"CONFIDENCE IN VICTORIA" EDITION

The Week

A British Columbia Newspaper and Review

The Official Organ of the Victoria Real Estate Exchange

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CANADA'S WAR POLICY

)R the first time in many moons Canadians can lift their heads feel- that they have at last embarked on ır policy of which they need not be med. It has been a long pull, and oubt has taken a strong pull on the of the Premier and his colleagues to h the present satisfactory position. ıda is to keep 40,000 men in training, espatch them to England 10,000 at ne until a total of 100,000 have gone ie Front, and thereafter to keep this ber intact by re-inforcements. This mething substantial, far beyond any- every attempted by an Overseas inion. It will restore Canada's ur propre," so badly shattered by action of the Senate, and while it is o means the last word, it will be re- ed throughout the world as a splen- contribution to the fighting forces ıe Empire, one as creditable to the inion as it is acceptable to the ıer Country.

PROGRESS OF THE WAR

URING the week, the great War has taken on several new phases, h are of extreme interest. The first possibly the most important is the peration of the British Navy with the forces of the Allies along the shores he English Channel. The big naval s have done splendid work, and have bled the Allies not only to check the ance of the Germans along the French st, but to drive them back at several its. Without being too optimistic, cannot but regard favourably the s that the Germans are leaving Ant- o and Brussels in large numbers. The ated hammering at the German es on this wing is apparently about e productive of substantial results. where along the line of battle, the s have at least held their own, and e seems no reason to doubt that in ce they have made a considerable nce. From the East, definite news meagre and conflicting. Both sides n victories. Petrograd, which has fairly reliable, in its official reports, es positively that the German and trian forces have been driven back n Warsaw, and that at many points g the line of battle, the Russian es are constantly advancing. It would ear, however, that no great decesive le has recently been fought, and we t still wait for official news to throw t on what has really transpired. nter is coming on; the conflict in Gal- , East Prussia and East Hungary will ost immediately be affected by the rs of climate, and the public will tch with anxiety the effect of these atly altered conditions on both forces. sibly the most gratifying incident of week has been the repulse of the Ger- n submarines which attacked the tish cruisers near Ostend. The affair ws that however formidable submar- s may be, they are not invincible, and success of the British torpedo de- yers will go far to allay the feeling apprehension which has recently pre- led. A fair summary of the week is t the German forces are still being ld in check by the Allies, and in spite desperate efforts, they have not at any int been able to break through the es of defense.

LAST WEEK'S WAR EDITORIAL

THE WEEK has received upwards of one hundred letters, commenting in favourable terms on its last Week's war editorial. It has received just three adverse criticisms. These facts are not mentioned in any spirit of self-glorification, the times are too serious for that, but they are mentioned to show that an overwhelming majority of those who saw fit to express an opinion approve of the article. The objections are based upon the opinion that it was pessimistic in tone and calculated to cause alarm in the public mind. It should not have that effect. London daily, the people realize that this is a fight for national existence. For this reason, if for no other, the fight will not be short, but it will be strenuous and it will have reverses as well as victories in store. Let each individual make his plans in full realization of these facts, and all will be well.

ELLIOTT'S HORSE

BY COMMON consent the Squadron known as Elliott's Horse is about the finest and sturdiest set of men ever gathered together for military purposes in Victoria. In order that the public, which has so generously supported them, may be fully informed on this subject The Week publishes in current issue a list of officers and men with particulars of their service record. A glance at this is sufficient to shew why these men could not well be recruited by any of the local Militia Regiments, and why they have had so much difficulty in securing Government recognition. They simply wanted to get to the Front, and the Canadian War regulations contain no provision for such a case, which to say the least, is regrettable. At the moment of writing the Squadron is preparing to leave, and will do so with the hearty good wishes of every member of the community. Of the patriotism, generosity and self-sacrifice manifested by Mr. R. T. Elliott, who raised the Squadron, it is impossible to speak too highly. The Week hopes to have more to say on this subject after the men have left.

—Photo by Savannah.

Mr. R. T. Elliott, K. C., The Founder of "Elliott's Horse."

The Week is not written for children. It aims at securing the thoughtful interest of people who think, and no one who thinks and observes can fail to have been struck with the amount of guess work and speculation which has been imported into our war news. The surest way to bring about defeat is to under-estimate the strength of the enemy. The newspapers, in a laudable desire to keep up the courage of the people, have chosen, not only to under-estimate, but to ridicule the resources of the strongest military nation in the world. This must be a mistake. It fosters false hopes of speedy victory. It slackens personal interest in recruiting, and it prepares the way for disappointment. In this war, the people have shown themselves wiser than the press. They have all along eschewed flamboyant statements and demonstrations, and have been characterised by a sober, silent determination to see the thing through. As is well expressed in the article reproduced from a

PATRIOTIC FUNDS

IN England, there is a surfeit of patriotic funds, though not of "funds." A dead set is now being made against the multiplicity of agencies, for already it has been found that overlapping is leading to much waste. In spite of the desire of many well-meaning institutions to have a patriotic fund of their own, the desire is growing to pool the proceeds of all, and to establish Government control. So far Canada has steered clear of this difficulty to a very laudable extent, and it is hoped that the Canadian Patriotic Fund will be the central organization for dealing with all cases of relief arising out of the War. The fund is growing satisfactorily. Three cities—Montreal, Toronto and Winnipeg, already exceed the million dollar mark, but this is only a beginning, and an earnest of what all are prepared to do later, when the stress becomes great. One of the most gratifying features is the earnestness of small contributors. Never were there so many "Widows' Mites," and one can turn from the magnificent "largesse" so freely bestowed by the Princes of India to the hundred dollars from the Indians of Kuper Island, and numberless similar contributions with a feeling of profound respect. The heart of the people is stirred, and all are giving gladly and to the full extent of their means. If the latter statement is too sweeping, it may be well to correct it along the lines of a very incisive editorial which recently appeared in one of the leading London dailies. The Week reproduces an extract, and in no spirit of censoriousness emphasises the charge against the millionaires. It is a thankless task to find fault at such a time, but with the ordinary man straining every nerve to do his duty, to those dependent on him and to the Empire, there is indeed food for reflection in the meagre givings of wealthy men. It is not necessary to labour the point. By and by, public opinion will take care of that, but the earnest protest of the London press is timely, and should be accepted as a reasonable warning.

The working man who volunteers for the front offers his all to the nation—his life, his future prospects, the happiness, comfort, and security of his wife and family are laid freely and ungrudgingly upon the altar of patriotism and how many men have made this sacrifice the recruiting returns will show. To the rich man who is asked for a subscription the sacrifice, if the money is forthcoming, is comparatively small. We do not suggest, of course, that all those who could afford are not doing their duty. Many noble souls, accustomed to lives of pleasure and ease, have given freely of their resources, and are working heroically and laboriously at strange and uncongenial tasks.

* * * *

Surely it is plain, even to the meanest bureaucratic intelligence that we are now engaged in a struggle for National existence.

A NOBLE APPEAL

IN THE last issue of The Week, an appeal was made by Father MacDonnell, of Ladysmith, for funds to help him to carry on a Children's Home. The scheme is endorsed by His Lordship the Bishop of Victoria, and is without question one of the most deserving to which attention could be directed.

PANTAGES THEATRE

EW TURNS are more universally popular than those contributed by ventriloquists, and in Elwood and Snow, Pantages Theatre have this week secured a couple of real artists in this line of entertainment. The big feature, however, is the Minstrel Show, presented by Pepple and Elliott, where close on a dozen dainty damsels appear in Minstrel guise. There is a first class playlet this week entitled "Be Game" in which Fletcher, Ayres & Co. present a really good drama. The bill opens with a capital turn by Leon and Adeline Sisters. The Swedish monologue, given by Hugo Lutgens is most humourous.

PRINCESS THEATRE

Most theatre-goers at heart are lovers of melodrama and of all the melodramas written few have attained the success which has befallen "The Lights o' London." This is the play which the members of the Allen Stock Company have been presenting this week at the Princess Theatre, and the play has lost nothing of its original value in its interpretation at the hands of these capable actors and actresses.

The Allen Players have now been working at the Princess Theatre for the past two months, but though they have succeeded in building up a connection which returns steadily week by week to see each ensuing play, they have not attracted to their new playhouse a large number of those patrons who used to visit them when they played a short season engagement at the old Victoria Theatre. This is a pity because the Allen Players are doing better work at the present time than they ever did before, both as regards acting and stage setting. Moreover, the company is resident and all the money taken at the box office is spent right here in town.

LAND REGISTRY ACT

IN THE MATER of an Application for a freesh Certificate of Title to Lots 1654, 1655, 1664 and 1665, Victoria City.

NOTICE is hereby given of my intention at the expiration of one calendar month from the first publication hereof to issue a fresh Certificate of Title in lieu of the Certificate of Title issued to Frances Ann Bagshawe on the 9th day of April, 1907, and Numbered 14400C, which has been lost.

DATED at the Land Registry Office, Victoria, B. C., this 20th day of October, 1914.

S. Y. WOOTTON,
Registrar General of Titles.

Oct 24. Nov. 21

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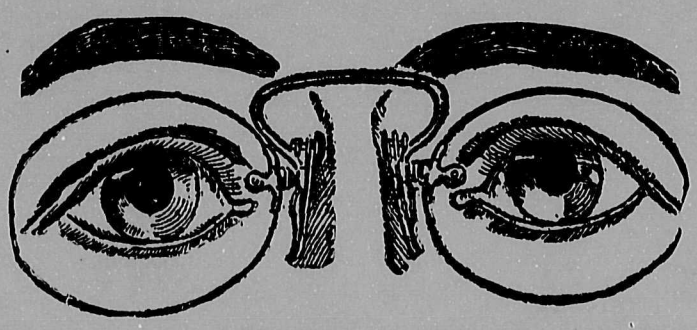

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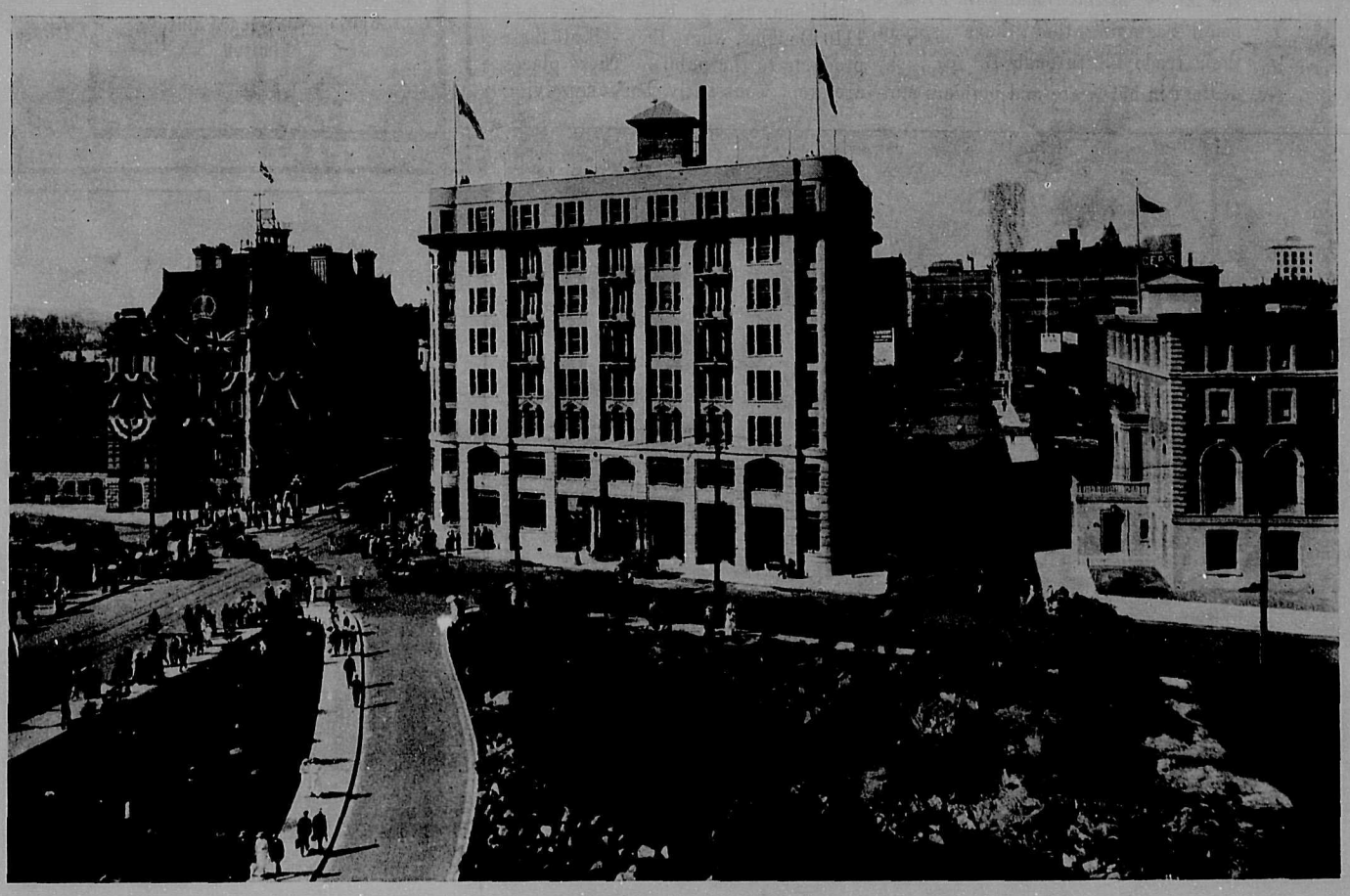
VICTORIA—*The* CAPITAL CITY *of* BRITISH COLUMBIA : : : IS CONFIDENT AND OPTIMISTIC : : :

T THE beginning of the present decade, the population of Victoria was only a little over 20,000, rich, for a city which had been ablished over sixty years, was insiderable. Victoria had come to looked upon as so conservative, so fashioned, so ultra English, so ch a place where rich old foggies tled down for the balance of their s, that any suggestion of enterse or business activity was suped to be "infra dig." But people o took this view of Victoria koned without their host, they for- that the old foggies, either themves or by their predecessors, being inly of English stock, had carely husbanded their resources. Ten rs ago the banks in Victoria acnted for more than $20,000,000 on osit at three per cent, a showing th which no other city of the size Victoria could vie. Then they or ir sons continued to conduct busiss on the old lines, the lines of ution and conservatism, coupled th integrity. All this constituted splendid foundation on which to ild the new Victoria that now is. hen her opportunity came she was ady; she had the men; she had the oney. It was the old-timers who gan to invest; it was old-timers ho were the largest purchasers of siness property.

Nearly all the big blocks in Vicoria have been built by old-timers, nd there is nothing more gratifying han to find names which have been ssociated with Victoria for half a entury, such as Pemberton, Sayard, and many others perpetuated the most up-to-date and commodius buildings. The confidence of Vicorians in the future of their city spired outsiders, and so five years go we had a combination which ifted things out of the old rut and ed to an upward movement, which efore it was checked in the least had ncreased building permits, 1,110.59 per cent; bank clearings, 495.57 per ent; property assessments, 401.38 per cent; tramway traffic, 310.99 per cent; import duties, 250.08 per cent; tonage of vessels, 168.29 per cent, and post office receipts, 158.46 per cent. Incidentally, the population rose from 21,000 to 65,000. This advance shattered a number of old theories, and showed, not only that Victoria was capable of progression in every department, but that when she did start, she could move rapidly. The pessimist will urge that even before the war broke out Victoria was on the down grade. The answer to this is that Victoria, like every other city in Canada, was passing through the regenerative process, which naturally followed a prolonged period of inflation, but she was passing through it without any panic, without any fear as to the future, without any accenuated distress, and in one particular at any rate, established a record not approached by any other Western city, viz.: that she was retaining her population. Other Western cities have lost many thousands during the last eighteen months. It is true that Victoria has lost a number of transients, but the best evidence that her settled population is staying with her is furnished by the fact that the Provincial Socretary was able to announce only a fortnight ago that there were over five thousand children enrolled in the Victoria schools, the first time such a figure had been reached. This holding of the population is an important matter for the future of Victoria, and when one considers the special efforts which have been put forward to find occupation for the unemployed and to increase the army of producers, Victoria has every reason to be proud and confident. The Government is arranging to finance extensive public works, the city is raising $250,000, or thereabouts, for a winter's programme, and the Victoria and Vancouver Island Development Association assisted by the Agricultural Department of the Provincial Government, has started an admiral scheme for the cultivation of waste land, which, if carried out, according to the intention of the promoters, will, in combination with the newly established open market, help to solve the problem of cheaper food and more of it. The growth of Victoria is a reality and one which under existing circumstances, our people may well be proud of.

The Climate of Victoria

Seven years ago Rudyard Kipling visited Victoria, and in an interview stated that it would become the finest residential city on the Continent, if not in the world. He arrived at this conclusion from several considerations, but mainly because of the climate. He spoke from what he was observing, and not from any reference to statistical returns, yet if he had turned to the tables of the Meterorogical Department, he would have found ample justification for his opinion. Taking the last ten years we find that the average annual temperature has been 49.83, and the variation in the average less than three degrees. The average hours of bright sunshine per annum have been 1963.9, or slightly more than 5 per diem all the year around. Needless to say that the new comers to Victoria have regarded it as the Mecca of their search, and as shown by the maintenance of the population, they have come to settle permanently, many of them after enduring for fifteen or twenty years the rigors of the Prairie. It has become a catchword in Victoria to say "It is the climate," and we know that this phrase is often poked at us in fun, but the proof of the pudding is in the eating, and those who have lived here year in and year out for a term of years, know that wherever they go, they find no climate which on the average suits them as well. The mildness and evenness of the temperature constitute it ideal. It has no rigours. It is never too hot in summer or too cold in winter. Possibly the greatest compliment ever paid to Victoria was that paid by the Meteorological Department of the Dominion Government, which recently selected a site on Saanich Road, about seven miles from the city, for its Observatory, where the historic telescope, said to be the largest in the world, is to be installed. The selection was made on the recommendation of a commission of experts, who procured weather statistics from a number of the most favoured spots in the Dominion, but found that Victoria so far outdistanced the others that there was practically no competition. A further testimony to the climate, and especially to the winter climate of Victoria is to be found in the fact that at the present moment negotiations are being conducted with the Militia Department of the Dominion Government for the purpose of establishing a Canadian Training Camp in the neighbourhood of Victoria. Obviously the winter training of soldiers in open camp is impracticable in Eastern Canada, and if the Government can be induced to undertake it in the West, there is little doubt that Victoria will be the favoured spot. One has no desire to make invidious comparisons, but it may be permitted to note in passing that the rain fall of Victoria averages 27 inches, or practically the same as that in England, while that of the nearest points on the Mainland exceeds 60 inches, and at some points on Vancouver Island and the northern Mainland is more than double the latter figure. Finally Victoria is to all intents and purposes snowless.



A Glimpse of Victoria's Sky-Line As Seen on Entering the Inner Harbour.

Victoria as a Residential City

To those who have lived in Victoria it is quite superfluous to say anything under this heading. Indeed, it is like "gilding refined gold or painting the lily," but there are a great many people who do not know of the residential charm of our city, although the number of those who do is increasing every year, thanks to the good reports of those who settle here and the boosting we receive from those who visit us. The best advertisers of Victoria are the tourists who pass through, or who come for a short time, and then go away to tell their friends what they have seen. Of these there are hundreds of thousands in the States, and many thousands scattered all over the world. Their verdict is unanimous, and whatever criticism may be offered on other points, there is a chorous of delight when the residential attractions of the city are discussed. They may be summed up briefly as follows: A perefect climate, beautiful natural scenery, entrancing variety of scenery, marine drives unexcelled, a rural hinterland, facilities for establishing any kind of a home from the humblest cottage to a mansion. In the city the finest paved streets, side- if the most luxurious system of cluster lighting to these must be added the advantages of social life, public schools, which rank the highest in the Dominion, probably the finest private college in Canada in the University School, ample provision for every kind of open air games and sports, picturesque golf links, ample accommodation for social intercourse and public meetings of every kind, and what is admittedly one of the finest theatres on the Continent. The number of societies and organizations in Victoria is legion, amongst the most prominent being the Natural History Society, the French Club, the Dickens Club, the Amateur Dramatic Society, the Ladies' Musical, the Victoria Choral and the Arts and Crafts. Hardly any branch of culture is neglected, and anyone with a studious bent is bound to find a fraternity with which he can foregather. It would be unpardonable to forget that among the greatest advantages of Victoria as a residential city is its security. On this point, whole chapters might be written. Suffice it to say that we have a Police force and a Fire Brigade which are not surpassed anywhere, and that habitual criminals have Victoria marked down as an unhealthy place for their kind, and this is the only respect in

(Continued on Page 5.)

NORTHERN CONSTRUCTION CO., LTD., RAILROAD CONTRACTORS

This company has for the past nine years been one of the largest and most influential in the railroad construction works in the West. The men who are at the head of the concern are among the best that the West has ever known, their optimism and faith in the Canadian West is unbounded, and when we see such men as Alex. R. Mann, of Vancouver, as president; Archibald C. McKenzie as vice-president, and Charles V. Cummings, of Edmonton, as secretary-treasurer in a combination we know that their works will be large and influential. Railway building in Western Canada, especially in British Columbia, is in a class by itself, as the difficulties to be surmounted are nowhere else so tremendous as they are in this Province, but that this company is able to cope with them without any loss of time, has time and again been proven by the work they have completed in time against almost insuperable difficulties, and also on those on which they are now rushing to completion. Among these we would mention some of the most difficult on which they are now working, and which have lately been completed. All the grading and bridging and tracklaying from New Westminster to Yellowhead Pass on the main line of the Canadian Northern Pacific. The grading, tracklaying, etc. the finest pieces of road bed in the Prairie.

