the McBride policy to provide for any of these connections. Neither is there any short connection across the Hope Mountains. Penticton by the Kettle Valley route is 360 miles from Vancouver. By the Opposition policy it would be only 241 miles. Princeton, which is not touched by the K. V., would, by the Opposition policy, be 150 miles from Vancouver. Granite Creek coal would be 130 miles. Hedley would be 175 miles and Keremeos 195 miles. All these would be brought into touch with Vancouver.

The Opposition is not opposed to the construction of the Kettle Valley nor of aiding it by subsidy. It is very much in favor of it. It provides part of the Hope Mountain link which the Opposition is committed to.

Note where the dotted line touches the Kettle Valley line on the Coquohalla. That is just 37 miles. The Opposition will build that link, and give the Kettle Valley, the C. P. R., the V. V. & E. and all other roads running rights over it. **THAT LINK IS THE KEY TO THE SITUATION.** By it the can control freight rates to any part of Southern Britsh Columbia. The V. V. & E. would be only too glad to build from Princton where the line is now completed, to the junction of the K. V. and the Government line. Thus the whole of the Southern Similkameen, the Boundary, the Okanagan, the Kootenays, would be connected up at one stroke and the province would be in absolute control of the freight situation.

The heavy line from Kamloops to Nicola is the proposed G. T. P. line. That line might be extended to Hope by following the route of the K. V. up the Coldwater and going down the Coquohalla, but if the K. V. is built that will not be necessary as the G. T. P. can secure running rights over the K. V. to the Government line and thus come into Hope.

The G. T. P. is willing now to enter into a contract to build from Tete Jaune Cache and to commence construction as soon as the contract is signed.

The Provincial Rights party is not opposed to the coming of the C. N. R. It wants the C. N. R. to come, but it wants it to come on a bargain which will be fair to British Columbia, which will return value for the assistance given to it. Under the McBride policy we get a maximum of liability and a minimum of either service or control of rates, in fact absolutely no control.

Canadian Pacific Railway Co.

British Columbia Coast Line Service.

TIME TABLE

VANCOUVER VICTORIA SEATTLE ROUTE.

S.S. Princess Victoria leaves Vancouver 11 p.m., going direct to Seattle daily except Wednesday.
S.S. Charmer leaves Vancouver 1 p.m. daily for Victoria.
SS. Princess Charlotte leaves Vancouver, 10 a.m. daily, except Friday for Victoria.

S.S. Trader will leave Victoria for New Westminster every Tuesday. Leaves New Westminster on Wednesday.

WEST COAST ROUTE.
S.S. Tees.

Leaves Victoria 11 p.m. 1st and 14th each month for Quatsino and way ports; twentieth of each month for Alberni, Quatsino, Cape Scott and way ports.

VANCOUVER-NANAIMO ROUTE.
S.S. Joan.

Leave Vancouver 2 p.m. daily, except Sunday. Leaves Nanaimo at 7 a.m.

ALASKA ROUTE.

Princess Royal, Leaves Vancouver June 25 and July 9.
Princess May leaves Vancouver June 18 and July 2.

NORTHERN B. C. ROUTE.

Princess Beatrice leaves Vancouver June 10 and July 3.

B.C. COAST MAIL SERVICE.

SS. Queen City leaves Vancouver June 14 and 27, and every two weeks thereafter.

FRASER RIVER.
S.S. Beaver.

From New Westminster Monday, Wednesday and Friday at 8 a.m.
From Chilliwack Tuesday, Thursday and Saturday at 7 a.m.

For reservations and information call or address

ED. GOULET,
Agent, New Westminster.
C. B. FOSTER,
Asst. Gen. Pass. Agent, Vancouver.
J. W. TROUP,
General Superintendent Victoria.

Grand Trunk Ry.

Excellent Train Service Between

Chicago, London, Hamilton, Toronto, Montreal, Quebec, Portland, Boston,

And all the principal business centers of ONTARIO, QUEBEC and the MARITIME PROVINCES.

Also to BUFFALO, NEW YORK and PHILADELPHIA, via Niagara Falls.

For Time Tables, etc., address

GEO. W. VAUX,

Assistant Gen'l Passenger and Ticket Agent, 135 Adams St., Chicago, Ill.

WHEN GOING EAST

ASK THE TICKET AGENT TO SEND YOU OVER

"THE NORTHWESTERN LINE"

Eight Trains Every Day in the Year

BETWEEN

Minneapolis, St. Paul and Chicago

THE TRAIN OF FAME

THE NORTH-WESTERN. LTD. Embodies the newest and best ideas for COMFORT, CONVENIENCE, and LUXURY. It is lighted with both electricity and gas; the most brilliantly illuminated train in the world. The equipment consists of private compartment cars, standard 16 section sleepers, luxurious dining car, reclining chair cars (seats free), modern day coaches and buffet, library and smoking cars.

For Time Tables, Folders, or any further information call on or write

F. W. PARKER,
720 Second Avenue, Seattle, Wash.

"The Milwaukee"

"The Pioneer Limited," St. Paul to Chicago, "Short Line," Omaha to Chicago, "South West Limited" Kansas City to Chicago.

No trains in the service on any railroad in the world that equal in equipment that of the Chicago, Milwaukee & St. Paul Railway. They own and operate their own sleeping and dining cars on all their trains and give their patrons an excellence of service not obtainable elsewhere.

H. S. ROWE, General Agent.
134 Third St., cor. Alder, Portland, Or.

WATER NOTICE.

Notice is hereby given that an application will be made under Part V. of the "Water Act, 1909," to obtain a license in the Westminster Division of Westminster District.

(a). The name, address and occupation of the applicant is the Vancouver Power Company, Limited, having its head office at the city of Vancouver, British Columbia, and having a capital of $2,500,000 divided into 2,500,000 shares of $1.00 each, all fully paid up.

(b). The name of the lake, stream or source is Suicide Creek, flowing into the Nicomen Slough in Dewdney district, about three and one-half miles east of Dewdney Station on the Canadian Pacific Railway.

(c). The point of diversion is about eight miles up Suicide Creek from the point where Suicide Creek intersects with the Canadian Pacific Railway.

(d). The quantity of water applied for 55 cubic feet per second.

(e). The character of the proposed works is the diversion of said creek by means of dam, ditch, flume, natural waterways, tunnels and pipes, and the establishment in connection therewith of a water power plant for the generation of electricity for mechanical, industrial and commercial purposes and particularly in the operation of motors, machinery, electric lighting, the operation of tramways and other works for which such light, heat and power, are suitable and available. The premises on which the water is to be used is a power house to be constructed in Township Twenty-one (21), Dewdney district, about two miles north of the Canadian Pacific Railway, near Suicide Creek.

(g). The purposes for which the water is to be used is to generate electric power, light and heat for traction, lighting, heating, manufacturing and all and every industrial or other purposes to which it may be applied.

(i). If the water is to be used for power or mining purposes describe the place where the water is to be returned to some natural channel, and the difference in altitude between point of diversion and point of return. The water will be returned to the bed of Suicide Creek at or near the said proposed powerhouse, the difference in altitude being approximately six hundred feet.

(j). Area of Crown land intended to be occupied by the proposed works will not exceed 900 acres inclusive of lands to be submerged by reason of storage of water.

(k). This notice was posted on the 3rd day of November, 1909, and application will be made to the Commissioner on the 10th day of December, 1909.

