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LEGISLATIVE LIBRARY JUN 29 1914 VICTORIA, B.C.

Strong Speech by H. H. Stevens on Hindu Problem

Villa Defeats the Federals in a Four Days Battle---Captures Zacatecas and Opens Way to Mexico City

Conspiracy of Silence in Eastern Press Re Developments in Alberta

Legislative Assembly

BRIDGE CONTRACT MUST COME TO LOCAL SHOPS

The Board of Directors of the Burrard Inlet Tunnel and Bridge Company held a meeting yesterday (Wednesday) lasting some six hours, without reaching a final decision as to the awarding of a contract.

A strong effort was made by Councillor Bridgeman, seconded by Councillor Loutet, to exclude the public during the reading of the Engineer's report. On a vote, these gentlemen were reinforced by Mayor Irwin and Ald. Vance of North Vancouver, who also wished the public excluded. Mayor Baxter, Ald. Woodside, Reeve May and Reeve Lawson voted for a public hearing, and the Hon. Carter Cotton, by a casting vote, allowed the public and press to remain.

It seems strange that the four gentlemen first above named, and who have been reported as favoring an award to an Eastern bidder, should want to keep these reports secret, while the members of the Board who have expressed themselves so often and so strongly in favor of the local manufacturers, are more than anxious for the public and press to know all that transpires. Reeve May of North Vancouver made some very trenchant remarks condemning any attempt at Star Chamber methods, and expressing his strong desire for the public to know everything that transpired in connection with this matter, which was a purely public one.

The report as read strongly favored an Eastern bidder, and lengthily condemned the design of the local tenderers. In this regard it might be said that those responsible for this report seem to have gone too far, thereby defeating their own object; it being apparent even to the lay mind, that an unbiased report could hardly find one design all good and another all bad.

Mr. Turner is an experienced bridge engineer of recognized and undoubted ability, and the local manufacturers associated with Mr. Turner in his bid stand so highly in the Province that it is impossible for a fair-minded person to accept without question a report that seems so strongly biased. That no action was taken at this meeting proves conclusively that a majority of the Directors took this view, and undoubtedly the merits or demerits of the Turner design will be exhaustively gone into before a decision is reached.

In this regard, the Directors are to be strongly commended for their sound common sense and business acumen in not allowing themselves to be misled into making a hasty award that would send this work out of the Province.

Alderman Woodside, chairman of the Bridge Committee of the Vancouver City Council, has considerable experience in these matters, and no doubt readily recognized the triviality of many of the objections raised against the Turner design. Mayor Baxter's principles as to the support of home industries are so clearly defined that he can be depended upon to fight strenuously for anything that will put business into our local shops and find work for our idle men.

Reeve May, who has held office almost continuously for twenty-five years, is perhaps the best known and highly thought of public man on the North Shore, and with his large interests, which are concentrated right in the Municipality of North Vancouver, and with the feeling of the obligation he owes to the people who have so many times elected him, there is no doubt that he will adhere consistently in the course that is for the benefit of the people of British Columbia.

Reeve Lawson, of West Vancouver, is also a very practical man, and it is not easy to deceive him with technical trivialities, or to mislead him as to the true values of the designs before the Board, and he is too loyal a supporter of Greater Vancouver and her industries to support any action that would tend to send a job of this magnitude to the East, thereby proclaiming our lack of faith in our own industries.

With such men as these on the Board, and with the Hon. A. L. Carter-Cotton (whose high repute during a long public career is unquestioned) as chairman, the public can rest assured of fair play for the home industries, and that the interests of the people of this Province will be absolutely safe-guarded.

The Manufacturers' Association has been very active in this bridge matter, and has effectively disposed of many of the ridiculous reports circulated to the detriment of the local firms by those

(Continued Page 5)

THE BARAMBA MINING CO.

The Western Call has sent a representative to this property, which is being so strongly advertised on back page, and he will report fully on visit in next issue. The development of such properties almost at our doors must mean a great deal for Vancouver.

KITCHENER OF KHARTOUM

This week Kitchener of Kartoum celebrates his 64th birthday, and the honor conferred upon him by the King fittingly represents the feelings of the Empire towards the famous Field Marshal.

The Conspiracy of Silence

At a meeting of the directors of the Calgary Petroleum Products Company, it was estimated that the output of oil at the company's well was not less than 250 barrels per day. At $9 per barrel this would mean a revenue of $2,250 per day.. The salvage of the gasoline from gas, the feasibility of which has been demonstrated by the machinery now in operation at the well, will result in a revenue of not less than $1,000 per day, or a total of both oil and gas of $3,250 every 24 hours, or $1,186,250 per annum.

It will be freely conceded that the above facts point to a situation in Alberta, as regards future devlopment, that will dwarf all stories of oil attainments in any field as yet exploited. Yet with this situation known and vouched for by the most noted oil experts in the world the Eastern Canadian and the American press keep up a silence that, in view of the news features offered alone, amounts virtually to a conspiracy against the West.

Some time ago the States took from two to three million dollars out of B. C. over the California oil boom. Not a word was hinted over wild catting and restricting the mails to promoters.

But now when a field is being opened up in Western Canada that gives evidences of stores of oily wealth that would make Aladin green with envy the East—Canadian and American—close the columns of their press to all mention of the situation. Alderman Frost took a barrel of Dingman oil to Toronto and forced the Globe to a grudging admission of some possibilities. This matter is serious enough for the West to sit up and take notice.

Late Dispatches

El Paso, Texas, June 25.—After a four days' battle, perhaps the most desperate of the war, the Constitutionalists took Zacatecas' the Federal stronghold, barring the way to Mexico City. Villa led his forces in person, with conspicuous bravery, five members ofhis staff accompanying him, being wounded. The next point of attack will be Aguas Calientes, almost due south to which the Federals have retreated.

Ottawa, June 25.—Serious hitch in issue of C. N. R. guaranteed bonds for $45,000,000.

London, June 25.—Govt. majority on the Finance Bill reduced to 38. Labor party declines to vote. O'Brien party votes with Opposition. Joe Martin and several other Liberals abstain from voting. One Liberal, Sir Luke White, votes with opposition.

Washington, D. C., June 25.—President Wilson addressing a party of Virginia editors, predicted the country was on the verge of a great business revival.

The Fire-Fiend

Revelstoke, B. C., June 25.—Half a block in the heart of the business section of the city is in ruins. Fire started in the rear of the London Chop house, and at one time assumed threatening proportions. A calm night, a pltntiful water supply and an active fire brigade soon brought the fire under control.. No lives were lost.