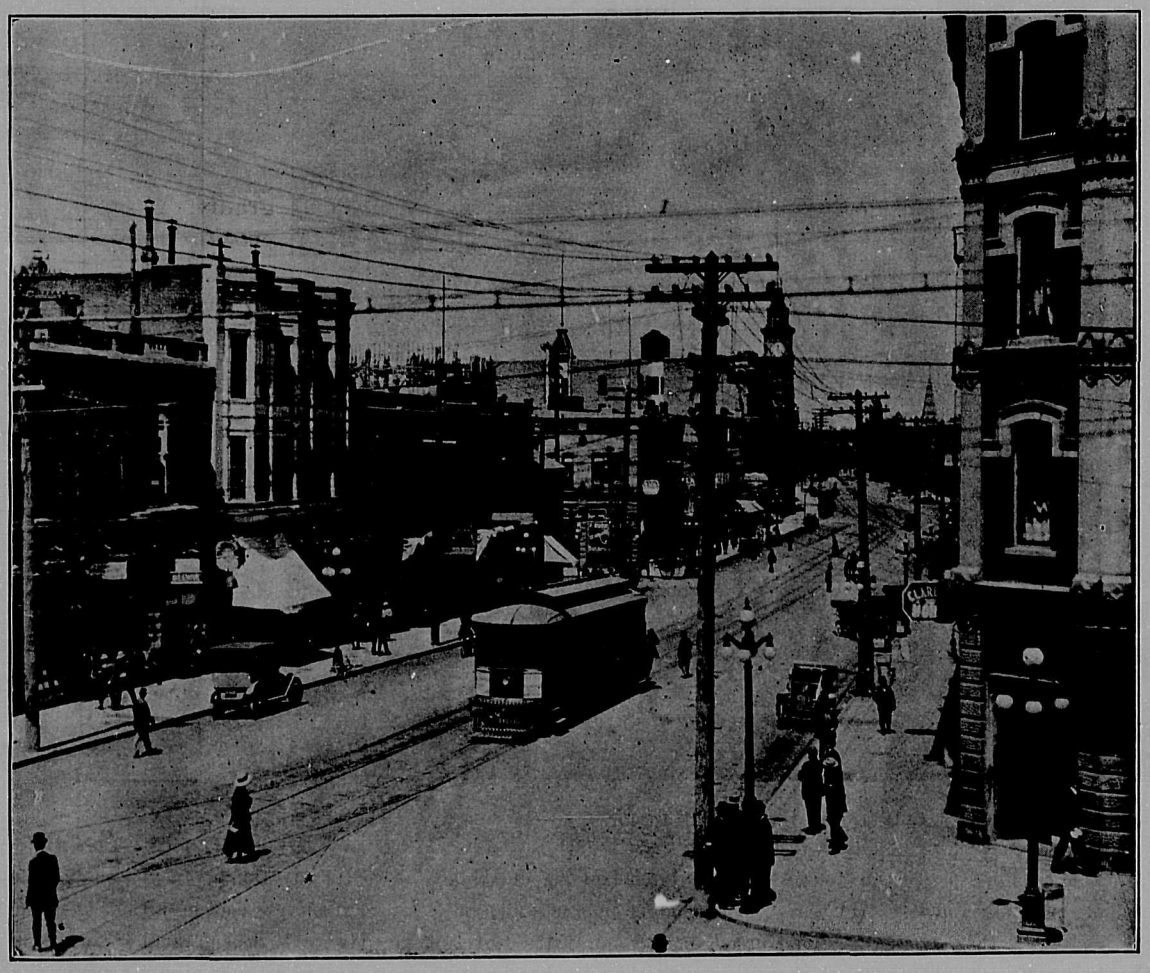
There are many firms and companies which are closely identified with the development and progress of British Columbia, but we doubt if there is any single company which is doing greater work for the building up of the Province than the Northern Construction Co., Ltd., railroad contractors, whose head offices are in Winnipeg, with branch offices in Vancouver, to look after the works in British Columbia.

E. G. PRIOR & COMPANY, LIMITED

To trace the history of the E. G. Prior Co., Ltd., whose head offices and stores are at the corner of Government and Johnson Streets, and whose warehouses in Victoria are at the corner of Government and Pembroke Streets, would be to write the history of the growth of Victoria, for there is no firm whose growth is so wrapped in the development of the city as theirs. The company is the oldest and certainly the largest wholesale and retail hardware and builders supply house in Victoria, and among the largest in the Dominion. From a small beginning they have spread their trade all through B. C. As dealers in hardware and builders supplies they have supplied the materials for the best in the city. Their stock which covers all lines is conceded by builders to be in a class all by itself, and this reputation has followed them wherever they have branches. In addition to hardware, etc., they are also exclusive agents for the Massey-Harris farm implements and machinery, Meyer Brothers pumps and other standard makes of machinery and implements. The President of the Company, Colonel the Honourable E. G. Prior, is one of the best known men in Canada, and Victoria owes much of her present high position to his optimism and the interest he has taken in the affairs of the city. In all the works he has done for Victoria, he has been ably backed up by Mr. G. F. Matthews, the Vice-President, Mr. G. W. Wynne, the Managing Director, and Mr. C. P. W. Schwengers, the Secretary. These gentlemen are well known to Victorians for their belief in the future of the city and the work they are always doing to advance her interests. The company maintain branches in Vancouver and Kamloops, and agencies in other parts of the West, while their purchases are made direct through their London and New York houses.

ROYAL DAIRY.

Victoria has many businesses of which she may well be proud, but we doubt if there is one which does her more credit than that whose name heads this article. Started some nine years ago by that well-known man, C. W. McAllister, in a small way, it has gradually increased in size and importance until to-day it is the largest and most important dairy on the Island and without doubt the most up-to-date in the Province. Mr. McAllister's idea in starting this dairy was to give the public the best and purest in milk, cream and ice cream, and that the public has appreciated his efforts is seen by the large business which they are now doing. There has been nothing omitted from the plant in this dairy which would go towards making for cleanliness and sanitation, for the most modern methods known to science for the preser vation and purification of the pro ducts are found in this dairy. The business is principally wholesale, the company supplying milk, cream, ice cream, butter, eggs, etc., to all the large hotels, restaurants, boarding houses, as also to the shipping coming into and going out of Victoria. For the convenience of the public, however, the Royal Dairy have two retail establishments, at 1615 Douglas and 1110 Douglas, where they sell all their products to the public. These places are kept constantly busy supplying the people, who have come to realize that if they want the best in any of these lines, viz., milk, cream, butter or eggs, they get them here and at reasonable prices. Mr. McAllister deserves an amount of credit for the splendid goods he sells, and he points to the Government tests as his greatest recommendation, and to those who would like to see a modern dairy at work he extends a cordial invitation at any time. Mr. McAllister has not only made fame for Victoria by the dairy, but also by his delivery service. He is one of Victoria's greatest lovers of horses and his teams, which have won many blue ribbons at the shows all over the Province, have also been a great advertisement to the Capital city. He is one of Victoria's most progressive business men, and is a general favourite with the public and also with his employees.



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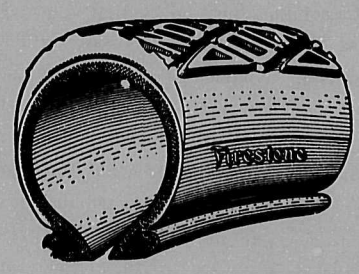

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Victoria's Optimism and Progress

(Continued from Page 3)

hich it is unhealthy. The subject health suggestions that a tribue is e to the splendid medical service the city. There are two hospitals, e Provincial Royal Jubilee and St. seph's, as well as a number of ivate ones. The reputation of the ctoria doctors is recognized all er the country, and it is difficult resist the temptation to name two three whose diagnostics and sur- al skill are unsurpassed. Thanks an admirable medical officer, the neral health of the city is well ked after. The more serious seases rarely make their appear- ce, and it is many years since any ease became epidemic in the City.

Financial Victoria

Of financial Victoria, it would be sy to say a great deal, especially it is the Capital City of British lumbia, and therefore the head of vernment business. Comparative- speaking, Victoria is an old city, if city can be called old that sprang o existence less than seventy years o, and therefore well within the collection of a few of our old in- bitants. We still have with us the erk of Victoria's first Parliament;

"A Stick of Cedar"—Vancouver Island is Famed for Her Lumber

ne of Victoria's first merchants still alks our streets, an honoured re- resentative of British Columbia in ne Canadian Senate. Yet Victoria old compared with Vancouver, hich started a quarter of a century ter. By reason of its greater age nd of the fact that in the early days f the Cariboo gold excitement, it as the head quarters for outfitting, ictoria early acquired considerable ealth. We think that we had a Boom" three or four years ago, but rom a solid business standpoint, it as nothing like the "Boom" of the fties. Large fortunes were made nd the money was saved. Very lit- le of it went into speculation. It as used either for the extension of usiness, or to swell the bank's de- osits. This is why Victoria has al- ways been able to meet a crisis, and as never known financial panic. The president of the Clearing House stated a few years ago that Victorians ad over twenty million dollars on eposit in our local banks. This was efore the boom. At any rate, Vic- oria has always been conservative in ts financial qualities—sometimes, erhaps, too conservative. The fact emains, however, that there are few important mining ventures in the Province, to which our citizens have not been large contributors, and dur- ing the Boom in land and timber, they took a prominent part. The bank clearings of Victoria increased more than six fold in the last ten years, property assessments four fold, and post office receipts trebled. This is something substantial and indicates financial expansion, of which any city, new or old, might well be proud. In common with other Canadian cities, it is possible that Victoria was a little too extravagant three or four years ago. The money spent on improvements might, perhaps, better have been spread over a longer term of years, and not crowded, as it was, into three or four. That, however, is the only criticism which can be offered. The borrowings of Victoria are still well within the legal limit, and during this period of retrenchment the city finds itself able to continue public works on a very considerable scale. It has recently been able to renew a large loan on favourable terms, and has every prospect of raising a sum estimated at $250,000 for the coming winter's work. It would be a long story to tell of the great public works undertaken by the Dominion and Provincial Governments in Victoria, but of those already started none have been discontinued, and expectations have been held out by the Government that others, notably the development of the Songhees Reserve, will be commenced this fall. This recognition of the importance of Victoria is no mean contributant to its financial strength, and possibly it is fair to claim that the magnificent response just made to the appeal of the Daughters of the Empire and the Patriotic Fund Committee may also be taken as an evidence of financial strength. Victoria has confidence in her leading public men. They have proved themselves to be good men of business. Her bankers have done their best to meet the stringency of the last eighteen months. They have been ably supported by the Provincial Government, whose accumulated funds have been available for public use. When the story of this period comes to be written it will be found that the men charged with the cares of Victoria's financial interests, were not only faithful to their trust, but manifested a spirit of consideration of optimism which has been of inestimable value to the community, and it strikes the key note of our confidence in the future.

Victoria As An Industrial City

Victoria has proved, as many of the leading English cities have proved, that the beautiful residential side of the city is not incompatible with a prosperous industrial side. The smoky side of Sheffield, Manchester and Birmingham is almost a nightmare of horror, and yet it would be difficult to name cities with more beautiful residential suburbs. It is only necessary to turn away from the smoke and the sulphur which are the inevitable concomitants of manufacturing enteprise and pass by one of the many easy means of transportation which are furnished by modern civilization, to find a complete metamorphosis, and instead of looking out

(Continued on Page 8.)

STEWART LAND COMPANY

During the past seven years the Stewart Land Company have been steadily advising their clients to invest in lands in the Interior of British Columbia, and especially in the Stewart and northern districts, and they have done splendid work in their line in assisting in the development of this, the most fertile section of B. C. They have made a specialty of Stewart and northern B. C. lands, these have been proved to be among the finest in the Province for all kinds of mixed farming, the moisture is all that could be desired, and as the people are daily recognizing the fact that the only really paying farming is mixed farming, their lands are becoming more valuable all the time. The company know this section of the Province intimately and they are thoroughly qualified to give expert advice as to locations and values, they are men who have built up their business on the highest principles of integrity, and who look after their clients' interests as their own. In addition to the farming realty business they also handle a large amount of city property. Insurance is also written and The Week has the greatest pleasure in recommending to any one who wants a reliable firm to see the Stewart Land Company, whose offices are in the Pemberton Block.

BRITISH COLUMBIA SALVAGE COMPANY, LIMITED

One of the most important shipping industries along the entire Pacific Coast is that carried on by the British Columbia Salvage Company, with its head office in this city. Many of the most important salvage works on the Coast during these years have been accomplished by their salvage steamers. Their divers are men of experience, who have been trained to their calling, and are thoroughly tried and trusted to carry on the most difficult salvage work. Special care has been exercised in the equipment of all the boats, which are provided with the very best plant and apparatus for every emergency and undertaking—hydraulic jacks, blocks and falls, with a capacity of from 5 to 20 tons, and everything else that experience or modern science can suggest for the preservation of the men, the speed and efficiency with which work can be performed, etc.—the company are agents for Suter, Hartman & Rathjens compositions, besides they have always on hand a large amount of naval stores, paints, anti-fouling compositions, etc. The managing director is Mr. H. F. Bullen, one of the best known men in the city, and one who has done much for the shipping interests of the Coast and Victoria, and who was one of the founders of the B. C. Marine Railway Company, which was recently sold to the Yarrows, Limited.

TOPP, WHITE-FRASER & CO.

The scope of operations offered by British Columbia to the Land Surveyor and Civil Engineer is large and diversified, so that men who would make names for themselves in these lines must be thoroughly up in every department of their profession. Such men are Messrs. C. H. Topp, M. Can. Soc. C. E., and George White-Fraser, B.C.L.S., D.L.S., who comprise this firm. They are both men of wide and varied experience, and whose reputation is well known to the public. Mr. C. H. Topp was for many years City Engineer for the City of Victoria, and the experience gained during this time has especially fitted him, added to his natural ability, to meet the demands made upon the firm by their large clientelle. Mr. White-Fraser also had a large experience and is thoroughly qualized to undertake any work in the branches of the business. The firm have been engaged in some of the most important works in the Province, both for Corporations and for private parties, and have been congratulated upon the excellence of the manner in which it has been carried to a successful completion, both members of the firm have faith and confidence in the future of Victoria and British Columbia, and are always to the fore in anything which will assist in the development of the city and the Province. The offices are 211-212 Pemberton Block.

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The British Columbia Land *and* Investment Agency Limited

Victoria, British Columbia

160 ACRES IN SHAWNIGAN DISTRICT

All good land, and with large river fronting. Nearest railway station Cobble Hill. Price, $50.00 per acre. One quarter cash, balance spread over term of years, with interest at 7 per cent.

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Three acres cultivated, six acres slashed and seeded, frontage on Government Road. Three and a half miles from Ganges Harbour. Plenty of excellent spring water. Would make ideal sheep range. $10.00 per acre. Terms to suit.

100 ACRES AT METCHOSIN

Mostly good land. Thirty acres Alder bottom. C.N.R. right of way close by. Price $50.00 per acre. Balance on any terms to suit purchaser. Interest at 7 per cent.

5 1-10 ACRES OF EXCELLENT LAND

Near Cordova Bay, close to Victoria, practically all under cultivation. Frontage on main road. Price $600 per acre. Terms, one quarter cash, balance in, say, one or two years. Interest at 7 per cent.

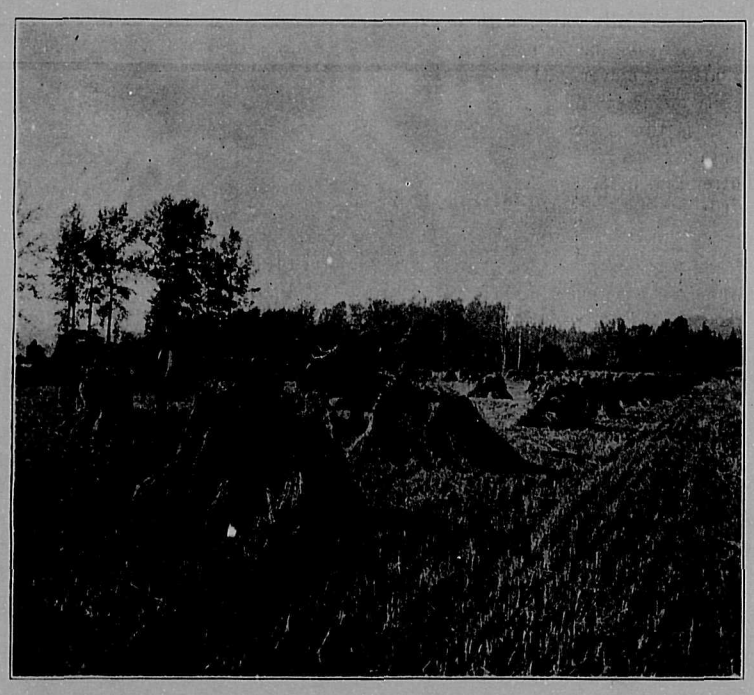
British Columbia Presents Unrivalled Opportunities
for Agriculture and the Raising of Live Stock

Agricultural Conditions in British Columbia

By W. E. Scott, Deputy Minister of Agriculture.

It is a strange fact, and somewhat of an anomaly, that in our Province, with its matchless climate, rich virgin soils, and good and rapidly extending markets, agriculture has not progressed to the extent to which it should have done. One naturally asks the reason. There are various reasons, but one stands out predominantly as the main factor.

British Columbia has just passed through an era of unexampled prosperity and inflated values. Men have consequently flocked to our cities to engage in the fascinating, though dangerous game, of real estate speculation. Farmers, finding their lands rapidly increasing in value, have become infected with the speculative spirit and sold the old farms, which used to help to feed our urban populations, to the real estate speculator, who, in turn, has subdivided them and put them on the market in small



A Typical British Columbia Farm Scene.

sub-divisions. These have been acquired by people, not with the idea of developing them along intensive lines of farming, but rather with the idea of selling them in their turn to others, and making a profit therefrom. Thus, our food supply for the cities has been materially reduced, and we have had to import produce which can be raised to the best advantage on the lands contiguous to our cities.

It is a matter for congratulation, however, that this state of affairs is now coming to an end, and we may look forward with confidence to agricultural lands finding their normal value, and consequently a rapid increase in agricultural production.

Let us consider what opportunities our Province possesses for the live, energetic man who wishes to make his living out of the soil. We may take it for granted that the four essentials to successful farming are present to a marked degree in this Province, viz., climate, soil, transportation, and markets. With these four essentials, farming must pay. What, then, are the difficulties, and how can these be overcome?

The principal difficulty undoubtedly is the land-clearing problem. By far the greater part of British Columbia is covered with a growth of timber, varying in density, and this land has naturally to be cleared before it is available for agricultural production. Whilst the climatic and soil conditions are all that could be desired, and whilst a greater variety and greater weight per acre of crops can be grown in this Province than in any other part of the Dominion of Canada, we must realize that the cost of clearing our lands and making them ready for production is a factor with which we must reckon. By the adoption of proper methods in land-clearing, the cost of doing the work can be materially reduced, and the cost of this work will therefore altogether depend on the intelligence of the man who undertakes it. The average cost of land clearing on Vancouver Island may be estimated at from $100 to $150 per acre. Good agricultural land, cleared, on Vancouver Island, with transportation facilities, is worth for general mixed farming purposes $250 per acre for the average farmer, and the expert agiculturist could afford to pay considerably more and make good interest on his investment. This price would only apply to lands within comparatively easy access to our Coast cities.

It has been proved conclusively that the scientific, up-to-date farmer —he who understands the underlying principles of agriculture and their proper application—can make a good living out of farming in our Province. It must be borne in mind, however, that farming is like any other trade or profession, and no one can hope to obtain the highest results unless he understands the game.

Too many people have been coming out to our Province with the fallacious idea that any fool can farm. Not so. Farming is becoming more and more of a science, and needs as much knowledge as, if not more than, any other trade or profession. Parents who send their sons out to the Colonies to farm would be well advised to give them a course at one of our good Canadian Agricultural Colleges, such as that of Guelph, Ont. They would then be in a far better position to go on the land and make a success out of their undertaking.

The "back- to the land" movement has commenced in earnest. The development of this Province has been undertaken on the wrong line. Urban development should follow, not precede, agricultural development, as has been the case generally throughout the West. What we have now to consider is, how can we best foster and encourage the "back to the land" movement? Our soils only want a fair opportunity, and they will yield abundantly. Having produced the best crops, the next question is the successful marketing, and that is undoubtedly where we fall down, and the chief reason why agriculture has not progresed as rapidly as it should.

There is no disguising the fact that the farmer is not getting the price for his produce to which he is justly entitled, and that the consumer is paying too much. It may be unhesitatingly stated, without fear of contradiction, that the unorganized efforts of farmers and also consumers is responsible for this state of affairs. If one comes to look into the question, it appears to be somewhat of an anomaly, that farming is the only business where the purchaser fixes the price to be paid for the produce. In all other lines of business the producer fixes the price. United action amongst farmers along well thought-out co-operative business lines is the remedy and the key-note to all successful agriculture.

One only needs to look around the stores in our Coast cities to notice that American fruit, vegetables, etc., are sold to a far larger extent than local produce. This should not be so, when we can put on the market fresher and superior produce. Whilst these American goods are being sold in our cities, similar produce is rotting in our fields. If one asks the retailer why they do not purchase home-grown produce in preference to imported, and thus keep in circulation in this Province the large amount of money which is being sent out annually to the States to the south of us, they will invariably give the answer that they would be only too pleased to do so, but that they cannot be assured of a regular supply, that they must be certain of having the goods at stated times with which to supply their customers. United action amongst farmers and co-operative selling would meet this difficulty.

That the principles of co-operation are necessary and sound, the experience of other countries has clarly demonstrated. Look at what has been accomplished in Denmark, a country which was raised from a condition of bankruptcy to its present state of prosperity by the adoption of co-operative principles. Ireland also has been raised from the slough of despond to a condition of contentment and prosperity amongst agriculturists by the wonderful work of Sir Horace Plunkett. New Zealand gives another striking example of effective co-operative work.

It is safe to say that there are several hundred thousand dollars sent out of our city of Victoria for American produce which can be raised to the best advantage on lands contiguous to the city. What a difference it would make to the general well-being of Victoria if that money were kept in circulation here. It is very gratifying to note that the consuming public of our cities is now realizing the vital necessity of supporting home production. Every householder in our cities should insist on being supplied with local produce. If this were done, the stores will have to keep it.

Vancouver Island is splendidly adapted for mixed farming, dairying, poultry raising, fruit and vegetable growing, and generally for intensive farming on small acreage.

Let us therefore have the utmost confidence in the future of our great Province. The dawn of a brighter day is at hand. We have our wealth of minerals, timber and fisheries, and, most important of all, our rich, fertile virgin soils, which only need developing to bring forth the fruits of the earth to perfection. We shall soon now not only be producing for our own wants, but also largely exporting to the boundless grain lands of the Middle West produce which, owing to the unrivalled climatic conditions which we enjoy, we can produce to much greater advantage than any other part of Canada.

British Columbia as a Stock Raising Province

By W. T. McDonald, Live Stock Commissioner.

Throughout the Province of British Columbia we find an ever-increasing interest being taken in mixed farming. Our people are realizing more and more the importance of live stock in the general scheme of farming practice, and at present there is a marked tendency to increase the production. This applies not only to the older sections of the Province, but to the newly opened districts as well. Fortunately, the one-crop system of farming has never gained an extensive foothold in British Columbia, and, in the majority of cases, settlers are endeavoring to introduce live stock of some kind in so far as their circumstances will permit.

On the whole, our Province is pre eminently suited for the raising of live stock. Stockmen, conversant with conditions throughout Canada, generally admit that with the same care and attention it is possible to secure greater development of domestic animals in that section lying west of the Rocky Mountains than can be secured in any other portion of the Dominion. On Vancouver Island and the lower Mainland the winters are very mild, while the summers are comparatively cool. Particularly in the lower Fraser Valley luxuriant pastures are found and the stock can be turned out for the greater part of the year. The influence of these natural conditions is especially noticeable in the development and production of dairy cattle, and as a consequence dairying is bound to play a most important part in the live stock industry where there is access to a market.

Hog-raising can be handled very satisfactorily in conjunction with the dairy business where cream or butter is being sold, and our farmers are finding this branch very remunerative. Owing to the fact that grain feeds are relatively high priced, the most economic production can be made by utilizing pasture crops along with the more concentrated feeds.