(l). Give the names and addresses of any riparian proprietors or licensees who or whose lands are likely to be affected by the proposed works, either above or below the outlet, none.

(m). The part of the Memorandum of Association of the Company, which authorizes the proposed application and works, reads as follows:

(3). The objects for which the Company is established and to which objects the Company are restricted are the acquisition of water and water power by records of unrecorded water or by the purchase of water records or water privileges for.

(a) Constructing, operating and maintaining electric works, power houses, generating plant and such other appliances and conveniences as are necessary and proper for the generating of electricity or electric power, or any other form of developed power, and for transmitting the same to be used by the company or by persons or companies contracting with the company therefor, as a motive power for the operating of motors, machinery or electric lighting or other works, or to be supplied by the company to consumers for heating or as a motive power for propelling tramways, or for driving, hauling, lifting, pumping, lighting, crushing, smelting, drilling and milling or for any other operations to which it may be adapted or to be used or supplied for in connection with any other purposes for which electricity or electric power may be applied or required.

(g). For rendering water and water power available for use, application and distribution by erecting dams, increasing the head of water in any existing body of water, or extending the area thereof, diverting the waters of any stream, pond or lake into any other channel or channels, laying or erecting any line or flume, pipe or weir constructing any raceway, reservoir, aqueduct, weir, wheel, building, or other erection or work which may be required in connection with the improvement and use of the said water and waterpower or by altering, renewing, extending, improving, repairing or maintaining any such works, or any part thereof.

(n). The company applies for a license to store water. The place of the proposed reservoir for storing the said water is the land above the said point of diversion, to constitute a reservoir with an area of about eight hundred acres to be formed by the utilization of the natural elevation of the land and dams.

(o) The means by which it is proposed to store the water is by the erection of all required dams and the conservation of the waters falling upon the surrounding watershed.

(p). The area of the reservoir site or sites at each foot in depth above the outlet will be at zero ten acres, and increasing at the rate of about five acres for each foot in depth.

(q). It is proposed to acquire the land—which may be held by private owners—by purchase or if necessary by expropriation.

(r). The acreage feet approximately intended to be impounded will be about 12,500 acre feet.

F. H. HOPE,
A. E. BECK,
Directors.
J. V. ARMSTRONG,
Secretary, Vancouver, B.C.

Vancouver Power Co., Ltd., Incorporated 1898.

Premier Expounds Policies to Westminster Electors

(Continued from Page One.)

only. To the C.P.R. the Conservative government had given an "imperial" grant of land, and this, according to the speaker, justified the giving away of the people's money to the C.N.R.

He also referred to the G.T.P., which he said was mostly paid for by the federal government. Not a dollar would be given to the C.N.R. It meant a first mortgage on the railway, the virtual ownership of the railway. He stated that the Ottawa government was prepared to pay $30,000 per mile for the G.T.P. on the prairie, while the C.N.R. would be bonded for $35,000. It would cost more, and the difference would be secured by second mortgage. It would open up the Fraser valley by competition with the C.P.R., which had held down the country through monopoly.

Thirty millions of dollars would be spent in the four years among the people of British Columbia. He found some excuse for bad business methods on the part of D. D. Mann in the fact that he would be assisting in building a third transcontinental. It remained for British Columbians, he said to bring this fresh line to the coast.

The premier admitted that he was endeavoring to emulate Sir Wilfrid Laurier, for whom he had "a great respect," in thus building a railway.

This year the income of British Columbia would be ten times the income of Manitoba, which guaranteed the bonds of the C.N.R. for $15,000,000. Yet the man on the street talked of the credit of the province. Behind the guarantee were $7,000,000 a year income, acres of land, acres of timber and mines of illimitable wealth. The speaker took credit for the realty activity in the city, which he claimed was the result of the announcement of the government railway policy. He denied that there would be no mortgage on the C.N.R. and that the C.N.R. would parallel the C.P.R. for more than a hundred miles. If it did not parallel the C.P.R. at all there would be no competition, he declared, in the whole Fraser valley.

Mr. McBride referred to an election telegram from R. P. Roblin, premier of Manitoba, to bolster up his claims for the bonusing system. He had opposed the C.N.R. scheme when in opposition to save the province from wasting money, but now he wanted to bring in a railway without giving any money.

New Westminster was not deemed worthy by the Liberals to have another steam railway. John Oliver would not give a C.N.R. terminals here, but would have them tie on to this city by the electric line at Chilliwack. The premier appealed to the electors not to support "John Oliver" or "John Johnson" because they were good men, but to look at the interests of the country.

The Hope mountain route, he asserted, was not practicable. No pass was available. If such a road were built, the premier claimed, it would be cut off from traffic by the C.N.R., having neither beignning nor end.

He asked that the electors help the government by making the other candidates contribute $100 to the revenues of the crown.

The Dreadnought.

Hon. Dreadnought Napoleon Bowser then took the floor and flooded the hall with a prolonged and continuous flow of more or less weighty remarks on the railway policy, the Indian land question and the white labor clause. He said that Mr. McBride had sufficiently set forth the railway policy of the government, and then proceeded to speak for a quarter of an hour on the same subject.

While the opposition was maintaining the interests he claimed that they themselves were holding up the interests of the C.P.R. by trying to debar a competitive line from the province.

"We hold no brief for any railway," shouted the speaker; "we hold a brief for the province of British Columbia." He pointed out that they were fulfilling that duty by encouraging all railways that wanted an outlet on the coast.

More railways were the only thing that could uphold the province of British Columbia. It was not in the same position as the prairies, where a man could live thirty, seventy or even a hundred miles from a railway and still be able to market his produce. The railways here must be at the doors of the people.

He expatiated upon the low grade that the new proposed line of the C.N.R. would have through the mountains—the lowest, he claimed, of any transcontinental railway. He drew a glowing picture of dozens of elevators on the waterfront of New Westminster and mighty ocean-going vessels loading up here and carrying the grain of Saskatchewan and Alberta to the hungry throngs of Europe.

As far as the paralleling of the C.P.R. along the Fraser canyon was concerned, he held that the two roads might as well be one hundred miles apart as be as they would be—one on the north bank and the other on the south. The C.P.R. today, he claimed, was not under the power of the railway commission, but by bringing in a competitive line, on which the freight and passenger rates wer controlled by the government the present railway could no longer maintain excessive rates. In Alberta the government had guaranteed the bonds of two railways between Edmonton and Calgary which did not run more than three miles apart throughout their length.

Napoleon Dreadnought then reiterated the statements of the premier with regard to the position of Manitoba in the railway building business and finally got off the railway on to the financial question.

In 1903, he stated, the Conservative party had taken over a practically bankrupt concern, meaning the province of British Columbia. In 1903 the debt of the province had been $11,000,000, and in 1909 it was $9,000,000, and it had in the savings bank drawing 3 per cent. interest the sum of $4,168,000. Without stopping to explain why this surplus had not been used in the development of the country, the speaker went on to say that it would be so used if his party stayed in power.

"We propose not to be flies on the wheel any longer," cried the enthusiatsic orator, "but now the Liberals have jumped in front of the van of progress."

In speaking on the alleged Indian lands question, Mr. Bowser proclaimed that there was no act of the present administration which could not bear the light of day. The much-talked-of secret orders in council were secret because they were acts of the executive on the advice of the advisers of the government. Indian lands had been sold to Liberals and Conservatives alike and the reason that the price was so small was not that the lands were not worth more, but that the purchasers had first to obtain a title from the Dominion government and then had to purchase only the reversionary title from the province. He announced that he would sell to any one present Indian lands at exactly the same terms as others had secured them provided they could procure the necessary title from the Dominion government.