Salem, Mass., June 25.—Half of city destroyed by fire. Loss $20,000,000. One thousand buildings, including a score of manufacturing plants, burnt. 10,000 people homeless. Block after block dynamited, but change of wind and breaking of large water main left firemen helpless.

H. H. STEVENS, M. P. ON HINDU QUESTION

Vancouver has spoken with no uncertain voice. The meeting called by Mayor Baxter for Tuesday night was one of the largest and perhaps the most representative ever held in Vancouver. On this question Vancouver is thoroughly united and unalternably opposed to Oriental immigration. In spite of a certain amount of excusable excitement the meeting was quite orderly and 40 or 50 Hindus showed their faith in British fair play and obedience to law and order by being present and voting in a body against the resolution calling for immediate deportation of the Hindus.

H. H. Stevens, M. P., was chief speaker of the evening, and his strong and unequivocal utterances demanding Oriental exclusion were met repeatedly with bursts of applause.

Mr. H. H. Stevens was given an enthusiastic reception when he rose to address the meeting. He said it was not a pleasant or congenial task that faced both him and the people of the province. The people of the province were a unit on the question. It vitally concerned every citizen in British Columbia and every citizen of Canada, and a stand must be made on Asiatic exclusion.

No Political Significance.

"I could approach the question we have come to discuss from many standpoints," he continued, "but I will try to be brief and to present a few facts on this perplexing problem. In the first place I am glad that the Mayor called this meeting, and secondly I want to emphasize that it has no political significance. It is not a political question. (Cheers.) I am not here as a member of any political party, but as the representative in Parliament of this city and as a Canadian citizen. Practically every citizen in British Columbia is in favor of the exclusion of Orientals. There may be a few exceptions but they demonstrate the wisdom of the majority.

"Briefly, we are faced with the question whether our country, which finds its highest exemplification under Anglo-Saxon ideals and British rule shall be maintained as a white country. We cannot allow indiscriminate immigration from the Orient and continue to build up the country along the lines laid down in the foundations of our national life. I cast no aspersions on the Asiatics, but we and they are distinct peoples. It is not a question of the relative merits of the two civilizations. The question is will the Oriental civilization assimilate in a satisfactory manner with the people of this country? I hold no immigration can be considered successful where it will not assimilate. That is the fundamental principle of successful and sought after immigration. You can look at it from the racial, economic or social sides and from any it would be disastrous to allow any large immigration of Asiatics.

Must Preserve Individuality

"In Canada we have seven and a half million people. We have undertaken the gigantic problem of building up a nation which will be of the highest credit to the peoples from which we spring. Any immigration allowed must aid in that work. In the Orient at our very door are eight hundred millions of people. Their civilization is distinct from ours and the least tremor of immigration from there would soon swamp us. No people or race can absorb seven times its number and preserve its individuality. If unrestricted immigrants from the Orient had been allowed in the past this province would have been swamped already.

"It is not so much a question of settling the country with the type of people we have here, it is a question of what type the people of the future in Canada is to be. It is a question of whether we as Canadian citizens are prepared to sacrifice the future for material benefits today. There are men who would willingly grow rich by paying low wages to these men from the Orient. They have no thought of lowering the standard of living by not giving a fair living wage. (Cheers.) I ask them to take thought of what may await their children and their grandchildren in the future. (Cheers.)

"Eastern Canada was settled with pioneers who went into the forest and had hewed out homes for themselves. They endured the hardships of pioneer life so that their descendants might have a better lot. Not so with the newcomers from Asia. They want to establish themselves in our larger cities and pluck the plums of our advanced civilization. (Applause.) They have never evinced any willingness to take any part in the frontier life of the country. Exclusion of the Asiatics is not a question of likes or dislikes but of national life or death," he declared amid cheers.

"The threat has been made," the speaker continued. "that if we refuse them entrance to this country that they will refuse Canadian workmen access to their land. When have we ever asked them to admit Canadian workmen? We cheerfully accord them the right to keep our labor out. (Cheers.)

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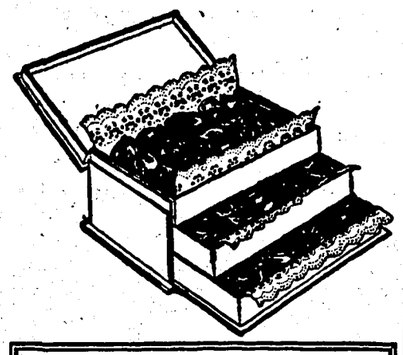

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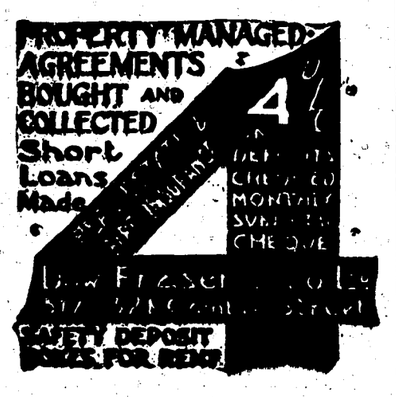

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Lumbering---The Greatest Industry of British Columbia

A Brief Sketch of Its Development by R. H. Alexander

THE GENERAL public is conversant with the importance of this industry as it appears today, but to only a few are known the struggles which the pioneers in the business had during its earlier years; the handicaps under which they labored and which were only overcome by their splendid optimism, which spirit has been the great factor in building up the lumbering business in British Columbia, that is now advertising her so largely throughout the entire world, and incidentally making the name of Vancouver famous, for the reason that a great portion of this business is done through, and in, this city.

To Esquimalt and Sooke, on Vancouver Island, must be given the credit for the first lumbering mills in the province. These mills were comparatively small concerns as their business was only done with the early settlers.

The year 1861 gave birth to the first mill of any size which engaged in the export business. This was situated at Alberni, and although it was not a financial success, and had later to be abandoned, when the machinery was sold to other mills on the Sound, a start had been made in the export business, and it might truthfully be said that from this enterprise has sprung the world-wide trade which is being done in British Columbia timber.

In 1882 a saw mill was established on the Fraser river at New Westminster, but with the exception of, I think, one shipment for export, this mill catered entirely to the local trade.

A year or two later, about 1863 or 1864, some of the men interested in this mill opened the first plant on Burrard Inlet at Moodyville, which was followed by the building of the Hastings mills on its present site in 1865; and with the erection of these mills the foreign lumber trade of British Columbia may be said to have commenced. For a number of years the foreign trade of the province averaged from 25,000,000 to 30,000,000 feet annually, until the Chemainus, Fraser river and other mills came into operation, since when the trade has varied from 50,000,000 to 80,000,000 feet per annum.

The advent of the Canadian Pacific railway opened a market to the East, and mills began to multiply.