Sheep do remarkably well on the smaller farms and in some of the range country. Many farmers make a practice of buying sheep from the State of Washington in late summer and fattening them on the aftermath.

Dairy Farming Is a Profitable Business in the Province.

Beef cattle are paying big profits at present and are likely to continue to do so for some time. The most of our beef cattle are produced under range conditions, and there is room for the production of many more on the ranges and elsewhere.

Poultry raising is carried on quite extensively and the best practices prevail in the plants of our up-to date poultry farmers. In the case of this industry, natural conditions also r der excellent assistance in making a success.

Prevailing prices for live stock a live stock products are comparativ high owing to the fact that our p duction falls far short of our ho consumption, and this condition likely to prevail for some years come. Our extensive timber a mining industries and railroad c struction work aid very materially creating a home market.

A very important factor in the building of the live stock industry the work being conducted by the partment of Agriculture in eradic ing bovine tuberculosis. Nearly dairy cattle in the Province have ready been tested, and since the w began there has been a marked crease in the number of reactors. situation is now under control, a what is being done has a marl effect on the production of our he and on the public health.

The soils and crops division carrying on extensive and valua work in encouraging the use of bet methods in general farm practice a in the growing of better crops. important phase of the work up date has been the encouraging of growing of suitable varieties of c and alfalfa. This work will ren very material assistance in the e nomic production of live stock.

Quite a large number of turk are marketed during the year, b as in all other poultry products, supply is away below the dema There are splendid opportunities fered for the breeding of turke especially in the sparsely settled d tricts, where plenty of free range c be secured. This is very essenti to successful turkey raising, as is al fresh or virgin ground. Turkeys w not flourish if allowed to mingle wi other varieties of fowls. Owing the plenteous supply of insect li wild berries and seeds, turkeys c be raised very cheaply. In fact, t keys were marketed at Thanksgivi 1910, that had secured all their f from this source, except during first two weeks of their life. Tip-t prices are realized for this class flesh, the retail prices ranging fr 28 cents to 40 cents per pound.

Kaiser Bill went up the hill
To watch the awful slaughter,
Bill came down without his crown,
And so he d—d well oughter!

Ireland summed up:—In peace, p riots; in war, Patriots.

Climatic Conditions of British Columbia Ideal for Dairying, Horticulture and Poultry Breeding

Wonderful Expansion of Horticultural Industries

By R. M. Winslow, Provincial Horticulturist.

The horticultural industries of tish Columbia, especially fruit and etable growing, have expanded e rapidly of recent years than other branches of our agricul- e.

According to the census, we had in 0 a total of 8,100 acres in orchard; s, in 1913, had been increased to 200 acres, an addition of 372 per t.

n 1900 the total value of British umbia fruits and vegetables was down by the census-takers as 6,000; in 1913 our Provincial De- tment of Agriculture estimated year's crop at a total of $3,813,- , an increase in thirteen years of per cent.

n connection with this production nust be pointed out that at present y one-third of our orchards, rough- 12,000 acres, are bearing fruit, and area planted to vegetables in 1913 s about 17,000 acres. The high ue of the product of this 28,000 es is illustrative of the intensive ure of our horticulture, and gives hint of the value of the product en the orchards now planted come o bearing.

Every afternoon, from July to No- nber, a trainload of fruits and getables leaves the Okanagan Val- for the prairies. The shipments m this valley during the week end- September 26th totalled 150 car- ds. This is, of course, distinct m shipments from other valleys d shipments to the Coast from the rious interior valleys.

The evolution of horticulture on e Pacific Coast has always resulted high specialization, and the same ll probably occur in British Colum- a as further sourth. In the lower ainland, which is so notably suc- ssful in the culture of most soft uits, there has developed this year business of shipping raspberries in raight carloads to the prairies. ith the continued development of rawberry growing in the Victoria tion, where it is more notably suc- ssful than anywhere else in the ovince, there must come in the near ture the development of carload pments to distant markets and obably the erection of a jam-mak- plant at Victoria or at Vancou- r. The culture of strawberries d raspberries in the interior has ceeded principally in the humid eas, which are more suited than the igated sections. The production of aches and apricots is centralized in e southern Okanagan. The plums d prunes are among our more cos- politan fruits and are grown rough all the fruit sections of Brit- Columbia, though more especially the lower Mainland, Okanagan and undary districts. Pear culture, hile it has brought satisfactory re- rns on the Island and lower Main- nd, has developed principally as a mmercial industry in the Okana- an.

Over 70 per cent. of our orchard rea is in apples, and high-class com- ercial apple orchards are found in l fruit districts in British Columbia. n the Coast, apple culture is being mited more and more to a few vari- ies which stand the Coast condi- ons exceptionally well. The interior istricts are able to grow a wider nge of varieties to a high degree of erfection. The northern half of the kanagan Valley is the heaviest pro- ucing section, but many other sec- ions are coming ahead very rapidly.

The jam factories follow the small ruits, and those in operation are lo- ated in the lower Mainland and the vest Kootenay. Canning factories sually follow the larger fruits and tomatoes, so that those in operation are largely in the Okanagan Valley.

The interior valleys show a marked specialization in vegetables. The Armstrong district, widely famous for its celery, also produces heavily in potatoes and cabbage. The irrigated districts in the Okanagan produce tomatoes, onions, cantaloupes and potatoes. Other interior districts, with shorter seasons or more restricted shipping facilities, are more or less limited to potatoes.

On the Coast the large near-by markets have produced a more gen eralized range of vegetables, limited, however, by our light summer rainfall and cool nights. The Hatzic Mission district ships quantities of rhubarb in carload lots, a unique industry in Canada.

There has never been any doubt as to the existence of markets for much more fruit than we have yet produced, but there have been problems of competition. Generally speak ing, the cost of production has been so high, due to high wages, high land values, high costs of equipment and, not least of all, high cost of living as to make it difficult for our fruit growers to compete successfully. If improvement in this respect is soon to come about, it will be of immense benefit to our fruit industry. Our horticulturists are in a peculiar position because theirs is the only agricultural industry of British Columbia on an export basis. Our fruit goes to Australia, New Zealand, China and Ceylon, Great Britain and elsewhere, as well as to the prarie provinces and to Ontario. The principal problem facing our growers is the economic one, and with its successful solution the industry will continue to maintain its very rapid development.

The work of the Department of Agriculture in assistance to fruit-growing has been of a most varied character. Instruction in cultural methods, especially by meetings, demonstrations, demonstration orchards, tree-pruning schools, circulars and bulletins has been carried on throughout the Province. The fruit-packing schools, held each winter, have been of notable assistance, and the demand for them continues. The inexperience of most of our intending fruit growers, the newness of the industry and its highly technical character create a host of special problems, which have placed a heavy burden on the department in its advisory capacity.

Scientific Poultry Breeding a Paying Investment

By J. R. Terry,
Chief Poultry Instructor

Poultry keeping in this Province, when handled intelligently, should be one of the best paying side-lines on the farm. There are excellent reasons for this statement. First and foremost is the fact that the presnt supply does not provide a tithe of the demand. To gratify this, eggs are imported from the Eastern Provinces of the Dominion, the Western portion of the United States, principally Washington and California, New Zealand, and even China. Live and dressed poultry is also imported from the neighbouring States and Eastern Canada.

Then, again, the climatic conditions excepting in the extreme mountainous locations, where exceedingly low temperatures or heavy snowfalls occur, are more favourably to the successful keeping of poultry, perhaps, than in any other parts of the Dominion. It has been stated that poultry can thrive wherever there are human beings, so that the climatic advantages just mentioned must certainly add to the success of the business.

Scene on a Berry Ranch on Vancouver Island.

One of the advantages of poultry keeping is the fact that the poorest land on the farm, otherwise useless, can be utilized for the purpose. In this way such land, providing it is not all rock or gravel, can in a few years be brought into a much higher state of fertility.

At the present time those engaged in the business pay most attention to egg-production. This accounts for the preponderance of fowls kept being of the Mediterranean classes, such as Leghorns, Campines, Anconas, Minorcas, etc.

During the past season, however, there are indications that breeders are finding there are also splendid openings for the culture of the general purpose—meat and egg—type of fowls, such as Plymouth Rocks, Wyandottes, Orpingtons, Reds, Sussex, Games, etc.

The industry is receiving due recognition from the Provincial Department of Agriculture. A poultry division is connected with the live stock branch, with two instructors. Bulletins are issued at intervals and can be obtained free upon application to this department.

An international egg-laying contest, under department auspices, has just commenced on its fourth year. This has been the means of attracting entries from all parts of the world, and has stimulated interest in increased egg production not only in the Province, but throughout the Dominion. The average egg-production per bird in the contest has risen since 1911 from 109 to 164 eggs per annum.

During the past year the department has located more than a score of poultry-breeding stations in the least accessible parts of the Province. Hatching eggs are sold at each of these stations from pure-bred fowls at a very nominal rate. This has proved of inestimable benefit to the settlers, old and new.

Throughout the Province local poultry associations, to the number of thirty, are doing good work to further the interests of the industry. Each of these associations are engaged in co-operative purchase of feed, equipment, etc., and some are also engaged in marketing produce. The poultry shows held annually are granted financial assistance from the Government. The allocations are made through the Provincial Poultry Association, with which local organizations are affiliated. The Provincial Association, with a membership of over five hundred, also donates special prizes and diplomas to the egg-laying contest, and also provides valuable prizes for market poultry and produce at local shows.

Crate-fattening establishments have been opened, and these centres offer first-class prices for all the surplus cockerels that the poultryman can produce.

In connection with poultry keeping not a few of the more enterprising poultrymen have launched out into the selling of day-old chicks, and have found it a very profitable part of the business. There seems to be a considerable demand for them, and prices realized give a substantial margin of profit. In the vicinity of Coast towns, there is also a considerable demand for day-old ducklings, for which good prices are paid.

Bulletins relating to poultry keeping may be had by application to the Department of Agriculture, Victoria, B. C.

Dairying a Thriving Industry in British Columbia

By H. Rive, Chief Dairy Instructor

It is stated of many portions of British Columbia that they are admirably suited to the business of dairy farming, and enquiring into their fitness we find:

1. Land capable of growing immense quantities of bulky and nutritious fodders.

2. Climate, mainly temperate, offering a good growing season, free from extremes which interfere with production in dairy animals, permitting an out-of-door life and thereby makng for health and efficiency.

3. Water pure and in abundance.

Showing that the main requisites for this enterprise are duly present

Besides the Coast and Island districts, which are considered the chief dairy sections of the Province, other districts with more varied temperatures are demonstrating their fitness for the keeping of dairy cattle. Without reference to particular localities, it may be said that any district that can successfully raise, with or without irrigation. one or more crops such as alfalfa, clover, corn or roots, can safely engage in dairy farming. Why, then, is this Province itself not producing a greater proportion of the butter and milk it consumes?

Up to the year 1910 a steady and appreciable increase in milk produced and butter manufactured has been recorded. A surplus existing over the milk and cream requirements of the cities and towns creameries had been established and the industry was rapidly being built up. The production of pork as an adjunct to out dairy farming was also making good progress.

About this time a tremendous increase in population, making itself felt in all the cities and towns, soon necessitated larger supplies, which were diverted from the factories, closing several and turning others into mere collecting and shipping stations of fresh milk and cream. In addition, imports of these were found necessary.

The hog industry also suffered from the lack of factory by-products. In certain districts the prices obtainable for hay induced ill-advised farmers to part with their cattle and devote their energies to hay raising, thereby suspending the operations of the local creamery. In order to be rid of them quickly many of these cattle were butchered. Further, for subdivision purposes, thousands of acres of fertile and long-established dairy farm land were secured by real estate men and lost to the dairy industry. The cattle, in many cases, were carelessly and hastily disposed of to the local butcher, their value appearing small in comparison with the prices obtained for the land.

Thus for 1912 a shrinkage in dairy production resulted with increased imports of milk (fresh and condensed) and butter. This condition obtained also during 1913. During these years, however, efforts were made (through private enterprise and with the assistance of the Department of Agriculture) to build up the dairy stock of the country, with the result that to-day many young animals are beginning to add to the production of the Province. The local supplies of fresh milk and cream are more adequate, importations of these for 1914 being greatly reduced, and this demand becoming satisfied, more butter will be manufactured and with available by-products more swine will be fed.

We may confidently expect the beginning of a swift return to our former production and in future a great development, owing to the increase in numbers and productive quality of our herds.

Of pure-bred dairy cattle the Province possesses many herds of excellent quality, and sveral individuals with national fame as producers.

The live stock branch of the Department of Agriculture, besides the veterinarians who carry on the department's campaign against bovine tuberculosis, maintains for dairy work two dairy instructors and inspectors.

General educational work, B. C. Dairymen's Association, Cow-Testing or Milk Record Associations, inspection of creameries and instruction of creamery patrons, co-operation with the various municipal officials in control of milk supplies, are among the matters which their duties comprise.

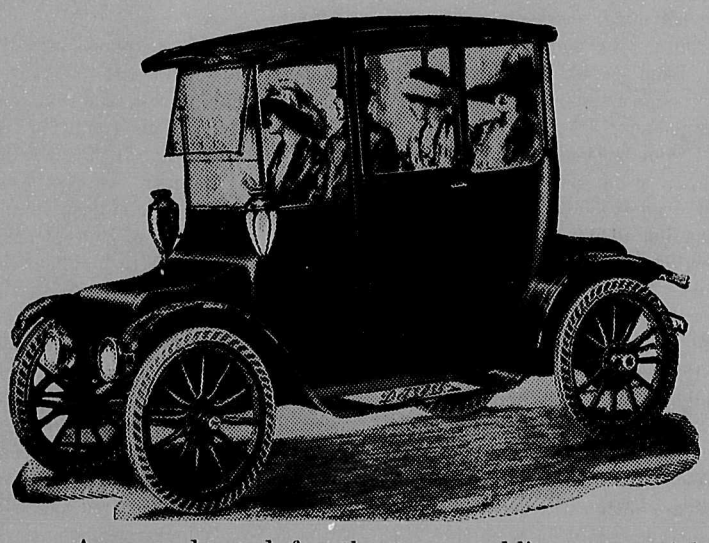
For the establishment of creameries and kindred institutions the Department of Agriculture gives direct financial assistance.

To promote the keeping of profitably productive dairy animals only, and the elimination of low-yielding ones, Cow-Testing or Milk Record Associations are given generous aid by the department.

With good land, good cows and intelligent superintendence dairy farming in British Columbia offers, even with small beginnings, a pleasant and remunerative occupation. If combined, as it should be, with a vegetable garden and the keeping of poultry and hogs, it offers also, the year around, a table anyone might well envy.

The Great Popularity of the Electric Vehicle

Is easily understood when one considers how clean—safe—simple and economical they are.



Anyone dressed for theatres, weddings or social functions can go in an "Electric" with perfect confidence of cleanliness, which is impossible with a gas car unless chauffeur and limousine are used.

Look into the Electric question before you buy your new car.

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Consult our Advertising Columns

Victoria's Optimism and Progress

(Continued From Page 5.)

on lines of smoky chimneys and mean streets, to find the rolling landscape, the stately elms and the rural scenery so dear to the heart of the Englishman. No one thinks that the attractiveness of the residential suburbs of the leading English cities is marred by the cloud of smoke which marks its industrial quarter, because everyone knows that manufacturing industries furnish the financial life-blood of the nation. Many Canadian cities are destined to a similar experience, except that in the New World there are no narrow streets, and there is far more room for expansion, and therefore for improved industrial and sanitary conditions.

Among those Canadian cities which are bound to achieve a great industrial future Victoria must now be classed. We have today more than one hundred separate industries, and the able incumbent of the office of Industrial Commissioner is determined that these shall be both extended and increased, and is laying his plans accordingly. The recent advent of one of the leading English ship-building firms, Messrs. Yarrow, was an event of importance, and one which clearly indicates the attraction of Vancouver Island for important staple industries. Matters which will contribute largely to this development are the construction of a stupendous breakwater and piers at the outer harbour, the deepening of the inner harbour, the conversion of the foreshore of the old Songhees Reserve into docks, and the construction of the largest dry dock in the world at Esquimalt. These, however, are only a beginning, and if to them be added the development of the old Songhees Reserve for railway terminals for the two great transcontinental railway systems, and the duplication of the harbour works already commenced it will be seen that the Government an drailway companies at any rate are alive to the demands of the future. What those demands will be, no man can tell.

That our people are alive to the possibilities of making Victoria a great manufacturing city is evidenced by their activity in this direction. The Board of Trade, the City Council and the Vancouver Island Development League are incessant in their activities to encourage and develop manufacturing, as was evidenced by the splendid exhibition of "Made in Victoria" goods, which was held at the Drill Hall during the present week. The exhibition of "Made in Victoria" articles was a surprise, as many people had no idea that goods of such a variety and quality were produced here. Needless to say, the object of the promoters is to induce our people to patronize home industries. If they would do this to any reasonable extent, a great impetus would be given to this important side of our city life. We have been too lax in the matter of enquiring whether or not we could obtain home-made supplies, and we have been too willing to take anything that looked cheap, even if it were "Made in Germany." There can hardly be a more opportune time for exploiting home products, and it would be a matter of surprise if the result was not substantial.

Transportation Facilities

A necessary corollary of industrial developments is facile and cheap transportation, in fact it is indispensable. In this respect Victoria enjoys exceptional advantages. It is true that she is yet waiting for all rail connection with the Mainland, but meanwhile she is served by a splendid fleet of steamers in her inland waters, and two trans-continental railways are building from Victoria to the north end of Vancouver Island. The objective is one from which it will be possible to make the necessary rail connection with the Mainland. Meanwhile, however, as a seaport, Victoria enjoys unrivalled advantages, and those advantages can be further ac-

(Continued on Page 11.)

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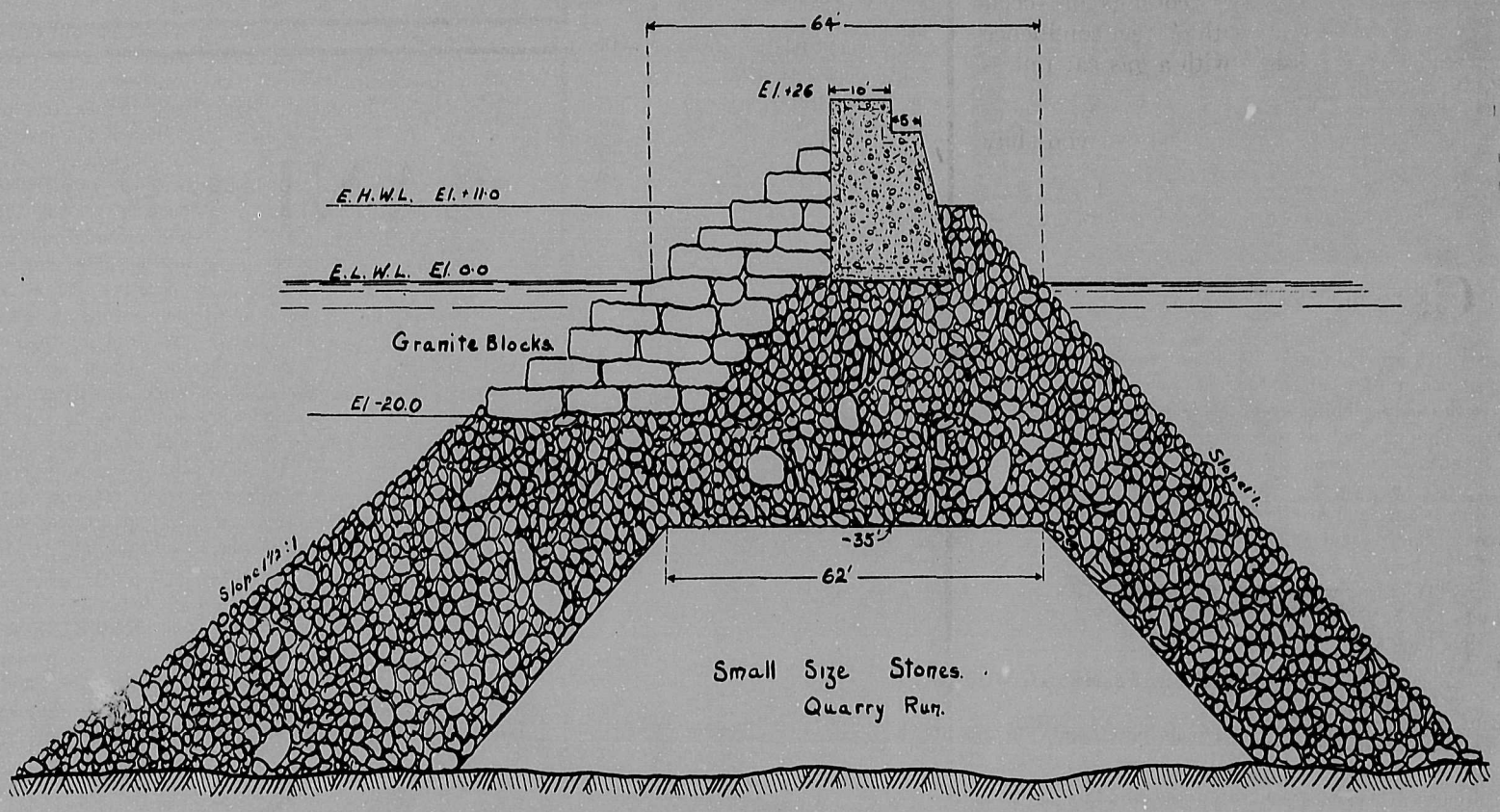
R JOHN JACKSON (CANADA) LIMITED

That everything comes to those o wait is an old adage that is be- g exemplified to the people of this y in the recognition which the owers that be" have at last given Victoria's harbour. The work ich is now being done, and that s been under way for a year past the Sir John Jackson (Canada) mpany in the building of the break- ter at the Outer Harbour, is des- ed to revolutionize shiping in this t, and to make Victoria the most portant transhiping port for freight and from this Coast via Panama Canal. The Com- ny of Sir John Jackson (Can- a), Limited, who were awarded contract for this important work, one of world wide fame, and has l experience all over the entire be. The company was originally med by the then Mr. John Jackson, the early eighties, and has gradu- y increased its scope of operations til today it is one of the largest the world doings its class of work, ich covers such things are docks, igation work, wharves, break- ters, ship canals, water works, dges, railway work, etc. But the rk in which Victorians are closely erested is that which the company now doing at the Outer Wharf. nce the work was started this com- ny has been going steadily ahead, l although only a small portion as t is visible above low water, a good ngth will shortly be. To give an ea of what has already been done are reproducing a plan of the eakwater, showing it from its undation to the superstructure, and it will appear when completed. any people have wondered why the eakwater was not completed before is, but if they will follow this ticle explaining the work as indi- ted on the cut, they will see that e Sir John Jackson Company were orking on one of the greatest under- kings Victoria has ever seen. In der to clearly explain the work, we all describe it under three heads, as arked on the chart, and as it has en constructed. The first process hich covers a length of 2,530 feet om the shore, consisted of dumping asted rock or small stones and arry rubble along the line from the ttom of the ocean to a height of ithin 20 feet of low water level, that eant building up this base a height f from 40 to 50 feet, and as it was stimated that it would require con- iderably over one million tons of tone and rubble for this work alone, ll of which had to be blasted out at lbert Head, and from there towed the breakwater in scows, some idea f the undertaking can be gained. Of this work there has been already completed about 2,100 feet, while the balance is being continued. The second process was to build on this base to low water level with granite blocks, of this second process 700 feet is now ready for the final stage, and as this final stage is being completed from the shore end, the work of getting the balance ready is proceeding, so that as soon as this first seven hundred feet is done the work will proceed right along. This third and last stage is that which will be visible to the public and consists of a solid concrete wall 20 feet at the base tapering to 15 feet at the top and extending 15 feet above high water level, which will mean that the wall will be a total height of 26 feet, these blocks which are built on the spot will contain about 400 yards of concrete each and will measure on an average 26 feet high by 26 feet long by 20 feet in width at the base. It was estimated that in the last two stages of the breakwater there would be used over 120,000 tons of granite and 50,000 yards of concrete. When completed this breakwater will be one of the finest in the world, and will enable Victoria to accommodate all the shipping which it is anticipated the opening of the Panama Canal will bring here, to berth in one of the finest harbours of the world. In addition to the contract for the breakwater the Sir John Jackson Company had also the contract for the leveling of the high rocks at Ogden Point, in preparation for the building of the piers, this work has all been completed some time now, and the filling in of the shore line at this point is now ready for the piers. The entire work will be completed by the end of 1915 and then the people of the city will see that the adage with which this article opens has been verified. The name of the Sir John Jackson Company will be ever connected with the development of the city as it has been with that of some of the world's greatest ports. It is not only in this way that the name will always be remembered, but for the generous offer made by the head office of the Company in London, placing at the disposal of the British and Colonial Governments, wherever in the Empire they were working, their entire staff of officers and men in case that their services could be of any use during the War, this is one of the most generous and widely extended offers which the Governments have had, and is one which must redown to the spirit of Imperialism shown by the offer. The Imperial Government has already taken advantage of this offer with the result that the firm is now carrying out three important works for the War Department in England. It may be that Victoria may have to call on Sir John Jackson (Canada) Limited, but while we hope not, we know that they will in a moment, drop work on the breakwater and turn their staff to the defense of the Empire.