The speaker remarked that he supposed John Oliver hoped to keep on making charges against him until he was compelled to use his power as attorney-general and have him arrested and then he would be in the same position as the suffragettes in England.

"The men who framed the agreement with the C. N. R.," he stated, "knew too much to have a clause inserted to the effect that no Oriental labor was to be employed, for the reason that if such a clause were inserted the executive at Ottawa would exercise its power and veto the clause." He would like to bet $1000, to be given to the General hospital in Vancouver, that there was a clause that white labor only should be employed on the construction of the C. N. R., in the final agreement with that company. His government had insisted on the white labor clause in the G. T. P. contract even when Mr. Wainwright, the vice-president, had claimed that they could only get about one-tenth of the men required without employing Asiatics.

"With all the charges they have made against me they have not said that I am a fool," announced Mr. Bowser, "and I would be a fool if I came out here on the eve of elections and claimed that there was a clause in a certain contract, if it were not there. If you want to find out where the McBride government stands on the matter of Oriental labor you can ask Charles M. Hays, the president of the G. T. P."

At the conclusion of his speech, Mr. Bowser said that he was anxious to meet John Oliver in debate at some of the Conservative meetings next week, and assured him that he would be granted the same privileges as Mr. Bowser himself.

ADDITIONAL CITY NEWS.

Rev. J. D. Marsh, brother of T. H. Marsh of the Free Methodist chapel, is visiting in the city. He will occupy the pulpit of the Free Methodist Chapel on Sunday.

John Z. White, the well known disciple of Henry George, delivered an address on Initiative and Referendum at the Cunningham hall last night. Owing to other attractions only a small audience heard the address, which was worthy of a better reception.

Friends of Bones Allen are beginning to get scary apparently of his safety in the wild and woolly west, after reading the accounts of the lacrosse games of the past season. Yesterday a box of stationery arrived in the city from Ottawa for parties here. The box was endorsed with the following request, "Do not use Bones Allen too rough. He is a friend of ours."

Ralph Robertson, the keeper of the animals in Queen's park, had a narrow escape from death on Wednesday, when he was charged by a big buck which he was feeding. Mr. Robertson had entered the deer pen to feed the big fellow when it charged him. The keeper managed to seize the horns of the brute and turn them aside, and finally got close to the fence, which he scaled, literally climbing through the horns of the infuriated beast.

Scalded By Steam.

St. Catherines, Nov. 18.—Word has been received from Trenton that Joseph Doherty, Jr., son of Joseph H. Doherty, of Thorold, employed on a steam shovel by Larkin and Sangster, contractors on the Trent Valley Canal, was seriously injured yesterday and that his life is despaired of. According to reports the shovel, on which he was working upset and he was so seriously scalded that attending physicians say he cannot live. His youngest brother Frank was killed on the railway contract of McDonnell & O'Brien in Quebec about two years ago.

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"THREE STAR"—A mild, thoroughly matured Scotch.
"NO. 10"—A full-bodied, richly flavored Scotch.

JAMES WATSON & CO., Limited - Dundee.

Good of Province Must Outweigh Party Ties

(Continued from Page One.)

eous from a competitive standpoint. Operating costs were high, and the railway commission would not pare down the rate too unduly. A blue-book brought down in parliament at Ottawa the other day showed that the Canadian Northern had a mileage of 3100 miles, without a mile through a mountainous country, exacted rates averaging 10 per cent higher than those of the Canadian Pacific. He also explained that his attitude toward the government was that of many other members of the Conservative party.

"I have taken this position," he concluded, "after a lot of painful though. I would have liked to have gone under the party flag in this battle. The party system is, after all, the best system that can be devised for the Dominion. I never faltered in my allegiance until R. F. Green was guilty of malfeasance in office in May, 1906, when I knew he did what should have turned him out of society of any decent man, and McBride kept him in his cabinet until November. I flinched, and did not vote at all. When this recent monstrous proposition was sprung in haste, showing the brand of cowardice, then I concluded that party government was a failure. I am now ready to work with Liberals or Conservatives to secure a clean and honest government in British Columbia."

There was an extraordinary outburst of cheering when Sir Hibbert concluded an eloquent peroration of the great destiny and possibilities of the province.

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To Victoria—Daily at 1:30 p.m.
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To Queen Charlotte Island—November 18.
To Nanaimo, Union, Comox—Tuesday and Thursday at 2 p.m.; Monday, 11 p.m.
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FROM NEW WESTMINSTER.

Upper Fraser river to Chilliwack and way points—Steamer Beaver leaves Westminster at 8 a.m. on Monday, Wednesday and Friday; returning, leaves Chilliwack at 7 a.m. on Tuesday, Thursday and Saturday.

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United British Columbia

Against Spoliation!

To the Electors of British Columbia:

Since the announcement of the railway policy, a number of events have occurred which make it clear that we have reached a political crisis in the Province, which requires your most careful consideration. The promulgation of the policy was at once followed by the resignations of the Finance Minister, Mr. Tatlow, and the Minister of Lands, Mr. Fulton, on the grounds that they could not give their support to the arrangement arrived at by Mr. McBride and Mr. Mann.

As was to be expected, the reasons which made it impossible for their Ministers to remain in the Cabinet have already commended themselves to the public at large without regard to political alliances, with the result that Sir Charles Hibbert Tupper, a lifelong Conservative of the greatest ability and distinction, and many others who, like him, refuse to be forced by partisan considerations to join in the spoliation of the Province, have declared themselves as vigorously opposed to the conclusion of an arrangement which must inevitably destroy our credit, while securing nothing in return.

In his nomination speech, the Hon. Mr. Bowser said: "In giving you the Canadian Northern, we are not giving you one, but two transcontinentals, for the G. T. P. intends to rush its Fort George to Vancouver branch in competition, and expects to reach here first, then the Chicago, Milwaukee & St. Paul is coming to our coast, thus giving Vancouver and the Lower Mainland at an early date six transcontinental railways.

If we are to have six transcontinental railways serving Vancouver and the Lower Mainland at an early day, is it possible to conceive of a wilder and more unconsidered project than that of pledging the entire credit of the Province to secure the construction of only one of these lines, especially in view of the admission of the Hon. Mr. Bowser, that in any event the Grand Trunk Pacific railway expects to reach Vancouver in advance of that railway? If the Grand Trunk Pacific and Chicago, Milwaukee & St. Paul, to say nothing of the other lines to which he refers, can come and are coming here without a guarantee or aid of any kind, what madder project could be conceived than that of exhausting our credit to bring in a single railway which, like the rest, is a declared transcontinental railway, and must come here in any event, and which we could not keep out of the Province in any case?

It is admitted that the route proposed by Mr. McBride and Mr. Mann double-track the G. T. P. in the Yellowhead Pass and the C. P. R. down the Fraser Valley. It is admitted that by the proposed Kettle Valley connection, the Okanagan and Kootenay countries can be reached only by a long and circuitous route, a great part of which would also double-track the C. P. R. The short and direct road to this city from the thickly settled Kootenays and the rich Okanagan district is by the Hope Mountains portal, which Mr. Mann forced Mr. McBride to abandon. The proper route from Kamloops is that by Nicola Lake up the Coldwater, down the Coquohalla, and thence to Vancouver, a route which nowhere double-tracks an existing railway, and everywhere opens up new and valuable territory.