Until this time there was no market available but the foreign, and large quantities of lumber that under conditions would have found a sale, used to be burned as the only way for its disposal.

It was a long time before our Douglas fir established itself, but it crept farther and farther East, until now we have customers even on the seaboard of the Atlantic provinces, and the quantity being shipped in that direction is ever increasing. Our export trade is distributed all over the world, shipments being made to Australasia, China, Japan, and occassionally to India, Central America, Peru, Chile and the Argentine Republic, the United Kingdom, France and Germany; it has even penetrated to Baltic ports, which might appear like sending coal to Newcastle, and is being used in the modern development of that ancient country, Egypt, and aiding in the building of Johannesburg and the winning of gold in the Rand mines of the Transvaal.

In several of these markets, however, our wood is not in general use, but only taken in the form of special sizes and lengths that cannot be obtained elsewhere, our great distance from the points of consumption and costly transportation militating against it being used in a more general way. Until recently the transportation of lumber has almost entirely been left to sailing vessels, but steam is now competing for the business, and when, by this means, the distant markets can be reached more quickly, we may confidently expect our trade with them to increase. With the expansion of the export trade it is interesting to note the increase there has been in the size of the vessels used. In the early days of the trade a vessel carrying over 400,000 feet was a large one, and to supply a cargo of 1,000,000 feet was an undertaking so colossal as to make a mill manager stand aghast, while now it is a difficult matter to obtain a vessel to carry such a small cargo, and vessels carrying 3,000,000 feet are not uncommon visitors.

Coincident with the increase in the size of the vessels has naturally been the increase in capacity and improvement in the machinery of the mills, from the mill of early days producing 50,000 feet, in which a great deal of manual labor was employed, to those of a capacity of 200,000 feet per day, equipped with all the latest machinery and labor-saving devices, whilst the working day has been reduced from eleven and a half to ten hours.

In 1886, when the Canadian Pacific railway reached Vancouver, the output of the Coast mills of British Columbia did not exceed 75,000,000 feet, and last year, including the shingle industry, the output of British Columbia reached approximately 2,000,000,000 feet.

In that year the revenue arising from the forest was only $3,768, while last year it amounted to $2,832,788. In making this comparison, however, a large share has to be credited to the growth of the lumbering business in the interior of the province. The development of the shingle industry has also greatly assisted this result, as the commencement of the same period of twenty years ago there were only a few machines in use supplying the local requirements and finding it dificult to supplant the old hand-shaved shingles. The excellence of our manufacture has not only obtained for British Columbia shingles the trade throughout Canada, but has gained them a preference in the United States.

The increase in the manufacture of lumber of necessity required an increased production of the raw material from the forests and an improvement in the methods of logging.

In the seventies, I think, the only two mills having leases of timber land were the Hastings mill and the Moodyville mill, for which they paid the Provincial government 1 per cent. per acre without any further dues, and the revenues could not have amounted to more than $600, from which it has increased, as before mentioned, to nearly $3,000,000. Whilst these mills operated their own camps on their own leases, others cut timber wherever they felt inclined, no one then placing any value on the standing timber. Oxen were the motive power used for the transport of the logs to the water, and the most important man in the camp and the one getting the highest wages was the bull-puncher, or teamster, who gained the above name from driving with a goad stick, in the end of which was inserted a brad which was liberally used, along with a good deal of strong language, to make the cattle exert themselves. When moving from camp to camp a teamster generally carried his goad stick as a sort of insignia of office, and it may be a surprise to hear that $5 was an ordinary price for a good hickory goad stick. The teamsters' wages ran as high as $125 per month without the deduction for lost time, and it was a sight to see their skillful manoeuvring of a team of twelve and sometimes fourteen bulls in the dense woods. At this time there were also a number of what were called hand loggers, who, finding a locality where timber grew on a slope close to the beach, with the aid of packscrews, wedges, an axe and a crosscut saw, put in the water no inconsiderable part of the log supply. Later on the camps substituted horses and mules as being faster than oxen, but all these methods have been practically superseded by the use of steam haulers with fully equipped railways for the main roads where the operations are of sufficient magnitude.

Until comparatively recent years the only lumber manufactured by the mills was the Douglas fir, which I regret to say, is known abroad more generally under the commercial name of Oregon pine. How it received that name it is difficult to account for, as the first shipments were sent abroad from Puget sound, then Washington territory, but the name has remained and it is most difficult to change a name which by use has become a familiar commercial term. Our British Columbia product, I am pleased to say, has in many instances, a preference as having a closer grain, and in Europe, at least, is frequently referred to as Columbian pine, in contradistinction to the other. Our other woods of commercial use are cedar, spruce and hemlock.

Our cedar furnishes the material for our large shingle trade, and is in request also for finishing lumber and the manufacture of doors and sashes. Spruce is not so plentiful, but the upper grades find a ready sale in various forms, while the lower furnish the material for box-making. The last wood I have mentioned is hemlock, and hitherto hardly any use has been made of it except for piles, and for no other reason that I know of than its name. The hemlock of the Pacific coast is a very different tree from that in the East, being much longer in fibre; it is somewhat harder than spruce, though less than fir. Experiments with it have proved it a first-class wood for interior finish, and I really believe that its use will quickly increase when prejudice is overcome, and will be esteemed as highly as our fir is at present.

Logging operations on the coast of British Columbia will always be expensive and rapidly increase in cost from the general characteristics of this country. This generally rises sharply from the seashore without any large areas of fairly level land. This necessitates constructing roads from the shore at several different points to obtain the timber from one moderately sized limit, and it becomes a question whether there is enough timber tributary to any road to justify its construction. As the timber within easy reach of the shore becomes exhausted, this condition will be intensified in proportion to the length of the roads necessary, and only large, compact areas of timber will justify the expense of building railroads many miles inland. The cost of working small areas will rapidly increase, and I am, therefore, of the opinion that the price of the raw material will have to increase accordingly. If my view is correct it follows as a certainty that the price of the manufactured article must increase also, and this, I think, will be the case generally on the Pacific coast. The rapid exhaustion of many former sources of supply of constructural timber leaves practically but two large areas available for future supplies. These are the yellow pine region of the South and the Pacific Northwest.

There is one agency which yearly takes a greater toll than the manufacturers. I refer to fire. Each year we see large areas of timber destroyed, the ultimate value of which is certainly not realized by the public. I trust that public sentiment will be awakened to the necesity of protecting the timber supply, which we possess, whilst preparing for the reproduction of our forests in the future.

MARINE DRIVE, admitted to be one of the most beautiful drives in the Northwest, through Kitsilano and following the beach around Point Grey, presents a magnificent view of the Straits and the distant shore line. About ten miles.