CANADIAN NORTHERN PACIFIC RAILWAY.

There is no greater evidence of the confidence which the larger interests of the country have in the future of Vancouver Island than the way that the two great transcontinental railway companies having railway lines on the island are pushing forward their work. The Canadian Northern Railway, which is constructing its road from Patricia Bay on the Coast through the city and interior of the Island, is a concern which must be an enormous factor in the future progress and development of Vancouver Island. The company would have had a considerable portion of the road, especially that from Patricia Bay to Victoria, completed before this but for the fact that through no fault of their own they were held up on construction work for several months. At this juncture in the history of the Island, when tremendous works are being hurried to completion in anticipation of the influx of settlers which the opening of the Panama Canal will bring to the Coast and the tide of immigration which is sure to flow to these parts after the war in Europe, a short description of the work completed by the Canadian Northern Pacific Railway Company will be of interest. In February of 1911 work was started on the road on the Island. This road will be connected with the main line service across the continent by means of a passenger and car ferry service, the ferry service having its Island landing at Patricia Bay, about 18 miles from Victoria. A large amount of the work on this branch has been gone on with, and at the present time the grading and bridging is all completed with the exception of the cut under the V. & S. on the Carey road, one light piece of grading near the northern end of the Saanich Peninsula, and one small trestle. It is anticipated that the completion of this work should not take more than about two and a half months, when tracklaying can be started. At Patricia Bay the temporary wharf which it is necessary to have for the trans-shipping of the rails which are to be shipped from Sidney, C. B., will be commenced as soon as the rails are shipped. This wharf for the reception of the rails will be 140 feet long and 64 feet wide, with a carrying capacity of 7,000 tons. Tracks will be laid on the wharf, and the trains for transporting the rails will be run on to the wharf, where they will be loaded and sent along the line, where track laying will be hurried as fast as possible. As an instance of the cost of preliminary work we might say that this wharf has to be built for this purpose only, and as soon as track laying is completed it will be abandoned, or rather the greater portion of it, only a small portion from the shore end being of any use, and this will be used later on in the construction of the slips for the ferries from the Mainland. The work on the main line through the Island from the Songhees Reserve is being pushed forward with every despatch, and it is fully expected that by the time the rails are received here the road will be ready for them. From the Songhees Reserve to the junction with the Patricia Bay branch, a distance of one and three-quarters miles, all possible grading has been completed, and the balance will be completed as soon as the structure across Selkirk Water has been constructed. This has been delayed by some friction with different public bodies, but this has all been now settled and the work will be pushed forward very shortly. The material between Cecelia Street and Burnside Road will all have to be hauled towards the bridge at Selkirk Water. From the Junction to Parson's Bridge grading can be completed in about six weeks. From Parson's Bridge to mileage 110 grading is all completed; from mileage 110 to mileage 118 there remains about two and a half months' work; but as this cannot be accomplished economically during the winter months, work on this section will have to be left until the spring. From mileage 118 to 136½ the grading is all completed. This 136½ miles of work takes construction to about five miles south of Port Alebri and near China Creek on the Alberni canal, so that it is seen that the road is well on its way, and it will not be long now before the pessimists who said the road would never be built will see their prophecies refuted. All the wooden bridges from the Soonghees Reserve to mileage 103 have been completed with the exception of the structures across Selkirk Water and Colquitz River. The wooden bridges between mileage 103 and 136 have not yet been commenced, but will be proceeded with early in the spring. These will occupy about the same time for completion as required for the completion of grading, namely, about two and a half months. The steel bridges which have to be erected at the Koksilah crossing, three crossings of the Cowichan River, Nitnat River and Coleman Creek crossing will be erected as soon as track laying reaches these points, as the steel cannot be got to these points until tracks are laid to convey the heavy material. The company, considering the country through which they have had to build, have made good headway. To the uninitiated it seems a long time, but when one considers the tremendous amount of rock cutting and grading which has to be done, in some instances cutting through rock 105 feet high, it is not to be wondered that construction has been delayed in places, but those of us who know the men who are behind the work know that Mackenzie and Mann have always gone through with any undertaking which they set their hands to, and that they have given the public the best in construction which science could produce. That the Vancouver Island branch of this great transcontinental line will come up to the highest standard in every respect is an acknowledged fact, and that it will be one of the greatest factors in the development and expansion of the Island is undoubtedly true. In concluding this short sketch of the work of the Canadian Northern Pacific Railway Company's work on the Island, we are sure that those who are acquainted with the life-long work of the "fathers" of this work know that their greatest accomplishments in railway building have been inspired quite as much by a patriotic zeal to develop the country as by a fervent faith in the economic and financial success of their enterprises, and cannot doubt but that the section from the Patricia Bay end of the line to Barclay Sound is merely the initiation of larger projects for the development of Vancouver Island.



Cross Section of Breakwater Being Constructed at Outer Harbour, Victoria, by Sir John Jackson (Canada), Limited.

LEMON, GONNASON COMPANY, LIMITED

It is with much pleasure that The Week places among the leading manufacturing interest of the city the name of Lemon, Gonnason & Co., Limited. For twenty-five years this firm has been supplying the needs of the building interests of the city with the very best in rough and dressed lumber, lath, shingles, doors, sash, blinds, window and door frames, mouldings, brackets, balusters, mantels, stairs, railings and an immensity of interior fittings and decorative work. All the lumber used by them is specially prepared for the various makes, and they also import a large amount of hardwood from Australia for their interior work. The name of Lemon, Gonnason, Co., stands for all that is best in woodwork, and many of the finest residences in the city have been supplied entirely from their works. The trade of the company extends all through the Island and into the Prairies, where much of the finest woodwork in the public and private buildings has been supplied by them. Among the most notable buildings in Victoria for which they have supplied the woodwork, are Hatley Park Castle, the Provincial Parliament Buildings, the Normal School and the High School. There are, perhaps, no better known men in Victoria than those at the head of the firm, Messrs. John Lemon, President; A. Gonnason, Vice-President; B. Gonnason, Director, and F. Nickells, Secretary-Treasurer.

D. MORTON CO., LIMITED.

Concrete and steel are important factors to-day in the world of building, but lumber is and always will be the principal element in the construction of homes, small blocks, stores, etc. Although not so large a percentage is used in building to-day as twenty years ago, the actual number of feet of lumber sold is steadily increasing and the lumber business is annually attaining to more importance. An institution that is destined to play an important part in the upbuilding on Vancouver Island is the D. Morton Company, Ltd., which, though established only about a year, has already made its name known as a going concern in every sense of the term. The warehouse and office are located at 2830 Maple Street, where they have a large storage capacity and ample facilities which provide for the prompt filling of orders of whatever size. This is the only jobbing house in British Columbia selling British Columbia manufactured stock exclusively. They sell everybody, ship any place on the Island, and already number among their regular customers some of the leading contractors and builders of Victoria, who realize that contracts can be finished in the shortest possible time when the capacity of this house is relied upon. They handle sash, doors, mouldings and interior finish of all kinds. They are also cabinet makers, manufacturing show cases and office and store fixtures. A trial order will convince even the most skeptical of the ability of the D. Morton Company to give excellent service and to quote rock-bottom prices. Mr. D. Morton, the manager, is a thoroughly experienced lumber man, and knowing the needs and requirements of the trade in this territory, has selected a stock to meet any demand that may be made upon his company for British Columbia lumber products.

A Beautiful Victoria . Home.

"IMPERIAL BAKERY"—RENNIE & TAYLOR.

Within the past few years rapid strides have been made in producing food stuffs under hygienic conditions, and the institution that would gain and hold public patronage must meet the public demand for pure and sanitary products, and the same public has not been slow to vouchsafe its appreciation by heavy patronage of those institutions that cater to the demand for sanitation, hygiene and purity, and it is for this reason that the Imperial Bakery, corner of Fernwood Road and Gladstone Avenue, has grown to such large proportions. This establishment is the embodiment of hygienic excellence in every department, and every feature that will guarantee sanitation is included in its equipment. Expert bakers compound the dough from the finest Canadian flour, and this finds its way into hundreds of Victoria and Vancouver Island homes in the form of bread and rolls as light as foam and sweet and fresh as science can make them. In the process the hands seldom come into contact with the raw materials, for the dough is mixed, cut, kneaded and moulded by machinery. The ovens are kept at an even temperature, so that the bread is thoroughly baked and the rich, nut-brown color so pronounced in "Butternut Bread" is secured. This bread is sold by all grocers,, served in the leading hotels and restaurants, and delivered daily to the home. In addition to "Butternut" bread, rolls, pies, cakes, cookies, doughnuts and all other bakery products are manufactured. Quality and purity is the motto of this establishment and is rigidly lived up to in every department. The Imperial Bakery was established fifteen years ago by Rennie & Taylor, the present proprietors, who have made a marked success of the business, and while they have gained financial success and prestige the public has gained in securing bakery products of the purest and best. W. J. Rennie and J. T. Taylor, the individual members of the firm,are ever on the alert to inaugurate any progressive method that will in any way add to the efficiency of the service, and they were the first in Victoria to employ automobile delivery for bakery products. They are progressive and enterprising, and fully deserve the large trade which they enjoy.

PACIFIC SHEET METAL WORKS

The Pacific Sheet Metal Works at 1009 Yates Street, has long been known to the building trade of the city as one of the most reliable in Victoria, as the business has been built up on the principle of first class material and conscientious work. Their works are equipped to take care of the largest or the smallest jobs in their line and the most improved machinery for all their works has been installed. Their men are all experienced and all works has the personal supervision of Mr. P. R. Little, the proprietor, who is recognized as one of the most progressive men in his line. The specialties of the Pacific Sheet Metal Works are, cornices, metal windows and doors, tanks, stacks, galvanized and heavy iron work of every description. Ventilating and heating are also a specialty and as sole agents for the New Idea Furnace, recognized as one of the best and most economical on the market they are prepared to guarantee satisfaction in all their work and supplies. As an evidence of the proportions of their work we might mention that they have done the work on such buildings as the new Parliament Buildings, Belmont House, St. John's Church, Metropolis Block, Empress Hotel, Pemberton Block, Victoria High School Sayward Block, new Drill Hall, Port Alberni Post Office Building, Canadian Bank of Commerce, Nanaimo; Stobart-Pease Block, Prince George Hotel, British-American Trust Building, George Jay School, Union Bank Building, Mt. Edward Apartments, Sir George Douglas School, Y. M. C. A. Building, Quadra School.

THE ASSOCIATED CEMENT COMPANY (CANADA), LIMITED.

One of the most important industries which has been started in the Province of British Columbia during the past year is the plant of the Associated Cement Co. (Canada), Ltd., which is situated at Bamberton, Saanich Inlet, V. I. Their registered offices are in the Winch Building, Fort Street, Victoria, and the head office is at London, England. The parent company in London, which is styled the Associated Portland Cement Manufacturers (1900), Limited, has been shipping cement in wood barrels to British Columbia for the last forty years, and the name, "White's Cement," is exceedingly well known on this Coast as it is also well known in other parts of the British Empire. Owing to the growth of British Columbia, and the appeal which has been made in London from time to time for British concerns to establish works in the Dominions, the directors decided to erect a cement plant at Bamberton, on the Saanich Inlet, where they acquired suitable deposits of lime-rock and shale. The plant was completed in June of last year, after a period of eighteen months' construction work at a cost of $1,500,000.

All the machinery at the works is of the very latest design and was manufactured in Great Britain. Cement engineering during the past few years has reached a very high pitch of efficiency, and the plant at Bamberton embodies the very best that the science of engineering has now achieved. The capacity of the plant is a little over 2,000 barrels per day, and the cement is manufactured on what is known as the "wet process." The plant was formally opened on June 17th, last year, by the Lieutenant-Governor, the Hon. T. W. Paterson, and the Premier, Sir Richard McBride. A large deputation of the Canadian Society of Civil Engineers has visited the plant, and the general concensus of opinion was expressed that the works would stand comparison with any other cement plant on the American continent.

The uses of cement are becoming more and more general in these days of reinforced concrete construction, and the Bamberton works are making their product to pass the most rigid tests. The Standard Engineering Specifications of the British, Canadian and American Societies of Civil Engineers are generally followed, but tests on the cement have shown that it surpasses these requirements. Since the opening of the works last year the company has never once had its cement rejected for failing to pass the above tests. It will supply a large quantity in the near future to the government breakwater at the outer wharf, Victoria, also at the Government piers which are situated inside the former.

Owing to depressed business conditions during the past year and the present international war trouble, the general consumption of cement in the Province is at the present time very small, and the Bamberton works have just been obliged to suspend manufacturing operations owing to the fact that their bins are full up with cement. This, of course, is very discouraging to an industry of such magnitude, and it is clearly apparent that the present returns on the large capital investment are very inadequate, and must be until business conditions improve materially. However, the Associated Cement Company's parent company in London is one of the very largest corporations in Great Britain, and it is gratifying to know that they are well able to wait until the return of that expansion of business in British Columbia which cannot possibly fail to ensue during the next few years. The company has very strong faith in the future of the province, and is prepared, if conditions later warrant it, to increase its investment in British Columbia, as it possesses very large deposits of raw material suitable for Portland cement at other points in

It may be interesting to note that the parent company in London has a cement plant in Mexico, another in South Africa, and over fifty works in Great Britain. The chairman of the company is Lord St. Davids, who is one of the most prominent financiers in London.

The selling agents of the Bamberton plant are Messrs. R. V. Winch & Co., Ltd., and Messrs. Balfour, Guthrie & Co., both of which firms have offices in Victoria and Vancouver. Mr. Edwin Tomlin is the local secretary of the Associated Cement Company (Canada), Ltd., and Mr. Henry Anderson is the works manager.

Artistic Grounds Around Handsome Residences Abound in Victoria.

VANCOUVER ISLAND COLLECTION AGENCY

This company, which has been doing business in the city for the past four years has, through its up-to-date methods, built up a wide and influential connection, and is today the most widely known of its class in British Columbia. Collections are undertaken for all kinds of work, of old and new accounts, and Mr. J. W. Wright, the well known proprietor, has a way of extracting from the hardest cases amounts which others have failed to get, while his treatment of current accounts is done in the most judicious manner, without the person knowing that the amount is being collected by any other than the firm's regular staff. Mr. Wright has the confidence of all his clients, through the strictly conscientious manner in which all work is done, and as his integrity is above reproach, clients are always assured of quick returns as soon as collections are made. Any one wishing to collect accounts at a small cost should not fail to consult Mr. Wright at his office in the Hibben Block.

VANCOUVER ISLAND PRIVATE INQUIRY AGENCY

One of the most important businesses which modern business methods have brought into existence is that of the Private Inquiry Agency. Every business house and many private people are constantly in need of the services of a Private Inquiry Agency which can be thoroughly trusted and one which will carry out this delic phase of a business in a diploma manner. Such a concern is that wh name heads this article, and wh is under the management of Mr. W. Wright. The scope of the b ness covers all kinds of enquir missing friends and relatives, c and criminal cases, divorce and s aration cases, the supplying of se operatives for all classes of w the testing of suspected employ etc., and all this work is done w the utmost secrecy by experts work directly under Mr. Wright. T gentleman has had a large experie and his clients are scattered all o the world, and The Week can co dently recommend the services of Wright, which will be perform carefully and at the minimum c The office is in the Hibben Block.

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OF LIVERPOOL, ENGLAND

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R. V. Winch & Co. Limited

General Agents

Winch Building, 640 Fort St.

VICTORIA, B. C.

HAWKINS & HAYWARD

The strides made by civilization these latter days emphasize the tr of the statement that "electricity life" and especially is it true in life of cities.

Life means increase in size, gro in numbers, in inhabitants, in fac ties and in comforts that have c to be real necessities. There is day hardly a home that is not f wired for electric lighting and that are not supplied with all s of devices for the saving of labo and the better enjoyment of Messrs. Thomas W. C. Hawkins Ernest C. Hayward, who have sociated themselves together un the firm name and style of Hawk & Hayward, are among the b electrical contractors in the city. B are practical electricians of m than ordinary merit and employ none but men who are experts in trade, they are prepared to han anything from the attaching of buzzer from your desk to your g eral office, to the wiring of the la est building and the furnishing fixtures and lamps for rooms witho number. At their office and displ room, 1607 Douglas Street, th carry in stock every device known the electric world, and their stock fixtures is one of the best select in British Columbia. The famo Mazda lamp, which occupies the f place in the electric lamp world h made this firm's store its headquart and may there be found in all siz In the contracting field no firm Victoria occupies a higher place th Messrs. Hawkins & Hayward, a much of the electric work of Victo is well done by them. As contracto and as citizens they have won a hi place in Victoria, and can be heart commended to newcomers.

Victoria's Optimism and Progress

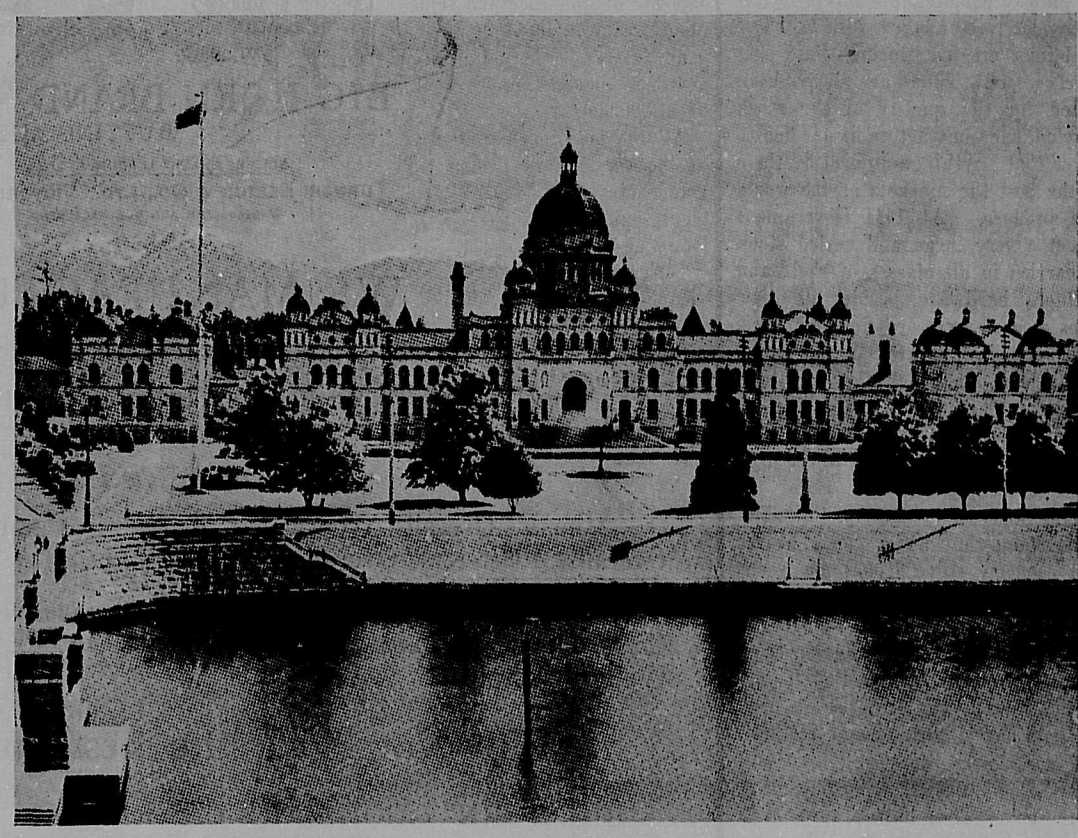
(Continued From Page 8.)

centuated when the flood of traffic now impeded by the war begins to flow from Europe to the Pacific Coast.

The highest authorities agree that the opening of the Panama Canal will symbolize the dawning of the new era for the whole of the Pacific Coast. Its effect will be so stupendous that it cannot be computed; it will be the most revolutionary condition ever introduced into the world of commerce, this cutting off of more than twelve thousand miles in a journey from the North Atlantic to the North Pacific. All that is agreed on is that the effect will be enormous, and that both with respect to passengers and commerce the Pacific Coast of North America will be awakened and all the available ports will share in an activity of which at present we have no adequate conception. Among those ports Victoria easily ranks with the best. No other port has a safer approach or a more commanding geographical position. When its harbour works are completed no other port will have better accommodation, and now that water frontage is being specially adapted to the requirements of industrial expansion there is nothing to prevent the establishment of many industries, the most important of which, that of iron smelting and iron and steel production, is already receiving special attention from the City Council, the Board of Trade and the Real Estate Exchange. The Government has, at the request of these important organizations, taken the matter into its consideration.