The two absolutely esesntial conditions to be complied with in any project for railway aid in this Province are: First, the opening up of new territory, and second, cheap transportation. The McBride-Mann scheme, on the contrary, provides for double-tracking the C. P. R. throughout most of its length, and does not contemplate the building of a single branch line. It makes no provision whatever with regard to freight rates. In his nomination speech Mr. Bowser said: "There might be some questioning as to the control of passenger and freight rates, but when we discussed this matter with Mackenzie & Mann we came to the conclusion that it would not be wise to have such a clause inserted in the agreement." The McBride Government, after consideration, deliberately decided to exclude all mention of freight and passenger rates from the agreement. For this action no excuse can possibly be assigned. If the Province is not to receive a railway that will aid us in ou' task of opening-up and developing over 300,000 square miles of territory, the only reason that would be put forward for aiding a double-tracking through line of easy grades would be that it would reduce freight and passenger rates to a minimum, yet we are told a proviso to this effect would be unwise. Could anything be more obvious tha nthe fact that under this wild and unconsidered arrangement we are asked to mortgage our credit to the last dollar for a railway which refuses to give us an consideration whatever in return?

I have stated repeatedly that we are not opposed to the coming of the Canadian Northern, but are anxious to bring it in In 1908 Mr. McBride said "Presently no doubt, we will have Mackenzie & Mann knocking at our doors let us give decent intelligent encouragement to these undertakings but let us give nothing more." At the same time he said: "It actually does seem to me that the railways are doing better without Government bonuses than they did when they were in receipt of these favors from the Government of the day" A more extraordinary change of view than that which Mr. McBride has experienced since Mackenzie & Mann "knocked at the door" would be hard to imagine I adhere to the position which Mr McBride has abandoned and can only repeat his words, "let us give decent intelligent encouragement to these undertaking, but let us give nothing more."

To lighten the burden for the Provine as much as possible, and at the same tmie provide for what is absolutely essential—THE OPENING UP OF NEW TERRITORY—my proposition would be to get Dominion and Provincial cash subsidies for the road from Yellowhead, down the North Thompson to Kamloops; thence by way of Nicola Lake to Merritt; up the Coldwater to the Summit, down the Coquohala to Hope, and thence to the coast. I understand the Canadian Northern objects to building through the Hope mountains on account of the grade. I look upon the Pass through the Hope Mountains as one of great importance. If the Canadian Northern is prepared to build through that Pass upon receipt of a reasonable subsidy, I would advocate that the road through the Hope mountains should be constructed by the Government as a Government road, connecting with the V., V. & E. and the B. C. Electric railroads to the west of the Hope Mountains, and with the V., V. & E., the Kettle Valley railway and the Canadian Northern railway to the east of the mountains. If this were done, running rights could be granted to all these roads, on a basis similar to that on which rights of a similar character are given to run over the railway bridge at New Westminster. Under such arrangements not only would new areas be opened up by every mile of railway, but all points in the Kootenays and Okanagan, with their vast stores of farm produce, fruit, coal and gold, would be brought almost to the very doors of Vancouver.

To further open up portions of the Province at present inaccessible, and to make use as far as possible of the subsidies, amounting to nearly seven million dollars, already offered by the Dominion Government to assist the building of railways, I would discontinue the insane policy of fighting Ottawa, and make intelligent use of the subventions already at our disposal.

By following out the Opposition program, the Province would be guaranteed the immediate construction of one thousand miles of railway, every mile of which would open up new territory, instead of 500 miles, of which 300 miles doubletracks railways already in existence, while only 200 miles are intended to serve new territory. Even of the 500 miles offered by the McBride-Mann agreement much that is not double-trackage is simply waste, as for example, the proposal to reach Vancouver from the Kettle Valley by way of Spences Bridge and the C. P. R. instead of coming by the short and direct route by way of Hope mountains.

The madness of the McBride project, and all the circumstances under which it has been forced upon the electors—who are not offered a completed agreement, who are kept in the dark as to what it may finally contain, who are daily misled as to what it does contain, who are denied time to consider its provisions, and from whom the voters' lists are craftily withheld for the deliberate purpose of preventing a free expression of public opinion—should be a sufficient warning that a crisis has been reached in the management of the affairs of the province which may lead to disaster which it is impossible to overestimate.

The present is therefore not the time to allow ourselves to be blinded or even influenced by party considerations. Two Ministers of the Crown, and many others of character and integrity, have refused to have their hands tied while the province is being plundered by the sacrifice of our credit, without return of any kind; what they can afford to do, others need not be ashamed to undertake. The present contest is in no sense political. It is no more political than was the fight waged by Manitoba against railway monopoly and the disallowance of railway charters. The Opposition which I have the honor to lead is fighting with all the strength it can muster in favor of Provincial Rights, and against a mischievous attempt, pursued by methods the most devious and vicious, for the purpose of handing British Columbia over, bound and helpless to be exploited by a railway corporation.

On behalf of a United British Columbia, I appeal confidently to every serious mind, to every lover of the Province, to spare no effort to prevent the realization of the McBride-Bowser-Mann project.

JOHN OLIVER.

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NOTICE.

Notice is hereby given that an application will be made by the Vancouver, Westminster & Yukon Railway Company to the Parliament of Canada at its next session for an act to extend the time for commencing the construction of the line of the company's railway, authorized by Chapter 87 of the Statutes of 1901, until the 15th day of May, 1912; and to extend the time for finishing and putting the said line in operation until the 15th day of May, 1915; and also to change the route of that part of the line of the company's railway authorized by Section 7 of the said act which runs from Squamish valley to Hazelton, or some other point on the Skeena river from the route authorized by the said section of the said act, to a route described as follows: Commencing from a point at or near the city of Vancouver or some other convenient point on the shore of Burrard Inlet to a point at or near the city of New Westminster in the province of British Columbia (such line of railway being in addition to the line of railway between the said points which is authorized by the company's act of incorporation), and from the said point at or near the city of New Westminster to the south side of the Fraser river, thence by the most feasible route through New Westminster District and in an easterly and northerly direction through the districts of Yale, Lillooet and Cariboo to a point on the branch line from Willow river to Edmonton authorized by Chapter 176 of the Statutes of 1906 at or near Tete Jaune Cache; thence northwesterly following the line of railway authorized by Chapter 176, of the Statutes of 1906, along the South Fork of the Fraser river to a point between Fort George and Fort McLeod; thence by the most feasible route to Hazelton or some other point on the Skeena river.

Dated at the City of Vancouver, province of British Columbia, this 23rd day of October, A. D., 1909.

MARTIN, CRAIG, BOURNE & HAY,
445 Granville St., Vancouver, B.C.
Solicitors for the Vancouver, Westminster & Yukon Railway Company.
249

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F. SHUTE, Manager.

R. T. PRINCE
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LAND REGISTRY ACT.

Take notice that an application has been made to register Thomas Knight Jr., as the owner in fee simple, under a tax sale deed from Inspector of Dykes to Thomas Knight Jr., bearing date the 5th day of September, A.D., 1907, of all and singular that certain parcel or tract of land and premises situate, lying and being in the District of New Westminster, in the Province of British Columbia, more particularly known and described as Lots 9 and 10, Block 10, of part of Lot 29A, Group 2.