Japanese made soaps are said to be superseding German and American makes in Asiatic countries, even Java and Borneo having made inquiries for the Japanese makes, while in China and Manchuria the market for them steadily increases.

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Redistribution in British Columbia

SPLIT UP INTO VANCOUVER CENTRE, VANCOUVER SOUTH AND BURRARD.

B. C. Will Have Thirteen Constituencies Instead of Seven.

The new redistribtion act gives British Columbia thirteen seats instead of seven. Five constituencies are added to Manitoba. Four are taken away from Ontario, three from New Brunswick and one from Prince Edward Island. Alberta and Saskatchewan gain additional representation.

British Columbia's thirteen single member constituencies are described as follows:

Comox-Alberni.

1. The electoral district of Comox-Alberni, comprising the provincial electoral districts of Alberni, Comox and all that portion of the provincial electoral district of Richmond bounded on the east by the east boundary of the said provincial electoral district of Richmond from the northeast corner thereof, thence southerly to the northwest corner of the provincial electoral riding of Dewdney, thence in a southwesterly direction to the mouth of the east branch of the Squamish river at the head of Howe sound, thence in a southerly direction along the easterly shore of Howe sound to Burrard inlet.

East Kootenay

2. The electoral district of East Kootenay, comprising the provincial electroal districts of Cranbrook, Fernie, and Columbia.

West Kootenay

3. The electoral district of West Kootenay, comprising the provincial electoral districts of Nelson city, Ymir, Rossland city, Slocan, Kaslo, and Revelstoke.

Nanaimo

4. The electoral district of Nanaimo, comprising the provincial electoral districts of Cowichan, Esquimault, Nanaimo city, Newcastle, Saanich and the Islands.

New Westminster

5. The electoral district of New Westminster, comprising the provincial electoral districts of New Westminster city and Delta and all that portion of the provincial district of Richmond lying south of Burrard inlet excepting the municipalities of Vancouver city, South Vancouver and Point Grey.

Westminster

Chilliwack and all that portion of the minster, comprising the provincial electoral districts of Dewdney and boundary to its point of intersection provincial electoral district of Yale adjoining the provincial electoral districts of Chilliwack and Dewdney, bounded by a line commencing at the southeast corner of the provincial electoral district of Chilliwack, thence easterly along the international northerly extremity of the said north with the westerly boundary of the provincial electoral district of Similkameen, thence northerly following said last mentioned boundary to the northwest corner of the said provincial electoral district of Similkameen, thence in a straight line westerly to a point on the north bank of the Fraser river, one mile east of the village of Yale, thence following a straight line to the northeast corner of the provincial electoral district of Dewdney.

Vancouver Centre

7. The electoral district of Vancouver centre, comprising Ward I of the City of Vancouver, together with Stanley Park and Wards II, III and IV of the said City of Vancouver.

Burrard

8. The electoral district of Burrard, comprisiing Wards V, VI, VII and VIII of the City of Vancouver and that portion of the electoral district of Richmond, which lies within the following described limits:

Commencing at the northwest corner of the provincial electoral district of Dewdney, thence in a southwesterly direction along the easterly shore of Howe sound to Burrard inlet, thence in an easterly direction along the northerly shore of the north arm of the said Burrard inlet to the northerly extremity of the said north arm, and northerly to the point of commencement.

Vancouver South

9. The electoral district of Vancouver South, comprising the municipalities of South Vancouver and Point Grey.

Skeena

10. The electoral district of Skeena, comprising the provincial electoral districts of Skeena and Atlin.

Victoria City

11. The electoral district of Victoria city, comprising the provincial electoral district of Victoria city.

Cariboo

12. The electoral district of Cariboo, comprising the provincial electoral districts of Cariboo, Lillooet, Kamloops and Yale, excepting that portion of Yale contained in the electoral district of Westminster district as the same is above described and including the whole city and district municipality of Salmon Arm.

Yale

13. The electoral district of Yale, comprising the provincial electoral district in Okanagan, excepting any portion of the city or district municipality of Salmon Arm which may be contained therein, and the provincial electoral districts of Similkameen, Greenwood and Grand Forks.

LANDS FOR PRE-EMPTION

Kumeolon Inlet—Skeena Land Recording District

A tract of logged-off timber land on Kumeolon inlet, fronting on the tidal lake at its head, about three miles from Grenville channel, has been sub-divided into lots of 40 acres, and will be open to entry by pre-emption at the office of the government agent, Prine Rupert, B. C., at 9 o'clock in the forenoon Auguet 11th, 1914.

The sub-divisions, with one or two exceptions, are along the lake shore. They are well situated, being for the most part on or near the big flat around the mouth of the larger of two creeks which drain to the lake, a tidal sheet of water sheltered from every wind by the mountains on nearly every side. Climatic conditions are similar to those at Prince Rupert and Port Essington, from which place the land lies about twenty-five miles to the southward. The land is thirteen miles from the Standard cannery and sixteen miles from Claxton. The temperature, even in winter, is mild and the rainfall heavy, especially in the winter months.

As most of the land had been well timbered, it will take some time to remove the stumps left after logging operations; but, in the opinion of the surveyors, the land is well worth the trouble of clearing, as the soil is alluvial and very rich. When the land was being logged a small tract of about an acre was cleared and planted. It was cultivated with excellent results, the produce being disposed of at Port Essington. The surveyors used some of the vegetables, and say they could hardly be surpassed for quality and size on the Coast.

The land is three miles up Kumeoton inlet from Grenville channel, the course of steamers between Victoria, Vancouver and Prince Rupert and northern ports. It is possible to get into the lake during the flow of the tide with a handy launch at nearly any time, as the overflow caused by rise of the tide in the narrow entrance seldom exceeds 4 feet. During the ebb, however, it is not safe to attempt the passage after the tide has turned for more than twenty minutes. The channel is very rocky and the overfall soon reaches a height of between 8 and 10 feet.

WOMAN SUFFRAGE WINS

Chicago.—The Illinois Supreme Court upholds the Woman's Suffrage Act, thus sustaining all recent elections. Three justices dissented, contending that the granting of women the right to vote is in violation of the State constitution.

TRAINED NURSES TEND BABIES

London, England.—It is the fashion of the rich to employ trained nurses to look after healthy babies in nurseries fitted up like operating clinics. A great number of trained nurses are doing what is simply the work of a lady's maid for rich ladies with imaginary ailments.

This complaint is made by Dr. Bruce, medical superintendent of Southward infirmary, in a report on the dearth of nurses in institutions for the poor.