Victoria Realty

Possibly the most important feature in any city as effecting its financial strength and outlook is the value of its realty. Luckily this is not dependent upon the inflation of a boom period. It may be possible at such a time to run prices up, indeed in some cases it is impossible to prevent them from running up, for when the public has a craze for speculating in real estate, nothing will keep them back and nothing will prevent prices from soaring, in such cases prices come down like the proverbial sky rocket stick, when the boom is over. This is not the case in Victoria. It is duobtful if a single transaction has taken place in the business section of the city at any reduction of the maximum figures of two years ago. It is true that there has been a moderate fall in the price of outside property, which was only to be expected, because of the vast extent of the subdivision area, but in the city proper the top prices stand. There must be a reason for this, and the only logical reason is that holders of inside property have studied the business conditions and prospects of the city, and are satisfied that its financial foundation is solid. They are willing to pay taxes on unimproved property; they are willing, when necessary, to accept reduced rentals, but in no case are they willing to part with their property at a sacrifice. This speaks volumes for their confidence, and it also says a great deal for the confidence of the various loaning institutes, without whose assistance it would be impossible for the individual owner to cling to his lot. The highest price at which business property changed hands in Victoria was probably $3,000 a foot on Government Street. This looks a high figure compared with prices of ten years ago, but how does it look in comparison with figures in other Canadian cities where the prospects are not a tithe as good as they are in Victoria. The fact of the matter is that when Victoria gets her second breath, when the present war is over and when the great Government works under way are completed, Victoria will have launched on a tide of prosperity which will make the maximum reality values of two years ago, look modest. That this is the opinion of our most conservative and capable business men is evidenced by their own conduct. Look at the really magnificent business blocks which have been erected in Victoria during the last five years. Nearly every one bears a household name, the name of a pioneer Victorian who realized that he could find no better investment for his money than a business block in Victoria. It has been the reproach of some cities that they expected outsiders to do everything for them. That is the last reproach that can ever be cast at Victoria. It is the old-timers who have lead the way in the matter of costly buildings, and while we have such magnificent architectural structures as the Parliament Buildings, which will always be the centre of attraction to the world's tourists, we also have the Pemberton Block, the Sayward Block, the Pither & Leiser Block, the Campbell Block, the Belmont Block, the Union Block, the Central Block, the B. C. Permanent Block, the Haynes Block, the Times Block, the Winch Block, the Metropolitan Block, and many others to attest the confidence of Victoria's business men in the future of their city.



Provincial Parliament Buildings at Victoria.

PRODUCERS ROCK AND GRAVEL COMPANY, LIMITED

The activity in building operations in Victoria during the past few years has created an enormous demand for building materials of every kind, and a concern established to supply the market with a number of commodities is the Producers Rock & Gravel Co., Limited, the City office and bunkers of which are located at the foot of Chatham Street. This concern produces and deals in crushed rock and washed and graded sand and gravel, and its operations have been of great benefit in the upbuilding of the city. This company operates works at Royal Bay and has every facility for economical operation. Its sand is clean, free from foreign matter and is sharp enough for any class of work, and the sand and gravel furnished by the Producers Rock & Gravel Co. is the best that can be secured for all kinds of concrete, brick and plaster purposes. A large number of labourers and mechanics are employed and no expense has been spared in the equipment, so that the management is in a position to meet every demand of the contractors of this city and is able to sell its product at consistent prices. The manager, Mr. W. C. Hall, has had a wide experience in the builders' supply trade and is a progressive, energetic business man, most favourably known in building circles in this city.

Nowadays a girl doesn't think she is well dressed unless she is almost undressed.

The best liars make the best husbands.

When you are talking to a girl it is always wrong to think what you can't say.

THE BAKERIES, LIMITED.

Through virtue alone, or in other words on the merits of their products, have the Bakeries, Limited, built up a splendid business in the past few years. Under the management of Alderman Geo. Okell, who was the founder of the business, it has become one of the leaders in the city, for the motto with which the business was started, "Pure food made under sanitary conditions," has been rigidly adhered to. The plant and machinery of this bakery has no superior on the Coast, asev rything that can go towards producing the best bread, etc., in the most sanitary way has been installed. The ingredients used are in every respect the most select and the purest that can be procured, and the workmen, who are experts in their lines, carry out the operations of the bakery with the strictest regard to the highest sanitary requirements. The output of the bakery is about 100,000 loaves a month, and this is sold not only through Victoria and vicinity, but also through the Island. The delivery system is perfect, and their wagons are a familiar sight in the city in the early mornings and late into the night. Immense as has the business grown with the increasing demand through the Island and in Victoria, the Bakeries, Limited, is prepared to cope with the still greater demand which the future has in store for it. Too much credit cannot be given Alderman Okell for the splendid success of the concern, but in addition to being proud of him as the father of the Bakeries, Victorians are also proud of him for the splendid service he has done as a member of the city council for the past two years, and trust to see him still taking an active interest in the development of Victoria for many years.

WHITE LUNCH, LIMITED.

It is only a few years since the White Lunch system was established in Victoria, but that it has filled a long-felt want is well illustrated in the patronage which it enjoys. Under the able management of Messrs. R. A. Smith, president; F. H. Gorham, vice-president, and P. B. Schmeelk, secretary-treasurer, Victorians have been given three of the finest and best equipped lunch rooms on the Coast. These lunch rooms are fitted out in a superb manner, with the greatest attention to sanitation. Everything in them is kept spotlessly clean, and the places being all finished in white marble, tends to make them most attractive. But their great source of success has been the splendid meals which may be procured at prices which a few years ago were not thought of. Everything used in the way of food at these places is prepared at the White Lunch's own kitchens, which are on Johnson Street and which will compare favorably with the kitchen of the highest class hotel. Nothing but the very best of everything is used here, and all the food is prepared by expert chefs under the direct supervision of the management. In this department, as in the lunch rooms, the same care is taken to have everything prepared in the most sanitary way. From a glass of milk to a full course meal can be procured at any hour of the day or night and at the shortest notice, for they are run on the principle of "We never close and serve the best." To both residents and travellers the White Lunch rooms at 1009 Government Street, 554 Johnson Street and 642 Yates Street have been a great boon, and they thoroughly deserve the patronage which they have received.

A man will get mad if you accuse him of wearing a second-hand suit of clothes. But he will marry a widow and feel proud of himself.

EDWARDS & FULLER

If there is one branch of business, one profession we might call it, that is brought up to a finer point of efficiency in the Old Country than elsewhere, it is that of the Auctioneer. The writer of this article has noted in his observations, both in Canada and the United States, that the most successful and masterly auctioneers were invariable of English training.

The firm of Edwards & Fuller, established in Victoria for about three years, are no exception to this rule. They were auctioneers of repute in England before coming to the Coast, and they are experts in their line of auctioneering, appraising, dealing in antiques, and in the care of furniture and in removing, packing, polishing and repairing of household effects.

Their auction rooms at 1119 Fort Street, are the popular resort of those thrifty ones who desire good goods at bargain prices. Both here and at public and private sales they have conducted many of the most important sales in this city. They make a specialty of money-raising sales at stores and have the record of some of the most successful ever held here. Their stock of odd furniture and antiques is unique, and anyone desiring out-of-the-usual pieces of furnishings for home, den or cozy-corner should see their display.

As upholsterers, furniture renovators and packers they are experts, and they specialize on furnishing novel designs and making to order exclusive effects in furniture and cabinet work, also loose covers and boat cushions.

We can speak with confidence of the ability of Edwards & Fuller, they are valued citizens and business men of integrity and worth.

LONDON & LANCASHIRE FIRE INSURANCE COMPANY

London & Lancashire Fire Insurance Co.

Limited,

OF LIVERPOOL, ENGLAND

R. V. Winch & Co. Limited

General Agents.

Winch Building, 640 Fort St.
VICTORIA, B. C.

BRENTWOOD HOTEL.

The Brentwood Hotel, located in a residential suburb some twelve miles from Victoria, is a commercial hostelry designed for real comfort, and combining in its excellent appointments the best the old world as well as the new has to offer. Brentwood Hotel is really more of a home than a hotel and here the guest always finds an atmosphere of welcome. Every one of the fifty-seven guest rooms is made to welcome the sunlight; the furniture, the carpets, the hangings, are all chosen to reflect the light as much as possible. Every one has hot and cold running water and a telephone. A number are supplied with private baths, and many of them are arranged en suite. The Brentwood Hotel has many unique attractions. There is a private billiard room for the ladies, a play-room for the babies, and a bar, billiard room and barber shop is provided for the men folks. The cuisine is all that could be desired, the best of everything the market affords in season and out of season is always included in the menu, and the big, cozy dining room is so situated that the guest has a view second to none on this continent. The lounge, with its huge open fireplace, where a fire roars when the nights are chilly; the cozy corners, the grandfather's clock, and the big comfortable chairs, lend an air of welcome found in few hotels. Go to Brentwood for relaxation or quiet, where there is salmon, grilse, rock cod and hosts of other fish waiting for the angler. For regattas and motor-boat racing — Brentwood, the starting point for some of the loveliest motor-boat trips in the world; Brentwood for quail, pheasant and big game shooting; Brentwood, on the threshold of Malahat Drive, twenty miles of scenery that beggars description. Rates at the Brentwood Hotel start at $3, American plan, and those desiring further information regarding this charming resort should write to the manager, Brentwood Hotel, Brentwood Bay, V. I., B. C.

An Undesirable Citizen is a man who gets on a crowded street car with a pound of limburger in his coat pocket.

Every married woman knows that the oftener her husband "works" down town at night the less money he has on pay day.

There wouldn't be so many divorces if the brides knew as much about cooking as they do about kalsomining.

The biggest disappointment in life is when a man goes into a bar, orders a drink, hoists his leg and finds that there is no footrail there.

TURNER, BEETON & COMPANY, LIMITED

Since its inception in 1863 the firm of Turner, Beeton & Co., has developed into one of the largest and most influential industries of Western Canada, and during its career of over half a century the aim of the management has been to cater to the trade with "quality goods," guarantee satisfaction, and insure prompt and satisfactory deliveries of orders, whether they are large or small. The firm was first established by the Hon. J. H. Turner, ex-Premier of British Columbia, and now Agent General for the Province in London, England. It was incorporated in 1902 as a limited liability company, the local directors being G. A. Kirk and Henry B. Thomson, M. P. P. for Victoria. At that time the firm did a general wholesale dry goods business, imported merchandise and made a specialty of workingmen's apparel and outfitting; shortly after the firm was incorporated it was decided to enter the field as manufacturers of shirts and overalls, and as a result of this decision the "Big Horn" shirt and overall factory was established. The plant was equipped with modern machinery, a union scale of hours and wages was adopted and the firm began an aggressive campaign for the shirt and overall trade of British Columbia and adjoining territory. The results attained have gone beyond the most sanguine expectations of the company, and so great has become the demand for the "Big Horn" products that the factory has had to be enlarged from time to time. This factory is one of Victoria's best employers of labour, and as the people of the city are directly interested in the development of our interests, it will be to their own advantage to patronize a home product of quality, produced by a home industry, whose wage list is paid to Victorians, and whose progressiveness and dependability has never been questioned. Among the many lines manufactured at the "Big Horn" factory are: Overalls, denim pants, jackets, jumpers, shirts of all kinds, waiters, carpenters and cooks aprons, mackinaw coats and pants, duck and canvas lined coats, etc. These garments represent the highest class of workmanship, and cut and the material used has proved itself to be the best that the markets produce. The wholesale business of the firm, which covers such lines as dry goods, wines, liquors, cigars etc. has de eloped on the same scale as the manufacturing department these lines all represent the best in their departments, and are distributed all over the Province and adjacent territories. In addition to these lines of business the company also do a large fire and marine insurance business, they are the Victoria agents for the Hartford Fire Insurance Co. The offices of the company are at Wharf Street, and here is also the warehouse; the factory is on Bastion Street. The London agents are H. C. Beeton & Co., 57 Moorgate Street.

B. C. POTTERY COMPANY, LIMITED.

The B. C. Pottery Company, which had the misfortune to be burnt out some time ago, has again come to the fore and is to-day doing a larger business than ever. The works of the company at Viewfield Road, near Old Esquimalt Road, have been rebuilt in the most modern style, and there is nothing known to experience or science for the turning out of their product which has not been installed, so that Victoria can claim to possess one of the finest pottery plants on the continent. The B. C. Pottery Company are manufacturers of vitrified salt-glazed sewer pipes, sanitary fittings, agricultural drain pipes, terra cotta, chimney pipes and flue lining, chimney tops, fire brick, fire clay and fire clay goods of all descriptions. The output and the demand have been constantly and steadily increased. Builders, contractors and engineers and architects commend the company's products, and they are prescribed for in specifications everywhere on account of their unquestionable superiority. To this splendid local manufacturing concern we tender our warmest congratulations on their success, particularly on their achievements in competitive areas outside this city and Province. The office of the company is at 622 Pandora Avenue.

The company employ 75 men at their mines and works, who are all whites, and any concern run on these lines should receive the generous support of the public, especially at a time such as this, for by keeping the plant going full blast it means just so many more people receiving a full wage every week.

GEO. POWELL & SONS.

In reviewing the various business interests of the city it is interesting to note the number of firms whose names have for so long been identified with the development of Victoria, and businesses which have descended from father to son. Among these we would give a foremost position to the firm of Geo. Powell & Sons, which was established in 1885. as hardware merchants this firm has been closely connected with the best buildings erected during the past thirty years. They have always been noted for the quality of the stock carried, and contractors have come to know that anything supplied by them is the best the markets of the world can produce. At 1411 Government street a very large and varied stock is carried in all classes of shelf and builders' hardware, besides all other lines stocked by stores in their lines. One of their features is the range department, in which they are specialists. They make a specialty of the famous Majestic range. This range has proved its claim to the high place it occupies in the world of ranges, and for it Messrs. Powell & Sons claim that as a steady heater and economy stove it has not a superior on the market. Their recommendation for it is the number of people who use it after having tried others. Messrs. R. H. Powell and Geo. S. Powell, who comprise the firm, are both native born sons of Victoria, and are among the best known and most highely respected business men in the city. They have always taken an active interest in her development and are firm believers in her destiny as the first city on the Pacific Coast of Canada.

BULMAN LUMBER CO., LIMITED.

In these days of Victoria's expansion it is well to see what, in the way of lumber and lumber manufacturers, she has at home to depend upon. The gradual exhaustion of the lumber fields of the northern portion of the United States has forced upon the dealers in Canada the fact that we have vast opportunities on this side of the line. For nearly a decade the Bulman Lumber Co., Ltd., has been an important factor in the growth of Victoria, and is one of the most aggressive firms in the city in its line. The company operates extensive mills on Salt Spring Island, from which it turns out quantities of lumber of every description. It also carries large stocks of shingles, doors, windows and finish of every kind used in the most up-to-date dwelling. Mr. William Bulman, the manager of the company, is one of Victoria best citizens and one who is at all times optimistic as to the assured growth and progress of the city. The company's office is located at its yards, 618 Montreal Street, where, with a spacious factory building and the best wharfage, they are at all times prepared to quickly turn out orders that would be a source of worry to a less well-equipped concern. The company is a credit to Vancouver Island and is built largely upon Mr. Bulman's pride in the city and the part he is playing in its upbuilding. With the speedy opening of the Panama Canal assured, it is the firm's intention to make a bid for a share of the large export trade which is sure to develop and for which their mills are particularly adapted.

SUPPORT HOME INDUSTRY
AND GIVE MORE EMPLOYMENT

You Can Help

"BIG HORN" BRAND

UNION MADE

BIG HORN BRAND

WHY NOT WEAR THE BEST ON THE MARKET?

SHIRTS, OVERALLS, MACKINAWS
TENTS, ETC., ETC.

GIVE YOURSELF SATISFACTION AND A BRITISH COLUMBIAN INDUSTRY YOUR PATRONAGE BY USING THIS SUPERIOR BRAND

Chinese-made Shirts & Overalls MUST GO!

BIG HORN BRAND
UNION-MADE.
BUTTING AHEAD.

SOLD BY ALL THE LEADING STORES

TURNER, BEETON & CO., LTD. VICTORIA, B. C.
WHOLESALERS AND MANUFACTURERS

At No Additional Cost to Yourself

WE MANUFACTURE

SHIRTS

Flannel Shirts, Tweed Shirts, Waterproof Shirts, Cotton Shirts, Silk Stripe Shirts, Woodsman Shirts.

OVERALLS

Miners' Overalls, Workmans' Overalls, Painters' Overalls, Engineers' Overalls, Plasterers' Overalls, Mechanics' Overalls.

Jackets, Blouses, Jumpers, Boys' Shirts, Overalls and Jumpers. Mackinaw Coats, Mackinaw Pants, Mackinaw Shirts, Cooks' Aprons, Carpenters' Aprons Waiters' Aprons.

Why Not Wear the Best on the Market?

"BIG HORN" GOODS ARE CARRIED BY ALL THE LEADING STORES IN THE COUNTRY

QUALITY, CUT AND WORKMANSHIP UNEXCELLED

TURNER, BEETON & CO. Limited

Wholesale Only. Victoria, B. C.

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PURE LEAF LARD

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ALL GROCERS

Vancouver
Prince-Rupert
Meat Market, Lim'td

Watson & McGregor

HARDWARE, PLUMBING
HOT-AIR HEATING

Stoves and Ranges, Paints and Oils, Crockery, Glassware, etc.

Sole Agents ROUND OAK STOVES
RANGES *and* FURNACES

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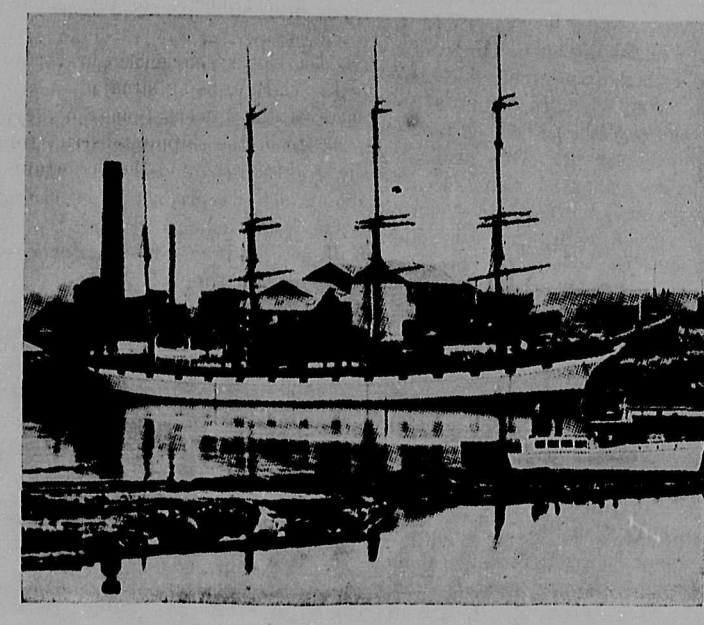


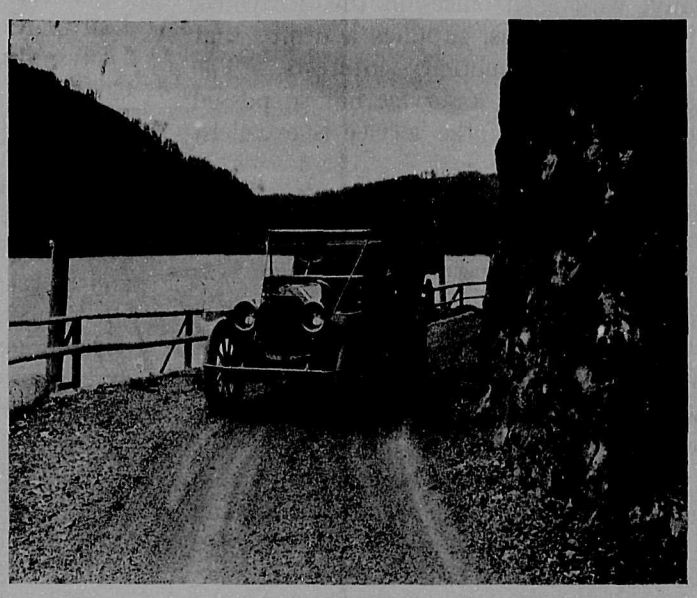
Loading Lumber at Inner Wharf, Victoria

UNION BAY, B. C.

s Surroundings, Possibilities and Attractions.

Vancouver Island has many cities embryo which will evolve to splend size and stature in various ways, nd according to their surroundings nd natural resources. Among these ere is not perhaps a place on the land which has a brighter future an Union Bay, with its splendid ipping facilities, its enormous coal ipping business and the splendid ricultural district by which it is rrounded. Union Bay, which is sitted about 120 miles north of Victoria and about 80 miles across the raits from Vancouver, is the headarters for the shipping of the coal om the world-renowned Canadian llieries (Dunsmuir) Mines. The tention which this island is now tracting, and has been for some ne past, is only the beginning of nat must in the course of time prove be the greatest development the land has ever seen. The opening the Panama Canal, it was anticited, would turn the attention of e world largely to the Pacific Coast, t with the tremendous influx of pulation which will undoubtedly ke place as soon as the war is over, people who have been brought up agriculture and manufacturing and o will find the enormous burden of e taxes which will be placed upon em too great, Vancouver Island will doubtedly attract large attention account of the climate and the lendid possibilities which are here r the man who will work. And here could they find a greater field r their energies than at Union Bay d the country surrounding it? To scribe this spot as it deserves would ke a book, but we wish to point t to our readers a few of the salit points about Union Bay. Union y forms a portion of a large semircular harbour which is capable of eltering many vessels of the larget type, and is about eight miles ross from Comox, which is situated the north end of the semi-circle. here is direct rail communication ith Victoria and other points on the sland right down to Victoria, and in ddition to this a regular boat service is maintained by the Canadian station of the largest coal mine owners on the Pacific Coast—the Canadian Collieries (Dunsmuir) Limited—and here we would like to say a few words about this company. At Union Bay one does not find the coal of the company handled in the time-honoured method of being passed along in buckets or baskets by hand. Instead we find a wharf about 1,600 feet long, 40 feet wide and some 60 feet above high water mark, with accommodation for four ships to lie along each side. The coal is hauled out to the ships by broad gauge locomotives to the position of the boat to be coaled; from these trains the coal is run into chutes; conveyors and other chutes then distribute the coal to the vessel in an endless stream at the rate of about 500 tons an hour. The company has an inexhaustible supply of coal from their large fields, and the sight of the wonderful shafts, tipples, hoists, mining machinery of every kind, cars, network of railroads, telegraph and telephone lines, the marvellous hydro-electric equipment, and the excellent organization controlling them, all go to show that the Canadian Collieries (Dunsmuir) Limited is fully equipped with the very latest and best in every department for their mining operations and the care of their men. The works of the Collieries here gives employment to a very large number of men, for in addition to the works mentioned above there are also the washery, where the smaller coal receives treatments of various kinds, before being turned into the markets as "washed nut;" the boiler ship, blacksmith shop, locomotive, machine and car shops, round-houses, iron and brass foundry works; these all give employment to the people here. The company also operates coke ovens, which are fully equipped to take care of the large demand which it is anticipated will be required in the near future when the general mining industries of the Island are being worked to their fullest extent. The Canadian Collieries have been instrumental in bringing the Island prominently before the moneyed men of the world as a place for investment, and with the facilities which they offer for factories the section around Union Bay is destined to play an important part in the progress of the Canadian Pacific Coast. As an agricultural centre Union Bay, being situated in the centre of the famous Comox Valley, is sure to be the shipping district for this produce, etc., and the opportunities for business are increasing every day. One of the first questions to be asked by the intending settler is as to the facilities for building; these are excellent. There are several saw mills in the vicinity and there are opportunities for the enlargement of this industry as the country fills up. All kinds of the very best sand and gravel for building purposes are near by, and in these also there is large scope for extension of the business. Building stone is also easily obtained, and the opportunities for brick-making are among the best in this district. About a mile across the harbour there is a bar of the finest building sand, and on Denman Island a large deposit of limestone is found. In connection with the general industries which might be established at Union Bay are electric shoe repairing, glass factory, tanneries, boot and shoe factories, harness factories, fertilizer plant, carbide, etc. The Canadian Collieries have one of the finest hydro-electric plants on the continent, with facilities for increasing their horsepower to a large extent, so that as far as power for factories is concerned, those who would establish themselves at Union Bay would find all the power they might require and which the company sells at a very low rate. The plant on Puntledge River is capable of developing 12,000 horsepower with the first development, with a further extension, for which provision has been made, of extending this production to 20,000 horsepower. All the works of the company are run by electricity from this plant, and the towns of Union Bay, Cumberland and Courtenay are also lighted by them. With all the splendid facilities at hand for a cheap supply of power, and the fact that laborers flock in to Union Bay and the surrounding country to work on the farms, the logging camps and the mines, and with fuel at the lowest cost in inexhaustible quantities, it is not to be wondered at that the Canadian Collieries are endeavouring to make this section a manufacturing district. This company owns some 10,000 acres of land in the Comox district, about 3,000 acres on Denman Island, and some 1,100 acres at Union Bay, whilst they own the coal rights over a much larger area. Having a large water frontage at Union Bay, extending some two miles, they can furnish at low cost and on good terms eligible sites for building factories, storage plants or any other kind of building. When one considers the natural wealth of the country in this locality, they can instantly realize the endless possibilities for growth and commerce afforded in this particularly favored section of the Island centering at Union Bay.