You and those claiming through or under you and all persons claiming any interest in the said land by virtue of any unregistered instrument, and all persons claiming any interest in the said land by descent, whose title is not registered under the provisions of the "Land Registry Act," are required to contest the claim of the tax purchaser within forty-five days from the date of the service of this notice upon you, and in default of a caveat or certificate of lis pendens being filed within such period, or in default of redemption before registration, you and each of you will be forever estopped and debarred from setting up any claim to or in respect of the said land, and I shal' register Thomas Knight Jr. as owner thereof in fee. And I hereby direct that publication of this notice for thirty days in a daily newspaper pub lished in New Westminster and a weekly newspaper published at Chilliwack will be good and sufficient service thereof.

Dated at the Land Registry Office, New Westminster, Province of British Columbia, this 13th day of October, A. D. 1909.

C. S. KEITH,
District Registrar.

To Jane Wilkinson. 240-26

NOTICE RE LULU ISLAND BRIDGE.

The condition of the old bridge is not considered safe for vehicular traffic, and the public generally are cautioned against hauling loads of any kind over it.

Persons continuing to do so after this notice must take all the risks on themselves.

By order. W. A. DUNCAN,
City Clerk.

City Hall, New Westminster, July 23rd, 1909.

AS OTHERS SEE IT.

Necessity and Opportunity.

Mr. D. D. Mann, who naturally takes a considerable amount of interest in the political compaign, has sent the Colonist a signed statement epitomising the extent of the mileage and the financial standing of the Canadian Northern Railway up to the end of June, 1909. This statement shows a surplus of between six and seven hundred thousand dollars for the financial year, and of course is intended to prove that there is *absolutely no* probability of the province ever being called upon to meet its obligations should the McBride deal be endorsed by the electors. But. Mr. Mann in his operations in the Northwest has had comparatively easy sailing. None of the lines built there under government guarantees run for hundreds of miles alongside of existing railways. They have all been constructed for development purposes. They are mostly branch lines running through the most productive wheat-growing country in the world. They were assured of a remunerative business as soon as completed. The road projected through British Columbia cannot be a development line unless it shall be supplemented by lateral lines of extensive mileage. The C. P. R., we are told, has never except in one year earned interest on its mountain section. Yet we are told the Canadian Northern after dividing business with the C. P. R. will pay from the first on its British Columbia division—that the government guarantee of bonds is only nominal. The truth is that Messrs. Mackenzie & Mann are confronted with the necessity of getting to the Pacific coast. Their necessity is the British Columbia government's opportunity. The two things work in beautifully for the prospective benefit of the contracting parties. All railway authorities agree that the test of the Canadian Northern system's standing will come after it reaches the Pacific and is forced to earn profits not by a system of bookkeeping, but in actual operations.—Victoria Times.

Bowserian Humbug.

After Mr. Bowser's elucidation of the McBride Indian policy, which was the feature of an otherwise featureless speech in the Opera House, last night, the impress left on the public mind cannot be other than that the railway policy has dropped out of sight, as a policy distinct from, and competing for the favor of the electors with, the policy announced by Mr. Oliver, on behalf of the party which he leads, and that the administration now seeks to appeal to the *electors on the Indian policy*, which was last night announced for the first time. It is true, said Mr. Bowser, that the Provincial Government has reversionary rights in the Indian lands, but until the Dominion Government agrees to relinquish the rights of the Indians, the province can do nothing in the matter; "so they came to the conclusion that if anyone could succeed in buying these Indian rights from the Dominion Government they (the Provincial Government) would part with their reversionary rights, they did not care at what price, so long as they could be thrown open to the white settler." This is all very fine, as also is the statement made by Mr. Bowser that the first gentleman to take advantage of that arrangement was "a prominent Liberal politician, Mr. Smith Curtis;" but the fact remains that this business-like administration adopts and pursues a policy with regard to Indian reserves which was not made known to the public at large, and which *involves* the selling of Provincial lands worth anything from $100 to $400 per acre, at the rate of $2.50 per acre, or, as Mr. Bowser himself puts it, "they did not care at what price." Why was the adoption of this policy by the McBride Administration not made known to the general public? If the lands are of the value which Mr. Bowser says they are, why, in the name of business and commonsense, were they not put up at auction, lige the lands at Point Grey and at Prince Rupert? Mr. Bowser, whose firm drew up the contract for the most methodical, systematic, and gigantic unloading of Japanese upon Britsh Columbia, asks the white electors of British Columbia to believe that he is candid and sincere when he professes to be so anxious to turn the poor Indians out of their reserves and throw the reserves open for white settlement, that he and the administration to which he belongs have adopted a policy by which they are willing to sell these reserves to a few picked men "they did not care at what price?" There is one plain, unadorned, forcible term which describes it with anything approaching accuracy. It is humbug. It is quite true, of course, that all Orders-in-council are *private, or secret; but it* is also true that orders affecting property are usually gazetted. This order affecting 3238 acres in the most fertile and valuable district in British Columbia was not gazetted.—Vancouver World.

The Glittering Prospect.

Here is a little problem in arithmetic which should interest the public of this province at this time. Take 500 miles of railway. The reason why I do not say 600 miles is that I don't think we will ever have to deal with more than 500. That 100 miles on the island is really too transparent a fake to be considered. So we will take 500 miles and multiply it by $35,000, which gives $18,500,000. That is the amount which the Government's proposed guarantee will place in the hands of Mackenzie & Mann for building the C. N. R. from the Yellowhead Pass to Vancouver.

Now take $6,400 and multiply it by 500, which gives $3,200,000. That would be the extra amount which Mackenzie & Mann would have if they get the Dominion subsidy they are after. These two amounts make a respectable total of $21,500,000. Now suppose Mackenzie & Mann allot $25,000 per mile as a fund for the construction of the C. N. R.— and no *one familiar* with their methods expects them to do more.

That leaves $9,200,000 profit if the Dominion subsidy is secured. But suppose it is not secured, there is still $6,000,000 to come and go on.

Was ever such a dazzling prospect put before a hungry horde in British Columbia as that six millions presents? What glorious opportunities of graft, what inducements for election funds, what powers of corruption lie in that six million dollra possibility.

Look over the records of politicians made rich in Manitoba—politicians who have been hand in glove for years with Mackenzie & Mann—and do some straight thinking. Ask yourself if the aggregation which calls itself the Tory party in this province is proof against the glittering opportunities of a rake-off of six to ten millions.

Can you see any reason for haste for obtaining a snap verdict, for holding nominations with no voter's lists, for bringing on the elecions wih such precipitation that the voter's list will not be ready till a few days before elections? Would you be surprised if the Tory, so-called, machine hired an army of Seattle pluggers to fill your ballot boxes with bogus votes on November 25, with that golden calf of six millions in sight?—Of course they never did anything like that, oh no! Is there any limit to the lengths the heelers and the machine controlled by a politician of the Bowser type will not go to get at that six million dollars? Take a straight think at this proposition and see where it leads you to.

Don't get the idea that such a profit is improbable. It is possible, easily so, and the possibility makes it practically a certainty. Don't forget this that Mann and Mackenzie make their money by building, not operating, the C. N. R. and that every link they have ever built has netted them thousands of dollars. Don't delude yourself that they will derive any less profit from building the British Columbia lines, than they have from others. If the construction must be skimped and the grades increased trifles like those will not stand in the way of their profits which as builders, are their first and foremost consideration.—Saturday Sunset.