The skill and training of certificated nurses, he said, were being turned into channels where they were wasted. The rich were getting more than they needed and the poor were going to the wall.

NEW WESTMINSTER LAND DISTRICT

NOTICE IS HEREBY GIVEN that I, Daniel Haney, of Port Haney, B. C., Merchant, intend to apply to the Deputy Commissioner of Lands for a license to prospect for coal and petroleum on the following described lands:

Commencing at a post planted on the east side of the Upper Pitt river near its outlet into Pitt lake, New Westminster district, and marked "Daniel Haney, SE. Cor.," thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement.

DANIEL HANEY.
Dated June 4th, 1914.

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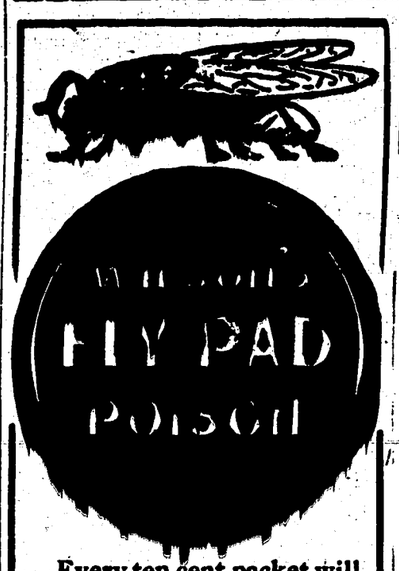

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NOTICE.
VANCOUVER LAND DISTRICT

Take notice that, thirty days after date, I, Gilbert W. Hall, of Collingwood East, B. C., broker, intend to apply to the Hon. The Minister of Lands for a license to prospect for Coal and Petroleum over the following described lands:

Commencing at a post planted at the south-west corner of Lot 1116, District of West Vancouver, and marked "G. W. H.'s S.W. Cor."; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to place of commencement; containing 640 acres, more or less.

Located this 28th day of May, 1914.
GILBERT W. HALL, Locator.
H. S. Orrell, Agent.

NOTICE.
VANCOUVER LAND DISTRICT

Take notice that, thirty days after date, I, Harry S. Orrell, of Collingwood East B. C., broker, intend to apply to the Hon. The Minister of Lands for a license to prospect for Coal and Petroleum over the following described lands:

Commencing at a post planted at the north-west corner of Lot 1094, District of West Vancouver, and marked "H. S. O.'s N.W. Cor."; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains to place of commencement; containing 640 acres, more or less.

Located this 28th day of May, 1914.
HARRY S. ORRELL, Locator.

NOTICE.
VANCOUVER LAND DISTRICT

Take notice that, thirty days after date, I, Harry S. Orrell, of Collingwood East, B. C., broker, intend to apply to the Hon. The Minister of Lands for a license to prospect for Coal and Petroleum over the following described lands:

Commencing at a post planted at the south-west corner of Lot 1101, District of West Vancouver, and marked "H. S. O.'s S.W. Cor."; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to pplace of commencement; containing 640 acres, more or less.

Located this 28th day of May, 1914.
HARRY S. ORRELL, Locator.

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BRITISH VIEW OF HINDU QUESTION

The following editorial under the caption, "British Citizenship," was published in the Times, London, England:

"The inquiry into the claims of the Hindus on board the Komagata Maru to be allowed to enter Canada is still proceeding, but there can be little doubt of its result. Canadians, as our correspondent at Toronto showed in the article which he contributed to the Empire number of the Times, published on May 25, are determined not to allow Asiatics to enter the Dominion except under severe restrictions. The promoters of the enterprise which has brought a shipload of Hindus to its seagates are equally determined to assert the right of free entry on behalf of Asiatics who are British subjects. We find it difficult to believe that their action is approved by the wisest of the Indian leaders. This is no new controversy. It has raged in an acute form in other parts of the British Dominions before now. But the champions of Indian rights who have taken most trouble to master the question in all its aspects have recognized that, like other questions, it has two sides. The best instance is that of Mr. Gokhale, a very distinguished leader of Indian opinion, who visited South Africa a year or so ago to to investigate the grievances of his compatriots, especially in Natal. He told the people of that Dominion that there was no desire among the subjects of the Crown in India to force any claim for admission to the Dominions against the will of the local populations. His moderation and the fairness of his attitude made a very deep impression. The fruits of his visit are to be seen in the bill to remedy the grievances of the Indian community in South Africa which has just been introduced into the South African Parliament. But the claims of those who chartered the Komagata Maru are very different. They are based on the assertion that British "citizenship" involves the right of unrestricted entry into any and every part of the British Dominions. That is the kind of catch-logic which may easily beguile the uninstructed. It should not for a moment mislead any intelligent person who will be at the trouble to think out the meaning of the words. It is preposterous because it ignores the facts. The facts are that free peoples have a right to say whom they will admit into their country, just as free men have a right to say whom they will admit into their house. This right is exercised in practice; it is not merely a theoretical right. It operates quite irrespective of color, so that there are numbers of men—white, and subjects of the Crown—who are excluded from the Dominions. It is useless to say that this should not be. It is; and the mere fact that it is shows that a phase like "British citizenship" cannot be used as a talisman to open the doors of men who are prepared to apply its prohibitions as much as its privileges to their own kin.

CANADIAN HELD AS A SLAVE

London.—An official mesage has been received in London from the British consul general at Buenos Aires mentioning that an official of the Young Men's Christian association, who has just returned from the borders of Paraguay and Brazil, relates that a British Canadian, named Frank Wang, is being held in a state of slavery on the Mate (Paraguayan tea) plantation. He is declared to have made two attempts to escape, but was on each occasion recaptured and flogged. The consul general is investigating the affair.

A BY-PRODUCT OF CHRISTIANITY

A convention of Brahmin priests has been held at Amrister and attended by a thousand delegates. The convention adopted a remarkable set of resolutions, some of which laid violent hands on venerable Brahmin customs and superstitions accepted by 217,000,000 human beings. One of these—Brahmins ought to work for a living and not subsist on charity. Another enjoined all Brahmins to get education. A third, that all Brahmins should disregard all sub-casts among themselves and intermarry with due regard for consanguinity. A fourth urged all Brahmins to put an end to unnecessary and wasteful marriage and funeral ceremonies. Perhaps the most radical resolution was the injunction to support Brahmin widows and care for their orphan and poor children. The president of the convention urged upon all that they maintain a high moral character in purity of mind with truth and honesty in all their dealings. This convention with its conclusions may well be regarded as one of the by-products of Christianity in India.