Any enquiries in connection with the foregoing should be addressed to the Canadian Collieries (Dunsmuir) Limited, 313 Pemberton Block, Victoria, B. C., who have all the data at their hand at a moment's notice, and who will be glad to assist in any enquiries which correspondents require.



One of Vancouver Island's Beautiful Spots, on the Malahat Drive

Autoing on a Perfect Road Through the "Tall Timbers" of the Island

STANDARD STEAM LAUNDRY LIMITED

Thanks to modern invention one of the heaviest drudgeries of housekeeping has been lifted from the shoulders of the housewife, and in doing so big industries affording opportunity for earning good wages under favourable conditions have been established. The laundry business today is a science. Not only does it present the problem of washing clothes, but greater problems—those of preserving the clothing, providing healthful places for employees to work in, collections, deliveries, repairs, water rectifications—all these must be met before a laundry may be said to be first-class. In the Standard Steam Laundry, Victoria has one of the most complete and successful laundries in the Northwest. The plant at 841 View Street is well ventilated, clean and healthful and the process for bleaching cloths, the care taken of the linen and the up-to-date machinery all go to make this a model among laundries. If there is a piece of modern machinery used anywhere that makes for perfection and economy of work the Standard Steam Laundry, Ltd., has it, and the management guarantees absolutely sanitary laundry work. All flannels are hand washed and by this process that individual attention they need to avoid the chance of shrinkage is given them. A feature of this Laundry, and one which is very much appreciated, especially by "mere man" is the fact that they have a mending department, which looks carefully after any clothes which requires attention, and this is done free of charge.

This institution is a credit to the city, and its big business is the best evidence that the public recognizes the efforts of H. R. Savage, the manager, to please and give satisfaction. He invites those who are having laundry troubles to phone 1017 and a delivery man will call.

Victoria Chemical Co., Limited

VICTORIA, B. C.

Manufacturers of Mineral Acids
Chemical Fertilizers and
Tree Sprays

Our Specialties.

CHEMICAL FERTILIZERS, BRANDS A, B, C, D
MIXED FERTILIZERS.

Muriate of Potash	Arsenate of Lead
Sulphate of Potash	Nicotine of Sulphate
Nitrate of Soda	Lime Sulphur Spray

THOMAS PHOSPHATE (BASIC SLAG)

BONE MEAL (BEST QUALITY)

ACIDS—NITRIC ACID, SULPHURIC ACID, MURIATIC ACID

WRITE FOR CATALOGUE AND PRICE LIST—CONSULT THOSE WHO HAVE TRIED OUR PRODUCTS

Offices:
Hamley Building, Government Street.

Works:
Near Outer Wharf.

TELEPHONE GROWTH INDICATES A WIDE EXPANSION

Development in the Province is no better shown than by the steady expansion of a private corporation. When a commercial company constantly gets larger and keeps on extending the territory over which it operates, there is no better indication that Provincial growth is lively and substantial.

Statistics of the British Columbia Telephone Company, Limited, show that development has been extensive and continuous. This company, with head offices in this Province, and managed by British Columbians, supplies a utility that has been a factor in furthering community interests. The object of its management is to give a service not surpassed anywhere, for it is recognized that if the service is excellent people will use it.

Improvements carried out give telephone facilities unsurpassed by those of any other company, private, Municipal or Government owned.

During the past few months it has spent a very considerable amount of money in transmission betterment. A staff of experts has been busy at the work.

A toll lead of twenty-four copper wires has been built between Vancouver and New Westminster. This was to a large extent necessary owing to the induction resulting from the multiplicity of high-tension electric power leads, which greatly interfered with efficient telephoning. As the route had to be changed to avoid these outside interferences, the most costly copper wires were put up with a view to future demands, as well as to take care of present necessities.

Last year, the second cable connection was made with Vancouver Island, via Nanaimo. Copper circuits were installed throughout from Vancouver to Victoria.

To give subscribers the fullest benefit of these improvements, the B. C. Telephone Company has reduced rates.

Between adjacent exchanges, where the minimum charge has been 25 cents, the reduction has been from 40 to 60 per cent, the charge now being 10 and 15 cents.

A special night rate has been instituted between 7 P.M. and 8 A.M., during which hours three times the regular day conversation may be had for the regular day rate.

In line with its policy to make the telephone most convenient as a public utility, the company is now giving continuous service in all its exchanges. This is a feature unequalled by any telephone company in any country.

Two exchanges have been opened during the past month, one at West Vancouver, and one at Colquitz, which will increase the total to 41. The statement of development, published monthly by the company, shows growth in all parts of the territory in which it operates.

In 1908, the B. C. telephone Company operated 115 circuit miles of toll lines on Vancouver Island. The number operated now is 764 circuit miles. This does not include submarine cable.

In 1912 Victoria had one telephone circuit to Vancouver and one to Bellingham. It now has one to Seattle, one to Bellingham, and three to Vancouver. Nanaimo also has a circuit to Vancouver.

In 1908 the telephone circuits on Vancouver Island were few: One from Victoria to Sidney; one from Victoria to Duncan; one from Victoria to Goldstream, and one from Duncan to Nanaimo. Exchanges were located at Victoria. Ladysmith, Chemainus, Duncan and Nanaimo.

There are now: Victoria to Duncan, 2 cricuits; to Gordon Head, 1; to Keating, 2; to Nanaimo, 1; to Sidney, 1; to Goldstream, 1; Nanaimo to Cumberland, 1; to Duncan, 1; to Ladysmith, 1; to Parksville, 1; to Port Alberni, 1; Duncan to Ladysmith, 1; to Cobble Hill, 1; Courtenay to Cumberland, 1; Courtenay to Cape Lazo, 1. Since 1908 the number of exchanges on Vancouver Island, as shown by the list above, has increased from five to fourteen.

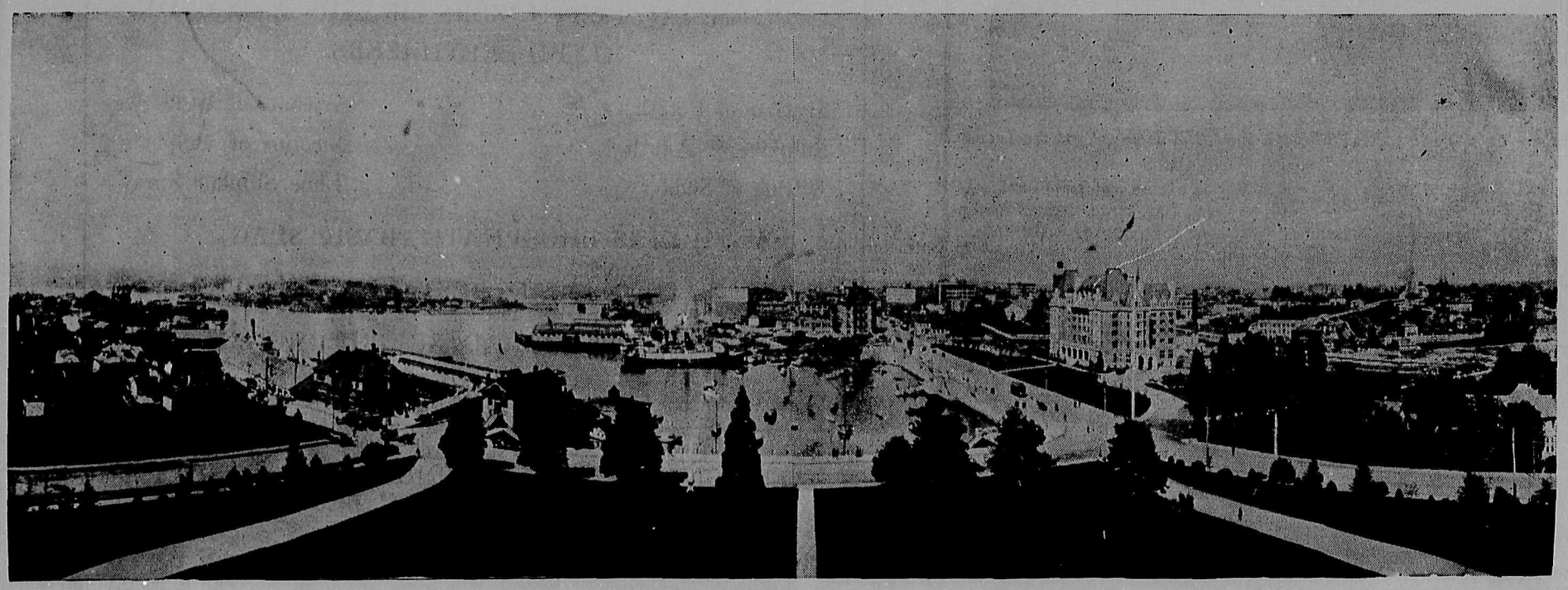
Growth of the Company, particularly on the lower Mainland and Vancouver Island has been extensive. At the close of 1913, thirty-nine exchanges were operated in the Province, and increase in the number of subscribers were noted in all. On Vancouver Island percentages of increase were high. That development continues, is shown by the growth in the Island exchanges between January 1st and August 1st, of this year, as follows:

Chemainus	Even	
Cobble Hill	27.0	per cent. increase
Courtenay	22.7	" " "
Cumberland	11.0	" " "
Duncan	11.0	" " "
Gordon Head	8.0	" " "
Keating	4.0	" " "
Ladysmith	3.6	" " "
Nanaimo	14.0	" " "
Parksville	16.0	" " "
Port Alberni	3.7	" " "
Sidney	10.0	" " "
Union Bay	15.0	" " "
Victoria	2.6	" " "

Exceptionally fast service is given over the cable between Vancouver Island and the Mainland. During the three months immediately preceeding the laying of the Nanaimo cable, a year ago, an average of 8.3 minutes elapsed from the time a call was placed with the operator until the conversation started, or until a definite report was given that the party wanted could not be reached. During the past three months the average time has been 2.9 minutes, and it is expected to further reduce this to 2 minutes. Conversations can be easily carried on from Agassiz on the Mainland to any point in the farthest west territory of the telephone company on Vancouver Island.

With land lines in good condition, and two perfectly working routes of submarine cable connecting the Mainland and Vancouver Island, a telephone service is given of which the company is proud. Apart from the public service given, a record has also been attained for enterprise and development, in that the B. C. Telephone Company operates more submarine cable than any other private telephone company in the world. The company did not start out with that object in view, however, but in furtherance of its policy to make the telephone a real utility to the people, and to remove any isolation that might exist between settled parts of the Province.

BRITISH COLUMBIA TELEPHONE COMPANY, LIMITED



View of Victoria's Inner Harbour, showing C.P.R. and G.T.P. Docks in t he foreground. Photo by Leonard F rank, Alberni.

HALL & WALKER

Established in 1882 and thereby olding the position of the oldest ealers in coal in the city, Messrs. all & Walker stand out prominent- in the business life of Victoria. s wholesale and retail dealers in al they without doubt do the larg- t business in the city. They are e Victoria agents for the celebrated al mines at Extension, near Lady- ith, and at Comox, by the Canadian llieries (Dunsmuir) Ltd. Among e varieties carried by this firm are acksmith, and nut coal, which is ecially selected and prepared for em, but they also carry a large ck of coal for all other purposes d have always on hand a large ck to supply the wants of their stomers, and whether these wants e in large or small quantities de- eries are immediate and patrons ow that when they get their coal m Hall & Walker they are receiv- g the exact weight ordered. The lendid quality of the Extension and mox coal has for years been dem- strated and today the demand for ese kinds is larger than ever. The m of Hall & Walker is too well own to the public for us to com- nt upon them, the men at its head ve been connected in many ways th the development of Victoria, d to them in a large measure is due r position among the progressive ies of the Dominion. The offices of e company are at 1232 Government reet, where all orders receive the st prompt and careful attention.

YARROWS, LIMITED

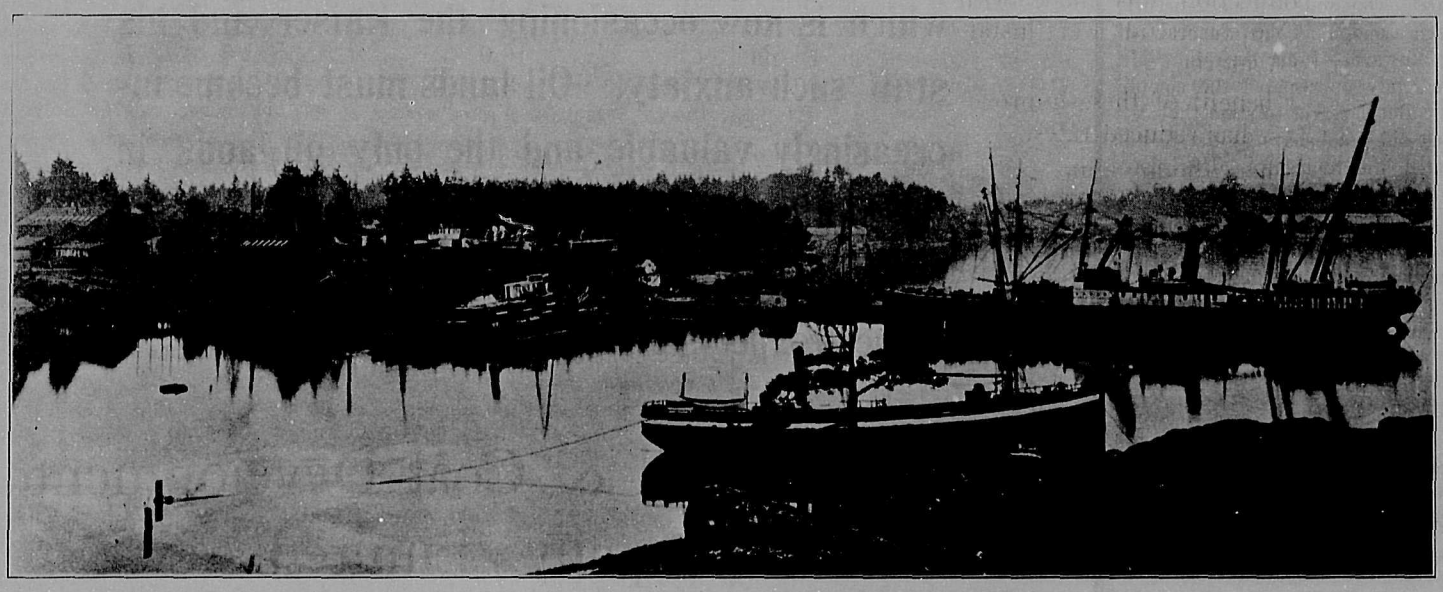
The shipbuilding and repair plant of Yarrows, Limited, is situate on Lang Cove, Esquimalt Harbour, close to the present Government Drydock, and adjacent to the site of the proposed new drydock the construction of which will be taken in hand by the Dominion Government at an early date. The new Government drydock when completed, will be one of the largest and best equipped in the world. In addition to the drydock, there will be a wet basin, in which vessels will be accommodated while undergoing repairs. Since the shipbuilding and repair plant was started at Esquimalt, by Messrs Bullen, under the name of the B. C. Marine Railways Co., a great variety of new and repair work have been done there.

Among the vessels built are: Princess Beatrice, Princess Royal, Tug Nanoose, Princess Maquinna, all for the Canadian Pacific Railway Coast Service; also two large steel transfer car barges for the same company.

Other vessels which have been built at the yard are: Quarantine steamer "Madge" and Hydrographic survey steamer "Lillooet," both for the Dominion Government. Some of the largest repair jobs on the North Pacific have been carried out at this plant, notably, the S. S. Strathalbyn, S. S. Northwestern, S. S. Indravelli, and various other vessels requiring extensive damage repairs. Since taking over the business, Yarrows, Limited, have lengthened the C. P. R. Coast Service Steamer Princess May 38 feet. This operation was carried out on the marine railway. While the lengthening was in progress, the vessel was converted for oil burning. The firm has made a specialty of oil-burning installations, and during the past three years many of the steamers of the C. P. R. Coast and G. T. P. local services, have been changed from coal burning to oil burning by this firm. The marine railway, at the plant, is cabable of accommodating vessels up to 300 feet long, and has a hauling capacity of 3,000 tons. Vessels of larger dimensions and dead weight are accommodated on the Government drydock. Yarrows, Limited have recently taken over the business of the B. C. Foundry & Engine Works Co., Ltd., and intend operating this as a branch of their ordinary business.

One of the special features of this department is casting large bronze propellers, as the firm has been specially successful with these.

It is proposed to improve and add to the equipment of the plant, to keep ahead of the requirements of the port.



Yarrows, Limited, Shipbuilding and repair plant—Lang Cove, Esquimalt Harbour.

CARLTON CAFE

One of the most appetizing places eat in Victoria, where the surundings and appointments are steful and congenial, the viands oked and served with a carefulness d cleanliness that is incomparable, d where that touch of "homeliess," that is so lacking in most staurants, is clearly in evidence, is e Carlton Cafe, at 1218 Broad St., nducted by the founder and prorietor, Mr. J. C. Rivers. Born and ised on the Isle of Man, Mr. ivers came to this city some four ears ago, and his genial temperament and sterling business qualities ave won for him a well-earned popularity.

The Carlton Cafe since he has had he management has been remodelled nd improved, until now it ranks with the coziest, prettiest and best afes on the entire Coast. Here you an secure what one so desires, a real ome-cooked meal; the kitchen is presided over by experienced women ooks, none but white help is employed, and the dishes are cooked in the wholesome English style.

Nothing but the best quality meats nd other articles are used in this Cafe, and the service is quick and excellent. The aromatic cup of coffee and the tea made as only English women know how to make it are drawing cards at the Carlton Cafe. The success of Mr. Rivers is well won, for his knowledge of the science of gastronomics and his ability to satisfy the discriminating tastes of his constantly increasing patronage is the key to the popularity his cafe has attained.

HUTCHISON BROTHERS & CO., LIMITED.

During the past few years few Victoria firms have made greater strides in their chosen lines than have Hutchison Brothers & Co., Limited. For many years it was known as Hutchison Brothers, but to facilitate its growing business it was some seven years ago converted into a company, and since that time their scope of operations has been very largely increased. It is now one of the largest concerns in the Province and its works are to be seen all over British Columbia. Their lines cover electrical and mechanical engineering, iron and brass founders, and electrical installations of every description, light, heat and power, and of every magnitude. They have installed the plant for some of the largest enterprises in the city and over the Island. Some of these have involved ornamental cast-iron poles and other work, and these have been made by the company in their own iron and brass foundry. Their plant, machinery and equipment are of the most perfect and up-to-date description, and they have ever maintained the same high quality of work on which their reputation was built. Their work shows individuality in all its phases, for they have their own staff of draughtsmen, their own pattern shop, and the other aciessories which are so necessary to turn out exclusive designs and superior work. To Messrs. R. Hutchison, president and electrical superintendent; D. C. Hutchison, general manager, and Wm. Dixon, secretary-treasurer, must be given the credit for the splendid success of the business, and The Week only expresses the opinion of the general public when it says that Victoria is proud of the firm of Hutchinson Brothers & Co., Limited.

JONES & RANT, LIMITED

Through sheer ability and hard work the firm of Jones & Rant, which was established some years ago as a fencing firm, has gradually been extended and enlarged and a couple of years ago it was formed into a Limited Company for the better carrying on of the various branches of the business, which had been added from time to time. Their scope now includes, besides their original business of fencing, general contracting for civil engineering works, such as the construction of roads, water works, drainage and general construction works. Under their fencing department they have done a very large amount of work throughout the Province, and a great portion of the wire fencing along the railway tracks of B. C. and around the Government reserves has been supplied and erected by them. They carry a very large stock of all kinds of wire fencing, posts and gates, from fencing for chicken ranches to the largest fencing wire made. As Civil Engineers and contractors they have also done a large amount of work through the Province, this also has been for both Government and private parties, and it is gratifying to know that they have been highly complimented on the way in which their contracts have been carried out. The fencing department is under the charge of Mr. G. T. Rant, while Mr. C. B. Jones, who is a men of well known ability and experience, has charge of the construction department, and Mr. T. Muirhead, B. Sc. Assoc. Member Soc. C. E. and Assoc. Member Inst. C. E., is the Secretary. The offices and warehouse are at 652 Cormorant Street

SPROTT-SHAW BUSINESS INSTITUTE

Among the many Colleges and Schools devoted to technical education, the well-equipped Business College is taking a high place in the work of the world. It is just as true of business as of engineering or any other line of endeavor where technical knowledge is required; that the man who has a college training in his particular line has a huge handicap over the one without such training. There are, of course, various institutions who are giving commercial courses as a side line, but the college to which we refer is one which has made its business that of commercial subjects only. In its twelve branches in Canada, and two in the United States, the Sprott-Shaw school has installed the most complete equipment that it is possible to obtain, in order to teach the methods of the modern office and modern business. In this equipment one will find the latest models of standard Typewriters, Adding Machines, Calculating Machines, Duplicating Machines, Multigraphing Machines, Business Phonographs, Filing Cabinets, Loose-Leaf Systems, Card Systems, Etc. The Victoria branch of the Sprott-Shaw Institute is situated in the Brown Block, Broad Street, and although with only about fifteen months experience in this city, they have already attained a high mark of efficiency and have made many friends among the business community. Although many institutions who profess to be Business Schools are endeavoring to give superficial courses in their work, it must be said of the Sprott-Shaw that their courses cover everything necessary to the proper training of young men and young women for business. In a conversation with Mr. Beatty, the local manager, we hear him make this remark: "Whenever we O. K. a pupil, a business man never turns him down as inefficient."