Still Growing!

The apotheosis of Messrs. Mackenzie & Mann by the followers and organs of the McBride government is continued from day to day. The Canadian Northern Railway, although admittedly as yet a comparatively modest institution, is daily lifted up in the columns of the government newspapers as one of the wonders of the modern world. The C. P. R. is nowhere compared with, and as for the G. T. R., it is not too be mentioned at all. The net earnings of the C. N. R. are proportionately larger than the earnings of the C. P. R. Its earnings per mile are greater. Its grades are less and its curves also. Before polling day arrives we shall be told that the rolling stock of no line in America is to be compared with that of this wonderful line, which has derived all its lustre form its alliance with Premier McBride.—Victoria Times.

GOLD DUST will sterilize your kitchen things and make them wholesome and sanitary

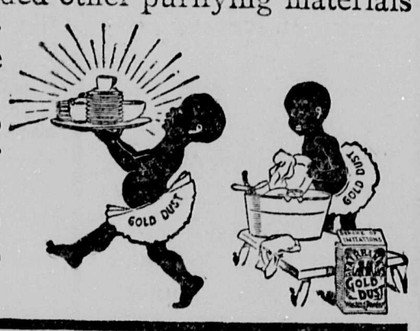
Soap only cleans; GOLD DUST cleans and sterilizes.

Soap washes over the surface, leaving a greasy film behind it; GOLD DUST digs deep after germs and impurities, and insures purity and safety.

Soap needs muscle help (as an exerciser, it's fine); GOLD DUST does all the hard part of the work without your assistance, leaving you to take your exercise in a more enjoyable manner.

GOLD DUST is a good, honest, vegetable oil soap, to which is added other purifying materials in just the right proportions to cleanse easily, vigorously, and without harm to fabric, utensil or hands.

"Let the GOLD DUST Twins do your work."



Made by THE N. K. FAIRBANK COMPANY
Makers of FAIRY SOAP, the oval cake.

MORAL: ALWAYS DO WHAT FATHER SAYS

St. Catherines, Ont., Nov. 18.—Before the young man left his home at Ogdensburg, N. Y., to take a trip to Chicago on the steamer McVittie, Edward McElligoot remonstrated with his son, William, advising him not to go. The youth went without his father's consent, working his way as a deck hand. Last night young McElligoot, while the steamer was going through the Welland canal, was given the task of fastening the snubbing cable to the post at the canal locks .At lock four, while he was catching the steel cable, it pulled him into the canal. He fell between the steamer's side and the stone work of the lock, and was crushed to death The steamer was backed and the body recovered.

NEGRO SHOOTS TWO BECAUSE OF AFFRONT

Memphis, Tenn., Nov. 18.—Ed. Cardwell and Ed. Koenz, young white men boarded a street car last night, crowding in ahead of Wm. Smith, a negro. The white men stood on the rear platform while the negro, who suddenly resented their act, entered the car. After travelling several blocks the negro drew a revovler, rushed to the rear door, shot both men dead and leaping from the car escaped. Later he surrendered to the police.

Never Heard of God.

Portage La Prairie, Nov. 18.—In the police court yesterday afternoon in the assault case between Robert Hays and M. J. Greer, a young lad named John Dahl, who lives within a few miles of Portage, could not take an oath because he had no religion and did not know of a Supreme Being. Magistrate Marshall in his remarks strongly condemned the giving to foreign missions when there was more urgent need for enlinghtenment nearer home.

SPEECH IN COURT INCITES REVOLT

Leading Russian Lawyer Gets Year in Prison—Was Counsel For Jews.

St. Petersburg, Nov. 18.—M. Gillerson, a leading attorney of this city, was today condemned to a year's imprisonment in a fortress because of a speech which he delivered on June 22, 1908, at the trial of the participators in the Jewish massacre at Blalvstok.

Gillerson appeared at the trial as counsel for friends and relatives of the Jewish victims, of whom 73 were slain and 82 wounded. The indictment against Gillerson charged that in his speech in court he had irrevelantly introduced arguments which incited the workmen against the government. The attorney was tried before the circuit court at Grodno, and was defended by representatives of several bar associations, which regarded the proceedings as an infringement upon the privileges of an attorney.

CITY MUST NOT MAKE HYDRO-ELECTRIC CONTRACT

Toronto, Nov. 18.—Justice Clute this afternoon granted an injunction restraining Port Arthur from making a contract with the Hydro-Electric Power Commission.

Mr. Justice Clute finds that the bylaw was bad because it did not contain the estimates required by statute and because it had not the requisite publication. The city will go direct to the court of appeals.

Largest Hotel in New York.

New York, Nov. 18.—The Pennsylvania Railroad Company is planning to build the largest hotel in New York opposite the new terminal on Seventh avenue. It would cover the east side of the avenue from 32nd to 33rd street. The plot fronts 197 feet on seventh avenue, 250 feet on 33rd street, and 375 feet on 32nd street.

Nominations Throughout the Province.