TEMPERANCE—DRINKING IN CLUBS

The general assembly of the Presbyterian church in U. S. A. and Chicago Baptist Association have both passed resolutions calling upon pastors and laymen of Christian churches to reform their clubs or resign from membership.

In an address last Sunday night Dr. Melbourne P. Boynton, pastor of one of the largest Baptist churches in Chicago, said:

"The world laughs at the minister who dances with it, who looks on while it drinks, and mixes with its tottering rottenness."

Dr. Boynton commended the ministers to a cautious life. He attacked the clubs of the city for operating bars, charged them with the ruin of young men, and declared them more dangerous than the open saloon.

"No man has any business in the clergy who is not willing to walk carefully and sacrificially. Above all men the minister must watch his words and his walk," said Dr. Boynton. "The place for the minister is far out on the frontiers of human vision and spiritual attainment. The church must ever climb to keep company with her minister—where this is not true the church is declining and dying."

Assails City's Clubs.

Then the minister turned his attention to clubs.

"What a pity it is that such influential clubs as the Union League, the Hamilton, the University, the Press, and other clubs of political, commercial, and social nature have saloon features. In some respects these clubs are more dangerous than the ordinary retail liquor saloon. Who can tell how many hundreds of bright young men have been ruined by these liquor annexes? Weak minded but well reared young fellows lay the foundations for drunkard careers in the seclusion and fancied safety of these high toned clubs. If the club walls could talk, what tales of woe they would tell.

"Chicago is America's leading city. Let it lead in abolishing liquor from every respectable club in its midst."

UP TO DATE HEALTH TALKS — INTERNAL ACTIVITY

It will be unnecessary to speak of the need of activity as regards the external muscles, as every one does or should know of its value in building the body for appearance at least. The external muscles are the most easily and readily developed, and, therefore, many Physical Culture teachers depend on them to impress the public, and so make a showing which catches the eye, though internally they may be lamentably deficient in strength and endurance. Many prominent athletes are for this reason refused by Life Insurance Companies. Therefore, the development of the external muscular system without proportionate internal development and activity is incomplete and often dangerous.

Internal or Involuntary Muscles.

The activity of the internal muscles and organs are of the very first importance, for unless the muscles of the stomach are strong, disorders will occur there. If the intestinal walls and muscles are weak, constipation with its train of frightful results will follow—nervousness, malassimilation, piles, appendicitis and 40 other well known diseases. Drugs and enemas will only mitigate the trouble for a time, and postpone the day of reckoning. Therefore, if you wish to prolong and enjoy life exercise these muscles before all others.

The most important muscle of the entire body is the diaphragm or breathing muscle which separates the lungs and heart from the lower organs, though strange to relate the majority of people do not know accurately where it is or what its function is. It has a double duty to perform, as it massages the internal organs, and in conjunction with the lungs is the great means of purifying the blood. This brings us to the question of deep breathing in connection with the activity of the internal muscles, as it is impossible to separate the two, and the relationship between them will be taken up in the next issue of this paper.

H. A. PETERS,
Stanley Court.

MR. H. H. STEVENS, M. P. ON THE HINDU QUESTION

Eastern Sentiment

"In Eastern Canada there seems to be a feeling that British Columbia is acting in this connection from mean motives. I have run across this sentiment frequently but I also found that when the facts of the case were laid before the people in the east they soon swung around to our support. (Applause.) Any such feeling of lack of sympathy with our position on this matter in the East is due to misconception of the facts. Asiatic exclusion is not a party question in the East any more than it is here, but it is not understood so well. For that reason the B. C. members have not yet been able to secure satisfactory legislation from Parliament.

"It has been frequently pointed out in the East that it is not fair to exclude friendly peoples and fellow British subjects in India. I have continually pointed out that it is impossible to deal with this question without passing legislation which might be temporarily offensive to these peoples. But if it is a choice between giving offence and not I am ready for exclusion. (Cheers.)

A Voice—Send them back tomorrow.

Mr. Stevens—I will deal with that presently. (Laughter.)

Never Asked for Militia

Continuing he pointed out that the telegram published in the local press from Ottawa and attributed to him was largely incorrect. He never asked for the government to send militia out here. That rumor was made out of whole cloth. He also had never suggested that the Komagata Maru should be towed out of the harbor. That was absurd.

He then dealt with the local situation. He quoted the Order-in-Council forbidding the entrance of artisans and laborers no matter where they came from. That order has been enforced. The Hindus tried to test its validity. They were the only people who claimed the right of entry in face of that Order-in-Council. While in Ottawa he had been frequently urged to recommend to the government that certain exceptions should be made in the cases of mechanics wanted over from the States, but no exceptions were made. The order was enforced against all comers.

"I am not satisfied with the mere passing of that Order-in-Council," he continued. "The government should pass legislation of a distinct and definite type excluding Orientals. (Cheers.) But there are only seven members of Parliament British Columbia, and about 210 from the rest of Canada, but of late I have seen a marked change in sentiment among these members on this question. I feel that next year we will get through the Commons a measure that will meet the view of the people of this province. (Cheers.)

Proposed Exclusion Bill

Mr. Stevens then referred to his own exclusion bill, which he had introduced with the idea of letting the people of Canada know that British Columbia stood pat on the subject. Next session, he said, we will make a demand for exclusion. He said he was not married to his bill, and if anyone could improve the phraseology he would be glad to receive suggestions. The bill contained the proviso that it would not apply to any nation whose government had an agreement with the Canadian Government to restrict its own immigration. It was easy to say, "Close the Door," but it was not easy to do, in view of the ignorance of the subject in Eastern Canada.

"The Komagata Maru came here in direct contravention of the two orders-in-council relating to direct passage and the entrance of artisans and laborers. Newcomers are being excluded every day on these two points. They apply to all peoples, not to Orientals alone. Ever since the vessel arrived the government has instructed Superintendent of Immigration Reid to enforce the law. He has done so. These Hindus on board have been rejected. Their counsel, Mr. Bird, evidently intends to try to drag their case from court to court, with the result that the immigration officers would be compelled to suspend the regulations until the case was finally settled.

"In Clause 23 of the Immigration Act it was specifically aimed to prevent the courts from interfering in immigration matters. Unfortunately, it does not do this.

"I say this with some hesitation, that we have in British Columbia some judges who are willing to give judgments contrary to what is the clear meaning of the act. (Cheers.) We are prepared to go to court with this case if we could get a fair court to go to, but there is too much at stake. We all know the intention of the act is to restrict immigration, but there may be some technical loophole.

Another Ship Coming

"It is said that the same influences which are behind the Komagata Maru voyage have another shipload ready. This proceeding is unfair and unreasonable. There was not one of these immigrants now in the harbor but knew of the existence of the orders-in-council. We have no trouble with European immigrants. We have deported several thousand British immigrants in the past five years because they were declared unfit. Not one of them made an appeal against the ruling, although it was a hardship to them.