The individual method of instruction is that which appealed very much to The Week as it inspected the courses given by the Sprott-Shaw School. Insteal of having from thirty to fifty pupils in a class, it is their method to give each teacher only about fifteen pupils at the most, and as the courses are mapped out in regular form, each pupil is enabled to progress as rapidly as possible, irrespective of any other member in the class. This permits a pupil of extraordinary ability to accomplish a great deal in a comparatively short time.

The Sprott-Shaw Institution is a member of the Business Educator's Association of Canada, which is an association of the better class business schools for the purpose of improving the standards of business education. This Association is, we understand, looked upon with great favor by the Institute of Chartered Accountants.

Among the courses given by the Sprott-Shaw School of this city are: Accounting (including examinations prescribed by the Institute of Chartered Accountants), Arithmetic, Bookkeeping, Rapid Calculation, Business English, Spelling, Commercial Law, Business Letter Writing, Penmanship, Telegraphy (Wire and Wireless) Shorthand, Typewriting, Office Routine, and a short course in Economics. Along with these the Sprott-Shaw School is equipped for giving special courses in Public School and High School subjects, particularly for pupils who are training for some special examinations, such as Law, Civil Service, B.C.L.S., or for those who have been unable to complete their primary education.

During all the years of the existence of the College in its various cities it has held the highest record for placing graduates in positions, and there always is, in normal times, a waiting list for the pupils who have finished their course.

The premises occupied by the Victoria branch are ideal in every way for school purposes. They occupy the top floor of the Brown Block, on Broad Street, and are new, bright, clean, well-heated, and well ventilated, and are centrally located.

The Week has much pleasure in recommending this Institute very highly to anyone wishing a first-class technical office and general business training, and we are sure that persons taking training from this school will always find Mr. Beatty anxious to assist his pupils in every way, and to place them in positions best suited to the training they have had.

The Carlton Cafe

1218 BROAD STREET

Is the place where you get a meal prepared and cooked by women cooks—as "Mother used to Cook"—Patrons invariably become customers.

QUALITY AND SERVICE OUR MOTTO.

THE POINT OF VIEW

She loomed big in the eye of the public, and occupied no inconsiderable space in the community.

Weighed in the balance she was never found wanting, nor could any accuse her of lightness.

She was the largest contributor to "votes for women" and the stoutest opponent of the "antis."

Her husband declared that she was altogether too much for him.

Her banker found in her a woman of substance.

Her pastor deemed her a well-rounded character.

Her admirers called her a great lady.

And the women all called her fat.

The Cunard people would do well to abandon their music-hall at sea scheme. A little less of this snapping of fingers at murderous old Neptune! Who sighs to sleep in an Elizabethan chamber crossing the Atlantic? The modern liner is a distressing product of this age of luxury. If these companies are bursting to throw money around, let them do so in research. The unsinkable ship is what we want, not a sequence of floating Carltons fit only for degenerate parvenus.

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THE WEEK

A BRITISH COLUMBIA NEWSPAPER AND REVIEW

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WILLIAM BLAKEMORE.....President and Editor
L. McLEOD GOULD.....Secretary

Heroes All

(By James Douglas.)

AFTER reading Sir John French's dispatch, I was torn by two contradictory desires. I wanted to know the names of the men who fought most splendidly; I also wanted never to know them. Glory is a haphazard thing. On a field of battle it is a case of one man being taken and another left; of one man being remembered and another forgotten. Perhaps the most valiant soldier in that immortal retreat was a man whose name we shall never know. He may have been a Tommy from nowhere in particular and everywhere in general. He may have been a little cockney from Bermondsey or Bow. He may have been a lad from Lancashire or a laddie from Montrose. He may have been a hardy farm labourer from East Anglia, or a tall warrior from the Welsh hills. He may have been a black-haired "divil" from Connaught, or a red-haired Ulster Scot from County Down. I cannot tell. You cannot tell. Sir John French cannot tell. The whole Army Council cannot tell us the name of that man.

*

That being most assuredly and indubitably the state of the case, I am going to propose a toast. Charge your glasses, gentlemen, and drink it in silence. Here's to the hero whose name we shall never know! He may be at this moment sleeping his long sleep in a French or a Belgian grave. I am afraid there was no time to put a headstone over his gallant bones. An army does not carry headstones in its ammunition carts. And when an army is fighting for its life, it is often forced to let the dead bury their dead. But whether our unknown hero was buried in a grave dug by a British or a Belgian or a German spade, we know that he sleeps well. Oh, those little heaps of brown earth on the road to Le Cateau and Cambrai! Some day we must replant roses on them and water them with our tears.

*

I am half disposed to suspect that the name of the unknown hero is Mr. Thomas Atkins. Mind you, we take the valour of the British officer for granted. The British officer leads his men, and he takes jolly good care to show them that it is his business to be in the riskiest spot and to behave in the riskiest way. He does not say to them, "Go on, Boys." He says, "Come on, Boys." Valour in a British officer must be very picturesque and very exceptional before it attracts attention. It is nothing to brag about. It is simply a habit, a custom, a tradition. But the case of Mr. Thomas Atkins is different. He is an ordinary young man, like any young man you see digging in the fields, punching tickets in a tube lift, driving a 'bus, mending the road, entering figures in a ladger, writing shorthand, or emptying your dustbin. He has never been shot over or shot at. He has never seen dead men in a trench. He is probably a simple quiet fellow. Suddenly he is shoved into a troopship, dumped down in a foreign country, and before he has learned to say "Oui," he is asked to face hell let loose.

*

Well, Mr. Thomas Atkins faced it. and the queer thing is that he turns out to be exactly the same Mr. Thomas Atkins who faced it a hundred years ago at Waterloo, a little place half way between Mons and Brussels. In due time the military historians will tell us whether Mr. Atkins was asked to do more at Mons than he was asked to do at Waterloo. My own opinion is that he was. He was asked to face modern shell fire—directed by aeroplanes—that marked the trenches with pillars of smoke from dropped bombs. He was asked to face a new devilment in war—massed machine-guns. Bless your heart, he was asked to face far more than flesh and blood ought to be asked to face. Two to one may be manageable odds. Even three to one might be regarded as not utterly beyond what Mr. Atkins would call the limit. But four to one strikes me as being a little bit too thick,if I may drop into the elegant language of Mr. Atkins.

*

And yet Mr. Atkins stuck it. "Sir Horace Smith-Dorrien," says French, "suffered great losses." That is one way of putting it. But it was Mr. Atkins who "suffered great loss." You must remember that our very dear, oh, yes! our very very dear friend the Kaiser, was particularly interested in Mr. Atkins. He was quite willing for the moment to ignore the French piou-piou. All his love and affection and tenderness were lavished on Mr. Atkins. It was very good and nice and kind of the monarch who rode so magnificently through London at the funeral of King Edward. I am sure that Mr. Atkins duly appreciated the compliment. But I regret to state that Mr. Atkins did not behave as the Kaiser expected him to behave. He behaved, in fact, quite otherwise.

*

The Kaiser had made very careful arrangements to surround Mr. Atkins with a ring of German warriors. He paid him the beautiful compliment of sending at least five army corps to drive him into the Imperial sheepfold at Berlin. A free ticket to Potsdam for Mr. Atkins was issued. The Kaiser had composed the speech of welcome for Mr. Atkins, with the usual references to his grandfather and his great grandfather, and to a still greater Person, who shall be nameless. With truly deplorable cussedness, Mr. Atkins upset all the Kaiser's arrangements. He flatly refused to go to Potsdam. I am afraid that he used more emphatic words than I can venture to report. What is worse, he made good his wicked words. The astonished General Kluck discovered that he had caught a Tartar. The absurd, preposterous and ridiculous Mr. Atkins did not surrender when by all the rules of the War Lord he had nothing else to do but surrender. In a great many instances Mr. Atkins preferred to die, and die he did.

*

I am not a very inquisitive person, but I own that I am simply panting to know how Kluck explained the business to the Kaiser. Kluck had guaranteed delivery of the goods. He had Klucked with glee over his Sedan. But Mr. Atkins declined to be Sedanned, and, as I write, he is busy trying to Sedan the astonished Kluck. Instead of going to Berlin quietly, he is sending samples in neat parcels and packages of Kluck's patent steel circle to Paris. I really feel that I must know what Kluck said to the Kaiser. He probably told the Kaiser that the British Lancers were going through his Uhlans "like brown paper." He probably groaned over the unkind way in which Mr. Atkins uses the bayonet. I am sure he grumbled about the two men and a boy who worked a gun after the whole battery had been wiped out. Really, I am sorry for Kluck. But Kluck did not know Mr. Atkins. He knows him now. So does the Kaiser. Let me give William the Weed a piece of advice. He had better send fifty army corps for Mr. Atkins next time, and he had better tell Kluck not to Kluck till Mr. Atkins is entirely, actually and positively in Berlin. When Mr. Atkins does go to Berlin, I hope he will take Kluck with him, not necessarily for publication, but as a guarantee of good faith.—London Opinion.

THE WAR

IS ILLUSTRATING THE VALUE OF OIL to an extent which was never anticipated. Indeed its importance is the one outstanding feature of the times. It has become next only to food, the prime necessity in this great campaign. Without it tens of thousands of motor cars, traction engines and innumerable air fleets would be paralyzed. It is this fact which has led the British Government to place an embargo on all supplies within the Empire, and it is the impending scarcity of petrol within the German ranks, through the Russian conquest of Galicia, which is now occasioning the Kaiser and his staff such anxiety. Oil lands must become increasingly valuable and the only oil-lands in the Flathead which have shown results as yet and which have secured the endorsation of the highest experts are those belonging to

The B. C. Oil & Coal Development Company, Limited

Head Office 508 Union Bank Building, VICTORIA, B.C.

65,000 CHOCOLATE BARS

William Neilson Limited, Toronto, offered to supply the Government with 65,000 bars of chocolate, for use in whatever manner the Government should choose.

This offer has been gratefully accepted by the Minister of Militia, Colonel Sam Hughes, and the chocolate is to be shipped to Valcartier, and from there will be transhipped with the Canadian Commissariat to Europe.

The several hundred members of the staff of William Neilson Limited, have also donated one full day's pay to the Canadian Red Cross Fund.

Ore receipts at the Consolidated Company's smelting works, at Trail, for week ended September 3, were 8,623 tons, and for week ended September 10, 7,951 tons. The fortnight's total of 16,574 tons. Rossland mines shipped 13,130 tons, East Kootenay lead mines 2,362 tons, Ainsworth mines 422 tons, Republic (Washington) mines 1,411 tons, Nelson mines 184 tons, and the remaining 64 tons was from Slocan and Boundary mines. More ore was received at Trail from Rossland and East Kootenay mines during the last six weeks than during any other similar period of this year.

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WATERS
THORPE & Co LTD
VANCOUVER & VICTORIA

An Opportunity

To trade in to advantage your old Sad Iron—any old Sad Iron—on the purchase of an efficient—up-to-date Electric Iron—one guaranteed for ten years.

Bring in your old Iron, together with $2.50 and we will hand you a splendid latest model Electric Iron.

B. C. ELECTRIC

Cor. Fort and Langley Streets.

London Gossip

Supplied Specially to The Week by the International News Correspondence Service, Ltd., Goschen Building, Henrietta Street, Covent Garden, London, England.

Sea-Power in the Mediterranean

It may be taken as an indication of e comparative safety with which yages may be made to the Mediterranean ports, and even so far as Arabia, that the Government authorities have informed certain institutions here that there is no reason why mbers of missionaries who have en home on leave should not return their duties. Nor is this all, for e institutions referred to have also en given to understand that no obtion will be offered to the execun of plans prepared before the mmencement of hostilities for the ening of new stations which might ly be considered within the danger ne if there were any possibility of uble among the Mohammedan oples.

Mechanical Toy Famine

One department of the toy trade in ich there is an actual famine is at devoted to mechanical toys, ich have hitherto been procured in rt from Germany, in part from ance. There can be no doubt of e reality of the demand for the pply of the shilling or half-crown otor-car and monoplane, transport gon and siege gun, submarine and motive, portable bridge and amlance and other warlike toys. Overas buyers are clamouring for ristmas stocks, and the impression ined from enquiry among the deals is that Birmgingham may not be le to meet the immediate demand time.

efugees and the London Servant

The one thing that mars the welme London is giving to the Belan refugees is the belief cherished many housewives that this migraon is going to solve the domestic rvant problem and supply them with heap labour. They besiege all the nown shelters and depots with reuests for Belgian girls, sometimes aying quite frankly that of course ey would not expect to pay as uch as for an English maid, or me in the guise of charity to offer ard and lodging in return for serces, lamenting that this is all the lp they can give. Probably few of ese mistresses realize that most of e girls are of the peasant class, that ey speak only Flemish, and that it uld be extremely difficult to direct em in the ways of a strange household. The committee members noways are distracted between a desire weigh the advantages of the homes fered, to protect the English serant—for there are stories of Engsh girls being dismissed to make ay for Belgians—and to place their fugees comfortably. Many, of urse, are now in situations, and ey have been glad to put the whole atter into the hands of the Young omen's Christian Association. As n offset to these self-interested ofers it may be said that Londoners ave also an overwhelming desire to efriend Belgian babies. They picture e shelters filled with motherless inants, and requests pour in by the lozen for "a Belgian baby," age, ex and appearance specifically statd, "to be sent to above address by eturn." "They seem to think we eep an unlimited supply of all sorts nd sizes," said one secretary, "and re deeply hurt when we have to say here is no baby to send."

The Land of Bachelors

England is the land of bachelors, o there is plenty of material for our "new army" without any of the married men. Indeed, we could safely exempt not only the married, but the betrothed, and still raise an army of 500,000 men, assuming, as we surely may, that only one man in two between the ages of 20 and 35 is physically fit. One works it out in this way. In England and Wales alone there are four and a half million men between the ages of 20 and 35, and over two and a half million of them are bachelors. To give the round figures, between the ages of 20 and 25 there are 1,275,000 bachelors to 275,000 married men, from 25 to 30 there are 750,00 bachelors to 750,000 married men (half and half), and from 30 to 35 there are 375,000 bachelors to 1,000,000 married men. This gives us our total of two and a quarter million bachelors of all recruitable ages in England and Wales alone. It remains to show that there are a million bachelors who are not engaged to be married (or rather who are certain not to marry, for the number not engaged to be married must be larger). Between 20 and 25, naturally, most men are bachelors; to be exact, five out of six are unmarried. Between the ages of 20 and 30 one man in two is a bachelor. Between 30 and 35 one man in four is a bachelor. Between 35 and 40 one man in five is a bachelor, between 40 and 45 one in seven, and between 45 and 50 one in eight. One may consider that men who are still unmarried between 35 and 40 are pretty confirmed bachelors, so one may take it that one-fifth of the total male poulation has no intention or expectation of marrying. This gives us over 800,000 bachelors who are likely to remain bachelors. Assuming half of them to be physically fit, that gives us 400,000 men. The remaining 100,000 could be thrown in by Scotland and Ireland, representing the proportion of their population to that of England and Wales.

New Names For Old

I have been looking at a recently published list of persons with German names who have changed them to English ones. It is interesting to note the choice of surname that is made in these circumstances. Some choose a name approximately to a translation of their original name. Thus August Christian Ludwig Koenig takes the name of Kingsley. Others take an English name with a little resemblance to their own. Three people with the name of Crailsheim take the name of Crailsham, Charles Wagner becomes Charles Warner, Hermann Steineke has taken the name of Henry Stanley, and Bernard Weiler becomes Bernard Welby and Julian James Schnitzler, Julian James Sinclair. It seems unusual for persons adopting new names to change their original initials. To do so would be very uneconomical, as was illustrated by the case of the two artists of the same name. The artist who thought himself the more famous considered it a grievance that the other artist might gather some of his fame, so he came all the way to the North to tell him that he must change his name. The Northern artist was out, but his wife was at home, and to her he stated his complaint eloquently and at length, and appealed to her as a resonable women to get her husband to do the right thing. She listened to the end, and then took the important artist to the back of the house and pointed out all the linen hung out today, it being washing day. She then told him he could say what he liked, but if he thought that she was going to re-mark all that linen he was properly mistaken. The artist came home without a word.

Belgian Soldier's Grim Toast

I met two Belgian soldiers in London tonight. They are here on military business, though one of them was wounded. Both were volunteers and men of good position and education, who had received their baptism of fire at Tirlemont. They did not speak much about the actual fighting, but their bitterness against the German "butchers" found expression when Louvain, Malines, and Liege were mentioned. "In all Belgium," one said, with tears in his eyes, "we have only Antwerp, Brussels, Ostend and Bruges left. The rest is 'desole et ruine.' " He prayed that all the nations of Europe might combine "to blot out every German soldier," and over a glass of wine the toast, of course, which he uttered with grave earnestness was "A la Mort de Guillaume."

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This splendidly equipped **Model Hostelry** is situate in the prettiest part of the Saanich Peninsula within 40 minutes' ride of Victoria by motor car or the Interurban Railway.

A charming resort for a restful holiday or week-end visit.

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is not only the purest in its crude state, but is subjected to such a refining process as to give it the premier place with particular Motorists everywhere.

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ALL the little fixings for your auto or motor in stock.

We can satisfy you in service and price.

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SYNOPSIS OF COAL MINING REGULATIONS.

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

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

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

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

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

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

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

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

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

march 22

WATER NOTICE

APPLICATION for a licence to take and use water will be made under the "Water Act" of British Columbia, as follows:

1. The name of the applicant is Alex. Gillespie.

2. The address of the applicant is East Sooke, B. C.

3. The name of the stream is Unnamed Creek.

The stream has its source in Mount MacGuire, flows in a Northeasterly direction, and empties into Sooke Harbour on Section 92, Sooke.

4. The water is to be diverted from the stream on the Westerly side, about 7 chains from Easterly Bdy, Section 110.

5. The purpose for which the water will be used is domestic.

6. The land on which the water is to be used is described as follows:—

Section 110, Sooke, B. C.

7. The quantity of water applied for is as follows: 2,000 gallons per day.

8. This notice was posted on the ground on the 28th day of July, 1914.

9. A copy of this notice and an application pursuant thereto and to the requirements of the "Water Act" will be filed in the office of the Water Recorder at Victoria. Objections may be filed with the said Water Recorder, or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B. C.

ALEX. GILLESPIE, Applicant.

Oct. 3 Oct. 24

NOTICE TO CONTRACTORS

Court House at Duncan, B. C.

SEALED TENDERS, superscribed "Tender for Court House, Duncan," will e received by the Honourable the Minster of Public Works up to noon of Tuesday, the 3rd day of November, 914, for the erection and completion of Court House at Duncan, B. C.

Plans, specifications, contract, and orms of tender may be seen on and fter the 14th day of October, 1914, at he offices of Maitland-Dougall, Governent Agent, Duncan; J. Mahony, Govrnment Agent, Court House, Vancouver, . C.; and the Department of Public Vorks, Victoria, B. C.

Intending tenderers can obtain one opy of plans and specifications by aplying to the undersigned, together /ith a deposit of twenty-five (25) dollars, which will be refunded on their eturn in good order.

Each proposal must be accompanied y an accepted cheque or certificate of eposit on a chartered bank of Canada, made payable to the Honourable the Minister of Public Works, for a sum qual to 10 per cent. of tender, which hall be forfeited if the party tendering decline to enter into contract when called upon to do so, or if he fail to omplete the work contracted for. The heques or certificates of deposit of unuccessful tenders will be returned to hem upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied, signed with the actual signature of the tenderer, and enclosed in the nevelopes furnished.

The lowest or any tender not necessarily accepted.

Deputy Minister and Public Works Engineer, Department of Public Works.

Victoria, B. C., 13th October, 1914.

Oct. 17—31

NOTICE TO CREDITORS

Under the "Creditors Trust Deeds Act"

TAKE NOTICE that I, the Assignee of Violet Lillian Butcher, carrying on the business as "Central Garage" at 831 View Street, Victoria, propose to proceed to a distribution of the assets of the above estate among the creditors who have proved their claims on or before the 1st day of November, 1914.

AND FURTHER TAKE NOTICE that all persons having claims against the said estate and who have not already filed same are required to deliver the same, duly verified, to me on or before the said 1st day of November, 1914, and that in proceeding to distribute the estate I shall have regard only to claims that have been so duly filed and proved.

My place of business is 1107 Langley Street, Victoria, B. C.

DATED this 28th day of September, 1914.

VINCENT C. MARTIN Assignee.
By Jackson & Baker,
His Solicitors.

Oct. 3 Oct 24

LAND REGISTRY ACT

IN THE MATTER of an Application for a fresh Certificate of Title to part (3 acres) of northwest 1-4 of the southeast 1-4, and of the northeast 1-4 of the southwest 1-4 of Section 14, Mayne Island, B. C.

NOTICE is hereby given of my intention at the expiration of one calendar month from the first publication hereof to issue a fresh Certificate of Title issued to James Ashton Bowker on the 6th day of December, 1904, and numbered 10657 C, which has been lost.

DATED at the Land Registry Office, Victoria, British Columbia, this 13th day of October, 1914.

S. Y. WOOTTON,
Registrar General of Titles.

Oct. 17 Nov. 14

LAND REGISTRY ACT

IN THE MATTER of an Application for a fresh Certificate of Indefeasible Title to Lot 7, Block "A." of part of Section 16, Victoria District. Map 851.

NOTICE IS HEREBY GIVEN of my intention at the expiration of one calendar month from the first publication hereof to issue a fresh Certificate of Indefeasible Title in lieu of the Certificate of Indefeasible Title issued to E. Hart Nichols and David S. McCutcheon on the 22nd day of November, 1912, and numbered 3507, which has been lost.

DATED at the Land Registry Office, Victoria, B. C., this 23rd day of September, 1914.

S. Y. WOOTTON,
Register General of Titles.

Sept. 26 Oct. 24

At The Street Corner

BY THE LOUNGER

IN SPITE of the poet's insinuation that a name is but a small thing and that Smith and Brown are every bit as good as Jones and Robinson, I venture to believe that more petty trouble arises from mistakes made with regard to names than from any other cause. I am not considering the trouble which is created when Smith in a moment of cheerful aberration signs Jones' name at the bottom of a cheque, neither do I refer to the unpleasantness which springs from the careless confounding by Brown of Robinson's name in connection with a scandal in high life. I am influenced merely by the trivial annoyances which are caused in everyday life by the liability of the party of the first part to be unable to put a name to the party of the second part.