District.	Conservative.	Liberal.	Other Parties.	Late Member.
Atlin	Young, Dr. H. E.	Kearns, Thos.		Young, Hon. H. E. (Con.)
Alberni	Morgan, Dr. A. D.	Brewster, H. C.		Brewster, H. C. (Lib.)
Cariboo (2)	Callahan, Dr.	Jones, Harry		Jones, H. (Lib.)
	Fraser, J. A.	Yorston, J. M.		Yorston, J. M. (Lib.)
Chilliwack	Cawley, S. A.	Munro, C. W.		Munro, C. W. (Lib.)
Comox	Manson, W.	Forrest, J. McK.	Duncan, W. (Con. Ind.)	Grant, R. (Con.)
Cranbrook	Cavan, T.	King, Dr. J. H.		King, Dr. J. H. (Lib.)
Cowichan	Hayward, W. H.	Evans, J. N.	Cartwright, J. (Soc.)	Hayward, W. H. (Con.)
Columbia	Parsons, H. G.	Buchman, J. A.		Parson, H. G. (Con.)
Delta	MacKenzie, F. J.	Oliver, John		Oliver, J. (Lib.)
Dewdney	Manson, W. J.	Thompson, A.		Manson, W. J. (Con.)
Esquimalt	Helmcken, H. D.	Jardine, John		Jardine, W. J. (Lib.)
Fernie	Ross, W. R.	Fisher, A. I.	Harrington, J. (Soc.)	Ross, W. R. (Con.)
Greenwood	Jackson, J. R.	MacDonald, A.	Heatherton, G. (Soc.)	Naden, G. R. (Lib.)
Grand Forks	Miller, E.	Patterson, D.	McInnes, John (Soc.)	McInnes, J. (Soc.)
Islands	McPhillips, A. E.	Purvis, P.		McPhillips, A. E. (Con.)
Kamloops	Shaw, C. P.	Vasey, H. M.		Fulton, F. J. (Con.)
Kaslo	Mackay, N. F.	Keen, J.		Mackay, N. F. (Con.)
Lillooet	Bell, Jas.	Eagleson, M.		Eagleson, M. (Lib.)
Nanaimo	Planta, A. E.		Hawthornthwaite, J. (Soc.)	Hawthornthwaite, J. (Soc.)
Newcastle	Stewart, J.	Thomas, J.	Williams, P. (Soc.)	Williams, P. (Soc.)
Nelson	Wright, Harry	Crease, E. A.	Mathewson, J. (Soc.)	Hall, Dr. G. A. B. (Lib.)
Okanagan	Ellison, P.	Dehart, F. R.	Johnson, Jas. (Soc.)	Ellison, P. (Con.)
Revelstoke	Taylor, T.	Lindmark, E. F.	Kempster, G. H. (Soc.)	Taylor, T. (Con.)
Richmond	Cotton, F. L. C.	Farris, J. W.		Cotton, F. L. C. (Con.)
Rossland	Braden, W. R.	English, Dr. J.		Macdonald, J. A. (Lib.)
Skeena	Manson, M.	Kergen, W. T.		Kergin, Dr. (Lib.)
Saanich	Eberts, D. M.	Brydon, T. S.		Eberts, D. M. (Con.)
Similkameen	Shatford, L. W.	Elimhurst, E. C.		Shatford, L. W. (Con.)
Slocan	Hunter, W.	Harris, J. C. (Lib. Ind.)	Bennet, C. W. (Soc.)	Hunter, W. (Con.)
Vancouver (5)	Bowser, W. J.	Wade, F. C.	Kingsley, E. T. (Soc.)	Bowser, W. J. (Con.)
	Macgowan, A. H. B.	Senkler, J. H.	Mackenzie, W. M. (Soc.)	Macgowan, A. H. B. (Con.)
	McGuire, Dr.	Campbell, J.	McGregor, M. (Soc.)	Talow, R. G. (Con.)
	Watson, H. H.	Macdonald, G. E.	Garvey, P. (Soc.)	Garden, J. F. (Con.)
	Tisdall C. E.	Stables, J. B.	Pettipiece, R. P. (Soc.)	McGuire, Dr. (Con.)
Victoria (4)	McBride, R.	Oliver, John	Oliver, George (Soc.)	McBride, R. (Con.)
	Davey, Fred	Drury, R. L.	Morley, A. J. (Ind.)	Davey, F. (Con.)
	Behnsen, H. F. W.	Houston, W. K.		Behnsen, H. F. W. (Con.)
	Thomsou, H. B.	Munn, H. A.		Thomson, H. B. (Con.)
Westminster	Gifford, T.	Johnston, J. J.	Dodd, W. (Lab.)	Gifford, T. (Con.)
Yale	McBride, R.	Henderson, S.		Henderson, S. (Lib.)
Ymir	Schofield, J. H.		Oliver, A. M. (Soc.)	Schofield, J. H. (Con.)

Something New

WE HAVE JUST RECEIVED A SHIPMENT OF IMPERIAL CREAM, AND TO INTRODUCE IT WE ARE SELLING IT FOR 10c A TIN. THIS IS A NEW LINE WITH US, AND WE WANT IT TO BE A NEW LINE WITH YOU.

REMEMBER THAT ALL GOODS WELL BOUGHT ARE HALF SOLD.

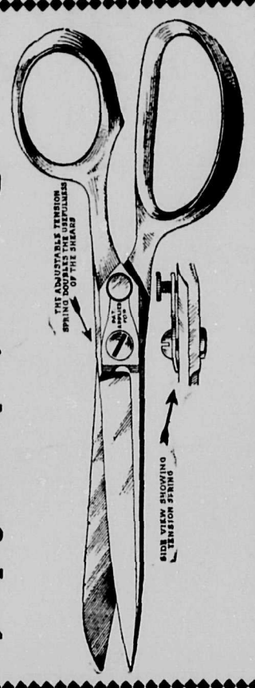
Come in and look around. That is what this store is for.

— THE —

PUBLIC SUPPLY STORES

ODD FELLOWS' BLOCK.

GEO. ADAMS, Prop.



50c per Pair. Anderson & Lusby

NA-DRU-CO

Talcum, Violet, Borated, Flesh.

The finest, softest, sweetest and best toilet powders for infants or adults.

T. A. MUIR & CO.

Ellard Block,

NEW WESTMINSTER, B. C.

STORAGE

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Business For Sale

GROCERY DOING LARGE TRADE IN CITY. GRAND OPPORTUNITY FOR BRANCH STORE.

LIST YOUR PROPERTY WITH

W. H. NESBITT & SON

Phone 596 650 COLUMBIA ST.

Westminster Modern Business School

In placing your training in our hands you are sure of the best that PRACTICAL ACCOUNTANTS AND TEACHERS OF EXPERIENCE can give you and you are ASSURED OF THEIR ASSISTANCE in securing for you the best positions you are able to fill.

Enter now and be prepared to fill a paying position early next year.

Our night school is very popular.

Address,

A. L. BOUCK, Principal.

610 Columbia Street

MERRITHEW & RAMSAY

PLUMBING AND FURNACE WORK STEAM AND GAS FITTING

Also General Repairs

Corner Eighth and Carnarvon

Phone 586

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

CITY NEWS

For first-class cut flowers and any kind of Floral work, telephone Davies' Greenhouse, R208. **

J. B. Harkin, special officer of the department of the interior in this province, paid a visit to the city yesterday, and paid a call at the crown timber agent's office. Mr. Leamy was absent on a trip of inspection through the upper country.

Why pay $5.00 for a rug at your door when you can buy the same for $3.00 at Denny & Galloway, house furnishers, 43 Sixth street.

Chrysanthemums and every description of bulbs at Tidy's florist store, 737 Columbia. Phone L184.

About two hundred people took advantage of the Scotch supper and concert held in the school room of St. Andrew's church last night. The supper itself was beyond criticism and the concert was even more enjoyable than the refreshments. The Scotch songs of Miss Alvina Munn were especially appreciated.

Dr. J. D. Gamble, optician, is at 625 Columbia street, Room 13, every Friday.

A scow load of Pitt Lake brick was unloaded at the foot of Begbie street, for the alterations to the building for the Merchants' Bank. It is the intention of the bank to put another story on the building now occupied by the B. C. Settlers' Association, and to fit up the ground floor of the present structure into a thoroughly up-to-date banking office.

The steamer Transfer will hereafter leave the Brackman-Ker wharf for Ladner, Westham Island and way points, at 2 o'clock in the afternoon instead of at 3, as hertofore, returning on the following morning. On Saturday she will make an extra return trip arriving in the city in the evening. Trips will be made to Steveston as the business warrants. **

The Cigarmakers' Union had a big time in the Eagles' Hall last night when they tendered a reception to F. V. Todd, a visitor from the Toronto branch of the union. In spite of the many other attractions in the city the hall was filled to its capacity and the evening was merrily spent at the expense of countless sandwiches and cigars. Mr. Todd gave a very interesting address touching among other things on the local option question and the labor movement in the coming elections.

Order your bulbs for Spring flowers now from Davies, Greenhouse, telephone B208. 251-tf

Prasoloski, the Pole recently convicted of perjury in the county court, will come before His Honor Judge Howay for sentence on Monday morning. A case of burglary is also scheduled for hearing on the same day, the accused being Mrs. Clark of Delta, who is charged with taking articles from the house of L. Embree. It is understood that the prosecution will bring evidence to show that Mrs. Clark is the divorced wife of Embree, and that she was found in his house, after he had married again, with his property in her possession.

Repairing neatly done by D. F. Quigley at Sinclair's shoe store.