"Some people say why not send the vessel back. It is under Japanese register, and quite within the law to come here. As long as it complies with the marine laws and harbor regulations it cannot be ejected. If these Hindus had come in a regular steamer we would have sent them back on the same vessel some time ago. They know they have no right to enter here, but they hope by specious attacks on the validity of the law to get a stay of proceedings of six or nine months, thus putting Canadians to a great deal of unnecessary expense.

"I have no ill-feeling against them personally, but the national life of Canada will not permit of any large influx from the Orient. It would lower the standard of living. It is not a case of racial pride, but of economic conditions. I intend to stand on this great principle of a white British Columbia and a white Canada." (Cheers.)

(Continued on Page 5)

THE FAMOUS WELBECK ABBEY

COMIN OF AGE SCENES
GAL SIX att,ittingrwe

1,400 Guests in an Underground Ballroom

Welbeck Abbey, world famous for its vast under ground apartments, was the scene of a memorable ball in celebration of the coming of age of Lord Titchfield, the eldest son of the Duke and Duchess of Portland.

The Duke of Portland has already made public gifts, including recreation grounds, in Nottinghamshire, to the amount of about £30,000 to commemorate Lord Titchfield's coming of age and his own silver wedding.

About 1,000 guests were present, and dancing took place in the wonderful underground picture gallery, which has been described as the "largest and most magnificent private room in England."

All the subterranean marvels of Welbeck are due to the eccentric fifth Duke of Portland, who was consumed with a passion for privacy. From his succession to the estate to his death in 1879 he spent, it is said, £7,000,000 on creating new wonders for Welbeck.

Of these the most celebrated is the picture gallery, entirely below ground and excavated from the solid clay. It is 160 feet long, 64 feet wide, and 22 feet high. At night eighteen exquisite glass chandeliers reveal the priceless paintings by old masters that cover the walls. By day light from twenty-seven prismatic sky lights softened by passing through crimson silk, floods the room. The flat roof is level with the garden above, and one can walk on soft, green turf without knowing of the beauties below.

Tunnelled Park

The park is honeycombed with tunnels. From the entrance there is a broad underground drive running a mile and a half and ending before the abbey. From the abbey tunnels run in all directions for a total length of eleven miles. They are light and airy. Three persons can walk abreast on their asphalt floors. One runs to the Riding school, in which Mr. Joseph Chamberlain spoke to an audience of 5,000 people. Thence another leads to the Tan Gallop, a glass arcade nearly a quarter of a mile long, which is the finest indoor exercise ground for horses in the world.

The guests arrived at the main entrance of the abbey and were conducted through the corridors to the underground picture gallery, which had been specially decorated. Pink was the prevailing tone. Chairs, divans, and settees were in pink and gold, harmonizing with beautiful flowers from the Welbeck conservatories, including pink carnations, pink roses, pink tulips, pink azaleas, and pink rhododendrons. Great palms almost hid the orchestra, where Casano's band was playing. All the underground approaches to the picture gallery were draped with green baize and tapestry .

The Rose Corridor

The Rose corridor, 150 yards long, had been arranged as a sitting out room under the supervision of the Duchess of Portland. Here, too, pink was the prevailing tone. Exotic plants lined the corridor.

The underground apartments ordinarily used as store rooms had been converted into comfortable smoking rooms richly decorated and artificially heated.

Supper was provided by the Welbeck staff, reinforced by over 100 waiters, and served in three underground rooms adjoining the picture gallery. Four hundred people sat down to supper at a time. In each room there were three main tables, each seating twenty people, with a number of round tables for eight persons arranged round the sides of the room. The walls of these rooms were draped, a subdued green being the predominant color. Electric light completed the illusion that the rooms were above ground.

ORIENTAL QUESTION IN EUROPE

PARIS GETS A TASTE OF "CHINESE PERIL"

Invasion of Orientals in City and Country is Worrying France

Paris, France, May 18.—The press is complaining of the harm done to the city, its people, its reputation and its growth by a new "Chinese peril." One journal, which notes in this connection that since January there have been in Paris 100 conventions of "international swindlers, hotel rats and similar vermin," describes the establishment of a factory in the suburb of Colombes for the production from the Oriental vegetable "soja" or soy, of such merchandise as soup, bread, flour, preserves, candies and even intoxicating drinks.

Another journal calls attention to a Chinese restaurant in the studio quarter of Montparnasse, where weird, noxious and costly dishes are served to French people, who exchange the old established European knives and forks for unmanageable chopsticks.

In the Latin quarter, it appears, there is a Chinese printing office, publishing a paper in Chinese characters, with a surprisingly large circulation. In a factory in Normandy there are fifty Chinese silk workers who toil for low wages.

One of the most striking sights at present on the Paris boulevards is that of Chinese children begging before the cafes, selling cheap toys, tossing balls or knives, or, amid floods of tears, pretending that they are lost. The authorities recently waged a successful war on the plague of gypsies in France; now they are asked to take measures to check the plague of Chinese beggars.

AFFORESTATION

PRISONERS PLANT FORESTS

Australian Convicts Reforest 500 Acres

According to a recent report of the Forestry Department of New South Wales, good conduct convicts at the state prison, instead of breaking stone, are now engaged in the more useful and healthful work or replanting with trees the waste lands of the state. At one prison alone 25,000 trees, mostly American ash and pines were planted in 1913, and so successful have these plantations been that this work will be considerably extended in the present year.

A similar idea has been worked out successfully by the city of San Diego in California, which possesses 7,000 acres of bare rolling sand land at a distance of ten miles from the city. A trained forester was engaged to make this land profit-yielding and under his direction the city's unemployed have been given work planting this area with trees suitable to the nature of the country. Other cities in the United States that have found it necessary to purchase and reforest large areas on the watersheds governing their water supply have advantageously used the same kind of labor. The primary purpose of such reforestation is not, however, to furnish work to the unemployed, but to develop a profitable source of revenue from land which would otherwise remain unproductive.

City forests of this kind are not, as yet, in vogue in this country. Perhaps the only city forest in Canada is that at Guelph, Ont., where a small area has been planted surrounding the springs which furnish the city's water supply. In many of the counties of Eastern Canada, however, are large areas of waste land, originally forested, and capable only of producing forests. Ontario has a Counties Reforestation Act making possible the acquisition of such waste land for reforestation purposes by municipal councils, but up to the present time only one county has availed itself of this opportunity. Quebec and the Dominion government have also passed legislation to encourage tree planting, and the Dominion Forestry Branch in the last fiscal year distributed nearly 4,000,000 trees from the nurseries at Indian Head for wood lot planting in Western Canada.