*

This is one of the commonest failings of the present day, but none the less irritating on that account. I do not know whether it is more annoying to stand and talk for half an hour with a man whom one ought to know and whom one does know, but cannot "place," or to find that one's vis-a-vis has been "pulling up" the same "bluff." I know from personal experience what I suffer in the former respect. If I remember a name I forget the face which goes with it; if the face is familiar the name is more often than not a missing quantity, while I shudder to think of the number of unfamiliar faces with absolutely no name attached, which smilingly greet me every day of my life.

*

These reflections are induced by a visit I received this week from a personage. Manner, dress and bearing pointed in a moment to the vast difference which exists between the person and the personage, and I realized instinctively that I was standing within the shadow of a Presence. Unfortunately for me the Presence was nameless, but was afflicted with no suspicion that this was the case. The nature of the business which brought my visitor to the office was such that an admission of my ignorance would have been the grossest insult and I was constrained to terminate the interview without obtaining the all-important name. Of course I had other means at my disposal for acquiring the information and I now know who my visitor was, but the diplomatic use of a visiting-card would have saved me much inward perturbation of spirit and would have avoided the possibility of an awkward mistake in connection with the business referred to.

*

There is a moral to this little story which is not an indictment of pride and self sufficiency but a plea for the weaker brethren with bad eyes and short memories. The adage has it that more people know Tom Fool than Tom Fool knows, and this is particularly true when Tom Fool goes home with the milk and that nobody has seen him. As a matter of fact, however, Tom Fool is inclined to believe that everybody who has once met him will remember him his name ever afterwards, and the further he emerges from the "Tom Fool" class into the lime-light occupied by personages and presences the more inclined he is to become fixed in this blief. And that, of course, is just where he makes his mistake.

*

Closely allied with this same vexed question of names is the infinitely more perilous question of ages. A woman may possibly forgive you if you forget that she spells her name with a "y" and an "e", but she can never take you back into the fold if you are so unlucky as to remember that her birth was mentioned in The Colonist's "Fifty years ago today." Now the writers on the daily papers must be perfectly aware of this peculiar trait in human nature, and yet we find reporters day after day, when recounting some incident in child life, starting their paragraphs with some such expression as "Four year old Daisy Black was yesterday the victim of a serious accident." For the following twenty years Daisy Black holds her head high above her fellows because her name was in print, but after that time she avoids the eye of the ardent swain who read the papers when she was a little girl.

*

What I am anxious to know, however, is when the age limit is reached according to reportorial standards I do not remember ever having seen a paragraph commencing "Seventy-five year old Mr. Black was yesterday prostrated by his enemy, the gout," for instance, but one does occasionally see an article, and an illustrated article at that, detailing how Mr. and Mrs. Snooks have achieved the ripe old age of 107. It appears therefore that you may mention the age of a child and you may refer to the age of a centenarian and in each case the allusion is taken as complimentary, but the age of the average citizen is a sacred trust to be referred to only after death or when he has achieved Parliamentary honours—in the case of a lady even death does not excuse the break.

*

I think that on the whole I may be said to love my fellow man. There are, however, occasions when my love is sorely tried, and at the moment of writing my soul is filled with with indignation, and my blood is steadily rising above boiling point. The reason is to be found in the "cussedness" of Victorians who will flock to a whirlwind sale in order to save a cent or so on the dollar, and will economizing (a bad habit, and one which I should like to correct) and for the most part are refraining from making purchases. Comes a sale advertising something for nothing, and the good people of Victoria flock to the temporarily hired doors and spend their good cash there instead of patronizing the men who pay store rent all the year round. I don't think this is a "square deal." We all ought to spend as much money as we can possibly afford these days, but we ought to spend it with "our ain folk."

*

Now for a true story concerning unemployment. some months ago a couple of labouring men called at this office with a "hard luck" story, hoping to get immediate relief and an introduction to work. The former request was granted, and since then one of the men has been a pretty constant visitor, so constant that his story has been getting a nuisance. This week he came up and interviewed me again on the subject. Now, as you all know, money is scarce and there is precious little money floating round a weekly newspaper office, even at the best of times, and I was tired of being victimized. So I put the matter to him fair and square and told him that at the moment I had in my pocket exactly thirty cents. Was he downhearted? Not he. Like a flash he said, "Will you go halves?" When I refused and refused expletively, he merely remarked that his motto in life was "Halves." I wonder whether in the days of his prosperity, if ever they come, he will be prepared to go halves with the

Lounger.

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Subscribe to Victoria Patriotic Fund.

Madame Elise
MODES
On Saturday next, October 25th, all $9.50 Models will be sold at $4.50, also smart little velvet hats, $6.50 for $3.95. Do not miss this splendid offering in Fall Milinery.
Phone 3119 738 Fort St.

CANADIAN PACIFIC RAILWAY COMPANY
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Imperial Limited train No. 2 leaves Vancouver daily at 6:45 p. m. for Montreal, carrying Compartment-Observation cars. Standard and Tourist Sleepers, Diningcar and Coaches, through cars to Calgary, Winnipeg and Montreal.

Toronto Express, train No. 4, leaves Vancouver daily at 8:30 a.m. for Toronto, carrying Drawing Room Compartment-Observation cars, Standard and Tourist Sleepers, Dining car and Day Coaches.

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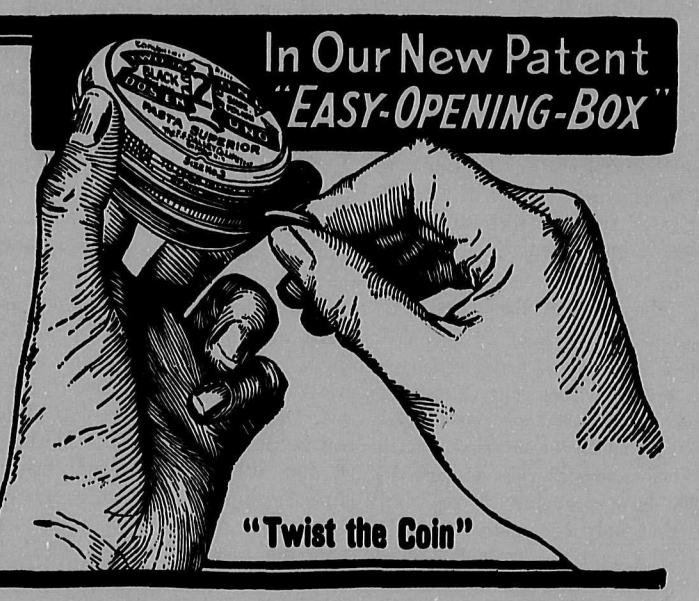

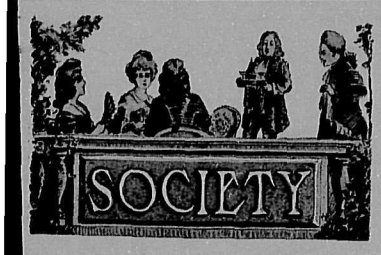

Mrs. Ralpe Berrill is leaving for urope, and as a graduate of Albany ity Hospital, she will go to the front nder the Red Cross. Her husband, r. Berrill, of Elliott's Horse, will so go on active service.

*

Mr. and Mrs. H. de M. Mellin left Thursday for England. Mr. Mellin ill apply to rejoin the army for tive service.

*

The many friends of Mrs. Pember- n (sen.) will be glad to learn of r safe arrival from England on ctober 19th.

*

Mrs. Gerald Nunn, wife of Staff- rgeon Nunn, of H.M.S. Neptune, turned yesterday from the British les, and will remain with her par- ts, Mr. and Mrs. P. R. Brown, Old squimalt Road, for the winter.

*

Rear-Admiral Story has arrived at squimalt to assume command of the rt and Drydocks.

*

There will be a Grand Military ournament at the Willows this after- on, in which the officers and men the Fusiliers, 50th Gordon High- nders, the B. C. Horse, the 5th Regi- ent and other units will participate.

*

Rev. Dr. H. N. McLean, pastor of . Paul's Presbyterian Church, of- iated at a pretty home wedding on onday afternoon, when Beatrice, ughter of Mrs. M. Bell, of Stanley oad, Esquimalt, and Ormond F. nderson, son of Capt. F. Anderson, 2314 Cook Street, were joined in arriage. The bride, who was given way by her brother, Mr. H. R. Bell, as prettily attired in white satin nd carried a bouquet of roses and lies of the valley. Her bridesmaid, iss Tessie Belleau, wore a white and range dress and carried white and ellow chrysanthemums. Mr. Frank nderson acted as best man. The ride's traveling costume was of rune-colored crepe cloth. After heir visit to different points of in- erest on Vancouver Island, the hap- y couple will reside at 2730 Rose- erry Street.

*

Miss Dunsmuir is at present the uest of Mrs. W. F. Brougham, of horley Park, Vancouver.

*

Mr. Charles Bernard, a prominent nd well known barrister of Calgary, spending some time in town and is gistered at the Empress Hotel.

*

Mrs. Hickman Tye has returned om Germany, where she has been pending the past six months.

*

Mrs. O. Merredith Jones and her aughters have returned from a long isit in England.

*

Miss Hudson will be the guest of er Aunt, Mrs. Fowler, Foul Bay, for everal months before returning to er home in England.

*

Among the recent Victorians ar- iving from England during the past week were Dr. Roderick Fraser, Mrs. Fraser and family.

*

Mrs. Stanley Wheatley, Jubilee Avenue, gave a very jolly house dance n Tuesday evening in honour of her son, Mr. Talbot S. Wheatley, who is shortly leaving for the front with the B. C. Horse. The invited guests were Mrs. Proctor, Mrs. Devlin, Miss Hud- son (England), Miss Foggo, Miss Bagshaw, Miss Fort, the Misses Na- tion, the Misses Grace and Isabel Monteith, Miss Nash, the Misses Meredith, Miss Bowker, Miss Fraser, Miss Proctor, Miss Martin, Miss Ver- rindu and Messrs. Powley, Carstairs, Fort, Burdick, Proctor, Nation, Pol- lard, Trueman, Tees, Drake, Steck- poole, Lamb, North, Scott, Meredith, Nash and Baxter.

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Our Great Anniversary Sale Now Proceeding

Ladies' Suits, Coats, Silk Dresses and Skirts

AT REDUCED PRICES

Smart Skirts at a Big Saving

Materials are black and navy serges, tweeds and wool broche. They are made in plain styles, some with tunic effect. Colors include black, navy, mahogany, grey and pepper. Sale price is $4.65

Special in Ladies' Gloves

Ladies' Gloves in a beautiful doe finish. These Gloves have broad, self-colored stitching on the back, and are made to fasten with two-dome fasteners. Colors to choose from are white, black, tan, grey, navy and champagne. Sizes 5½ to 7½. Price, per pair.....35c

Extraordinary Sale of Modart Corsets

A few odd lines of this famous front laced corset to clear out at this price. Regular values to $13.50. Sale price, per pair $3.75

Special Sale of Ladies' Footwear

Ladies' Button and Lace Boots, made by the famous Dorothy Dodd Shoe Company. Sale price, per pair.....$3.35

Ladies' Satin Pumps in delicate evening colors. Regular $4.00 to $5.00. Sale price, per pair $3.35

Dorothy Dodd Boots in small sizes only. Regular $6.50 per pair. Sale price, pair, $3.95

Turkish Towels

Fine Brown and Red Turkish Towels. Sale prices up from, per pair 30c

Three Special Values in Dainty Neckwear

This lot includes the new Lily collars, neck frills and fichus. Regular values to 75c. Sale price 35c
Regular values to $1.00. Sale price 50c
Regular values to $1.75. Sale price 75c

A large shipment of Gordon's Special Corset has arrived and we can now fit you in all sizes. Price, pair.....$1.50

BUY A

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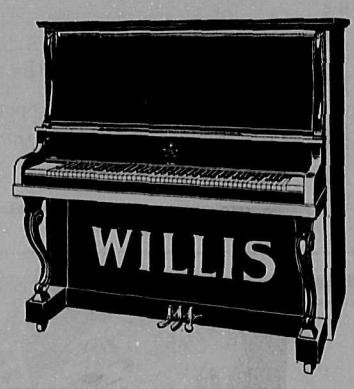

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We have lately received a carload of these famous instruments, and to help keep the factory running full time, we have placed an order for another car for November. We will, this month, give special prices and terms on all new and second-hand instruments. Intending purchasers are invited to visit our warerooms and examine these instruments.

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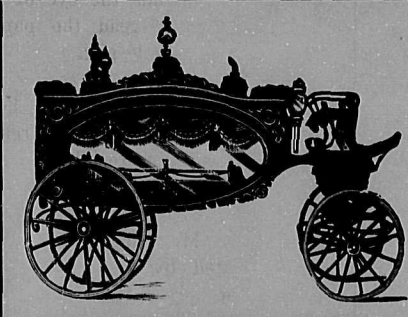

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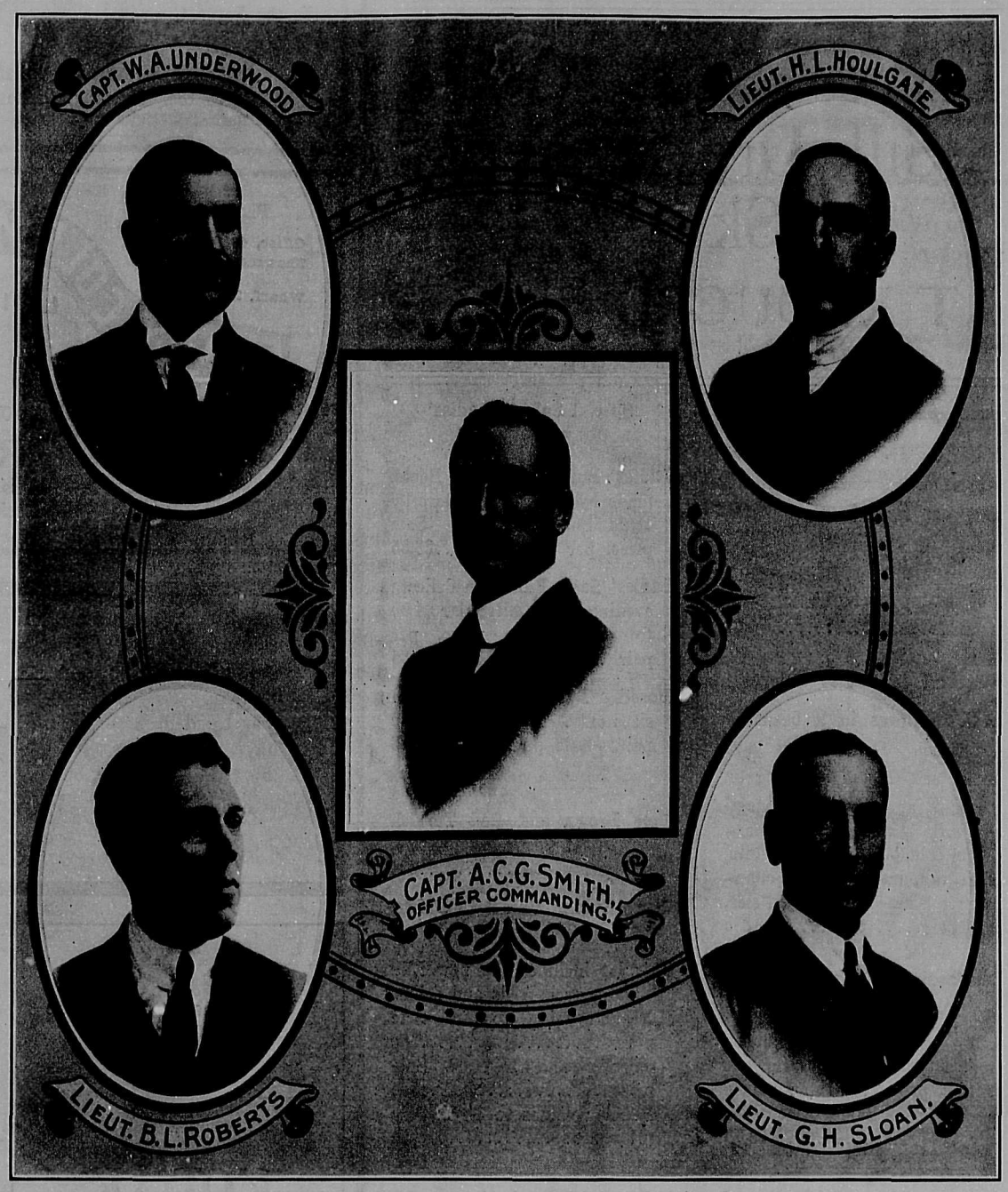

—Photo by Savannah.

The Officers of "Elliott's Horse" Just Preparing to Leave for the Front.

Capt. A. C. G. Smith.—Captain's Certificate Regular Mounted Infantry, under Gen. Hutton and Gen. Alderson, North Camp, Aldershot School of Mounted Infantry. S. A. Colour Sergeant and later R.S.M. No. 1 Company C.I.V.M.I. Later Second in Command "Queen's West M.I. Co. Decorations, Queen's" four clasps.

Capt. W. A. C. Underwood.—Lieut. Reserve of Officers. Decorations, S. A. "Queen's" four clasps, "King's" two.

Lieut. H. L. Houlgate.—Canadian Mounted Rifles, Intelligence Staff, South Africa, attached R. I. Rifles. Political Officer Northern Nigeria. Decorations, S. A. "Queen's" medal, 5 clasps, "King's" 1.

Lieut. B. L. Roberts—First Imperial Light Horse (wounded). Decorations, S. A. "Queen's" 5 clasps, "King's" 2. Also Basutoland Rebellion.

Lieut. G. H. Sloan.—Captain Legion of Frontiersmen, Vancouver, Royal Scots Greys, Lanarkshire, F. A., Toronto Light Horse, 13th Royal Regt. Infantry. Two years C.A.S. Corps. Decorations, S. A. "Queen's" 6 clasps, "King's" 2.

Z. M. Hamilton.—Organizing staff, Victoria, B. C.

William Miller.—Indian Frontier medal, South Africa King's and Queen's medals, Mexico Madero medal.

J. Holt.—First K. R. R., South Africa King's and Queen's medals.

Walter Adye.—Wiltshire Regiment, Indian Frontier.

B. Hill.—13th Hussars, South Africa Queen's medal.

G. F. Griffin.—Border Regt., King's and Queen's South Africa.

F. Tomlinson.—R.A.M.C. South Africa Queen's.

Geo. Brackenrig.—Australian Bushmen, South Africa Queen's medal.

H. W. Muir.—South African Constabulary, Queen's.

J. Mellen.—Imperial Yeomanry.

Jos. Crump.—Royal Horse Artillery, South Africa King's and Queen's medals.

G. Sargeant.—18th Hussars, South Africa King's and Queen's medals.

T. A. Sargood.—Queensland Imperial Bushmen, South Africa Queen's medal.

A. Tait.—Scottish Horse, South Africa Queen's medal.

W. K. Walker.—3rd Border Regt., South Africa, Queen's medal.

R. J. Bachus.—15th Light Horse, Calgary.

G. W. Gorham.—Cape Mounted Rifles, South Africa King's and Queen's medals.

H. L. Gracey.—2nd Life Guards, South Africa King's and Queen's medals and Zulu Rebellion, 1906, medal.

J. Bowen.—16th Lancers, South Africa Queen's and King's medals.

F. C. Brewer.—Imperial Light Horse, South Africa Queen's and King's medals.

J. Howe.—Imperial Yeomanry, South Africa Queen's medal.

H. W. Moore.—Norfolk Regt., South Africa Queen's and King's medals.

F. Lehfeldt.—Imperial Yeomanry.

A. Lawford.—U. S. Cavalry, Ceylon M. R.

A. Murdoch.—Imperial Yeomanry, South Africa Queen's.

P. J. Kenyon.—Rhodesian Regt., Matabele Medal, South Africa Queen's and King's medals.

G. W. Munyard.—East Kent Regt., South Africa Queen's.

A. A. Johnson.—Pagets Horse, South Africa Queen's and King's medals.

J. Watt.—Royal Garrison Artillery, Boxer Rebellion medal.

A. Wright.—16th Lancers, South Africa King's and Queen's medals.

Edw. Boot.—Royal Field Artillery, South Africa Queen's and King's medals.

L. H. Boyce.—Imperial Yeomanry, South Africa Queen's medal.

J. T. Sperry.—Sherwood Forester, South Africa Queen's and King's medals.

Chas. Scott.—First Life Guards, Natal Police, Coronation Medal, South Africa Queen's medal, Zulu Rebellion, 1906, medal.

A. Butler.—Canadian M.R., South Africa Queen's and King's medals.

W. H. Johnson-Caple.—Australian Imperial Bushmen, South Africa Queen's and King's.

T. B. Steele.—First King's Dragoon Guards, South Africa Queen's medal.

G. Camden.—Imperial Yeomanry, South Africa Queen's medal.

E. P. Waldo.—Munster Fusiliers, South Africa Queen's.

Allan Robertson.—New Zealand M.R., South Africa Queen's medal.

B. M. Brown.—Imperial Yeomanry, South Africa Queen's medal.

J. Tabbernor.—21st Lancers, South Africa Queen's medal.

A. P. Reynolds.—8th Hussars, South Africa Queen's and King's.

W. Hickey.—17th Lancers, South Africa King's and Queen's.

E. Hyde.—15th Hussars, Indian Frontier medal.

G. Woodhouse.—Imperial Yeomanry, Mexico.

W. R. MacDonald.—Seaforth Highlanders, South Africa Queen's.

F. A. Tasker.—South African Light Horse, Queen's medal.

O. B. Lowenstern.—Australian M. I., South Africa Queen's medal.

T. G. Powell.—Rhodesian Regt., Matabele medal, South Africa Queen's medal.

C. M. Randall.—Buffs Regt., Mexico.

Robt. Lowe.—Royal Horse Guards.

A. E. Robinson.—Imperial Light Horse, South Africa Queen's and King's medals.

W. Reeder.—Royal West Kent, South Africa Queen's and King's.

R. E. Dare.—Northumberland Fusiliers, Egyptian medal, Khedive medal, South Africa Queen's and King's.

H. Haggerty.—Natal Caribineers, South Africa Queen's medal, Zulu *Rebellion, 1906, medal.*

J. Christie.—Royal Engineers, South Africa Queen's and King's.

A. D. Radford.—Lumsdens Horse, South Africa Queen's medal.

M. M. Gibson.—Queen's Own Rifles and 97th Algonca Rifles.

A. Leslie.—South African Light Horse, Queen's and King's medals.

A. Cross.—Imperial Yeomanry, Queen's and King's medals.

W. A. Burnett.—South African Constabulary, Queen's medal.

R. A. Heffron.—16th Lancers, South Africa Queen's medal.

J. O'Donovan.—4th Dragoon Guards.

C. Jenkinson.—Imperial Yeomanry.

G. T. Bell.—Imperial Yeomanry, South Africa Queen's medal.

P. B. Woodford.—Imperial Yeomanry, South Africa Queen's medal.

A. K. Cape.—Cape M.R., South Africa Queen's medal.

J. Maitland.—Scots Greys, South Africa Queen's and King's medals.

R. Berrill.—Orderly Room Sergeant.

A. McNamara.—Special Certificates.

J. De la Mothe.—Special Certificates.

J. Gibson.—Special Certificates.