Your box in a safety deposit vault is a private affair. No one has access to it but yourself. And besides, it is safe and that is a factor worth something to you. Then it costs only a small sum to rent one of these boxes, a surprisingly small sum. Let us tell you about it. Dominion Trust Co., Ltd., T. R. Pearson, manager, New Westminster branch. 228-4

The charges of receiving stolen propety bought against C. Sato and R. Takahiro of the Merchants Cafe, were laid over by the police magistrate yesterday for a week, pending the capture of the thief. One persistent drunkard was interdicted for a year, by request of his family, and two common whisky drinkers were find the usual amount for overstepping the legal bounds.

Any boy anxious to earn money outside of school hours can secure a position with me. To my best boys I am going to give Savings Banks and cash prizes. The work is easy and does not interfere with school duties. Apply to Kenneth Casselman.

The Westminster Trust & Safe Deposit Co., Ltd.

DECLARATION OF DIVIDEND.

Notice is hereby given that a dividend of FIVE PER CENT., being at the rate of TEN PER CENT. PER ANNUM, upon the paid up Capital Stock of this Company, has been declared for the six months ending October 31st, 1909, and the same will be payable at the Head Office of the Company, 28 Lorne street, this city, on and after the 15th day of Novembernext, to shareholders of record at the close of business on October 31st, 1909.

By order of the board,

F. J. HART,
Managing Director.

New Westminster, B. C., November 13th, 1909.

LIQUOR LICENSE NOTICE.

Notice is hereby given that I intend to apply at the next sitting of the Licensing Board for the City of New Westminster for a renewal of license to sell liquors by retail on the premises known as the Colonial Hotel, situate on McKenzie street, corner Clarkson, in the said City of New Westminster.

M. F. INSLEY.

New Westminster, Nov. 15, 1909.

LIQUOR LICENSE NOTICE.

Notice is hereby given that thirty days from date I intend to apply to F. S. Hussey, superintendent of provincial police, Victoria, B. C., for a transfer of the liquor license held by Gilbert Tulloch, for the Tourist hotel, situated at Port Moody, B. C., to George Welch of Port Moody, B. C.

GILBERT TULLOCH.

Port Moody, October 20, 1909.

NOTICE.

To whom it may concern:

Take notice that in accordance with authority granted by the Department of Marine and Fisheries, the Lulu island draw bridge at New Westminster, B. C., will be closed to boat traffic for a period of about two weeks, beginning November 15th, 1909, for repairs.

INTERNATIONAL CONTRACT CO.,
C. E. FOWLER,
President.

LULU ISLAND

We have some very desirable lots in Block 27. Come early, as they will not last long.

Terms reasonable.

F. J. HART & CO., Ltd.

Some Pleasing Surprises in Leather Bags and Belts

WHAT WOULD YOU HAVE—ONE OF THE LATEST CONCEITS IN BAGS,—A SMART PURSE OR A PRETTY BELT? THIS IS THE STORE FOR THEM—IF YOU WANT THE NEWEST, MOST MODISH AND BEST WITHOUT PAYING THE MOST.

WE PAY STRICT ATTENTION TO THESE ARTICLES—WE WATCH FOR NEW THINGS—WE DODGE THE UNWORTHY AND ARE EVEN MAKING PURCHASES THAT WOULD ENCOURAGE SOME STORES TO ANNOUNCE A "GREAT SPECIAL SELLING."

PUT THESE FEW FACTS TOGETHER AND YOU HAVE THE REASON FOR THE POPULARITY OF THIS DEPARTMENT IN OUR STORE. YOU ARE ALWAYS READY FOR BUYING "SNAPS" LIKE THESE. A FEW INTERESTING SPECIALS:

Elegant One-Piece Dresses in Black, Navy, Taupe, Myrtle and Cardinal.

BLACK PANAMA in the new Moyen age style, strapped and piped with black moire, handsome design on front panel and sleeve in rat tail braiding, finished with fancy jet and braid ornaments. Each ... $22.50

CARDINAL, ALSO BLACK PANAMA, long waisted effect, made to fasten down left side under a wide band of black and gold braid, overlapped with pointed tabs and jet buttons.. ... $23.75

TAUPE, ALSO NAVY BLUE shadow striped Venetian Cloth, made with fancy braided net vest and trimmed with Ottoman silk and soutache braid to match; jet buttons, close fitting, tucked sleeve, each ... $25.00

Smart New Millinery $4 95

One dozen only, Women's and Misses' Colored Felt Hats trimmed with feathers, flowers and velvets, all the newest shades. Regular $6.50 to $8.50. Today only ..$4.95

Seven only, GREBE TURBANS. Regular $6.50. Today only ... $4.95

ASK TO SEE THEM

Just inside the door.

10 dozen only Women's Umbrellas, very pretty handles, plain and fancy gloria covers. Price each .. $1.50

5 doz. only Men's Umbrellas, heavy twill covers, self openers, natural wood handles. Price, each only ..$1.25

Children's School Umbrellas, strong natural wood handles, extra quality sateen covers. Price each .75c

Many styles in better grade umbrellas, very handsome handles of pearl, German silver gold plated, gun metal natural wood, with pure silk and silk and wool coverings. Price $3 to $17.50

Come in and inspect our new Window Draperies. We want you to see them. Use in place of madras muslins, in all colors and printed on both sides, with bordered edges. Price, yd., only...40c

Unusual Value in Linens, Quilts, Draperies, Etc.

The store for house furnishings.

TWO DOZEN ONLY, Quilts, fringed and hemmed three quarter and double bed size, colors of white, blue and white, yellow and white, red and white, navy and white, etc., for the balance of this week. Regular prices $1.10 and $1.25. Week end price ... 90c

4 dozen only PILLOW SLIPS, regular size and hemmed good English cotton; regular 20 cents each. Week end price each ...15c

We make a specialty of carrying large size Quilts, Comforters, Blankets, etc., thus we have on display bedding of every description and acceptable for the present cold snap:

72x78 ... $3.00 and $3.25
72x72 ... $2.25 and $2.50
66x72 ... $2.25 to $3.75
60x72 ... $1.50 up to $3.75

Greatly reduced prices on all drawn work and Battenberg linens this week in the housefurnishing department.

Complete new stock of Cushion Cords, Girdles, Denims, Burlaps, etc.

Snaps in Short Ends of Table Linens

We have left over a number of short ends of bleached table damask, running from 2 to 4 1-2. Regular prices of these linens from 90c to $1.50 per yard. To clear we have reduced the prices this week only, per yard ... ...75c to $1.25

Special prices on TABLE NAPKINS, good 3-4 size, pure bleached assorted patterns. Good for every day use. Will help save your better napkins. Week end price, each 10c

Just Arrived Direct From New York

Shipment of Leather Bags from 8 inches to 18 inches in length with double and single bottoms, leather and silk lined with coin purses. Come in seal, goat, alligator, mocha and enameled leathers with black, oxidized and gold trimmings, mostly leather strap handles. Prices.....45c up to $7.50

SEE OUR SPECIAL LINES AT $2.00 and $2.50

More arrivals in elastic belts in colors of black, navy, white, brown, pink, sky, cardinal, green, plain and fancy elastics of the new dresden design, very latest buckles of jet, cut steel, gold, gun metal. Prices ... ...35c up to $1.50

Handsome showing of smart jet jewelry, Dutch collar pins, belt buckles, barrettes hat pins combs, Psyche pins.

(Just inside the Door.)

W. S. COLLISTER & CO.

THE STORE FOR WOMEN'S WEAR.