The growing of forest trees on waste land can in most cases be made a profitable undertaking, besides providing labor to a considerable number of men, yet no extensive reforestation has as yet been done in Eastern Canada.

The Water-Mobile

The first 3-passenger WATER-MOBILE is rapidly nearing completion. If you want to get in on this wonderful invention at the present price of 50 cents per share, you must act quickly as only a few shares are to be had before the advance.

THE WATER-MOBILE UNDERWRITERS

103 Carter-Cotton Building

Vancouver, British Columbia

BAZAAR

Cedar Cottage Presbyterian Church will hold a Bazaar commencing Tuesday evening, July 7 and continuing to the 11th.

MR. H. H. STEVENS, M.P. ON THE HINDU QUESTION

(Continued from Page 4)

Board of Trade Approves

Mr. Jonathan Rogers, president of the Board of Trade, who was expected to attend and speak was unable to do so but he wrote that he was in hearty support of any steps taken to prevent the landing of Hindus in Canada.

"For the last twenty years in this province, the fight has gone for the exclusion of Orientals," declared Ald. Frank Woodside in proposing the resolution before the meeting. "Fifteen years ago Asiatics drove the white men off the Fraser and the Skeena rivers and we have seen the sawmills on the coast and in the interior of the province, the logging and shingle bolt camps pass into their possession too, so far as labor is concerned. We as Canadians have been backing off the map and now we have another crowd of Asiatics determined to land and push us still further off. Is it not up to us to protect our own people?"

The inability of the labor market to digest the labor at present here was strongly emphasized by Ald. Woodside. At the present time in the employ of the city six hundred more men were being engaged than were needed to take care of the work, but it was necessary to relieve the conditions. There were women and children destitute in the city, and today on the books of the city hall there were 400 applications from married men, British citizens, for work needed to support their families.

"In these Hindus we have a people," pointed out the alderman, "who first cut the wages and drive out the white men and then hoard up their money to expend it in paying for the charter money of the Komagata Maru, to send to India to carry on a propaganda there and to hire lawyers to seek for technicalities in our immigration law."

Canada's Rights Admitted

The indignation which was expressed by Ald. Woodside at the action of a lawyer who, knowing conditions inthis country, would seek to circumvent the laws was loudly echoed by the audience. He did not profess to be an authority on Imperial conditions, but he had just recently returned from the Old Country, and he knew that influential people he met there agreed that it was up to Canada to protect itself against undesirable immigration. He met many people, too, who had visited this province and others who had not visited it who complained of the way in which the labor market was manned by Orientals, and he knew that there was no desire to send out domestic servants simply because they had to compete against Orientals.

It was up to them as Canadians and having before them the grandest country in the world to absolutely forbid admission to the men now in the harbor.

Congratulations were extended by Mr. Ralph Smith to Mr. Stevens for having made a speech which was absolutely free from political partizanship. He had been eleven years in Parliament and he knew the difficulty Mr. Stevens had experienced of impressing Eastern people without Western experience of the feelings of the people of the Pacific Coast on this question.

He knew that the clause Mr. Stevens had quoted was put in the immigration act with a view of meeting an emergency and making the Government supreme over the courts of the country. That provision and the other to which Mr. Stevens referred was put there partly by his influence with the deliberate intention of meeting the occasion when the ruling of the Government should stand against any judicial consideration.

The Moment Has Arrived

A burst of cheering was the response to his question of whether that particular occasion had not now arisen. The second part of the law requiring an immigrant to come direct from the land of his birth had been successful for years and all good British subjects should be ready to conform with the law that stood upon the statute books.

A species of anarchy was behind this Hindu movement, which would have been immediately suppressed if it had been attempted by white men. The law of the country was being defied, and the man who defied it was an anarchist in spirit. This meeting could not fail to strengthen the hands of Mr. Stevens; all were alike when they aimed at preserving for the white races of this community sufficient bread and butter to live.

As a public man he realized the responsibilities of the Imperial Government and the delicacy of its position in India. But Canada had no responsibility with regrad to the management of business in India. That was entirely a question which belonged to the Imperial Government. No real British subject would go out of his way to make complications, but corresponding with the exclusive right of Great Britain to manage the affairs of India was the exclusive right of Canada to pass her own laws and to enforce them.

The Mayor called for a show of hands in voting on the resolution and every hand in the room appeared to fly up in the affirmative. When the Mayor called for the votes against, the dusky hands of the Hindus in the hall shot up, but the Mayor declared the resolution "unanimously carried by the citizens of Vancouver," with special emphasis on the word "citizen."

SOUTH VANCOUVER

Affairs in South Vancouver have steadied down to quiet earnest work, and about 350 men are now working in the development of needed permanent work throughout the municipality. Harmony reigns once more at council meetings, and it is to be hoped that nothing will occur to throw this long-suffering community into turmoil again.

The public park question is coming to the front once more, and, perhaps, no better time will ever occur to acquire the breathing spaces and beauty spots necessary in every city.

There is a quiet but persistent agitation going on to secure a park for the Southill district. It is understood that there is a large tract of land which can be obtained at a reasonable price situated near to the Ferris road, facing the Gulf of Georgia, and with a view of the North Arm and the panorama of Lulu Island homes lying at one's feet, as it were. No more ideal site can be selected for a public park.

The East end has a splendid heritage in Central park, and now, with one lying more to the westward, the people would be fairly well served for a while.

Whatever choice may be made, however, this is a question that should be faced at once.

TWENTY-FIVE CARLOADS OF RAILS FOR CANADIAN NORTHERN RECEIVED AT KAMLOOPS

Carloads of steel for track on the Canadian Northern Pacific route north and west of Kamloops are commencing to arrive at Kamloops, state advices received at the local offices of the company this morning. Of the first consignment of 82 cars, more than 8,000 tons—25 carloads—were received this morning and other large shipments are en route. Track laying is to be proceeded with at once, it iss announced.

As mentioned in the Province last week, 45,000 tons of rails have been ordered by the C. N. P. R. for British Columbia lines, and steel laying will be started at once from several points in order to have the uncompleted portions of track completed at the earliest possible date. Bridge building near Lytton is being rushed so that rails may be laid from the western end of the Port Mann-Kamloops section as well as from the eastern end.

Every undertaking embarked upon by the Canadian Northern Railway Company is to be pushed to completion. This summarizes an interview with Sir Donald Mann recently. It has been estimated that the passage of the Canadian Northern Aid Bill will mean an expenditure in this province of a sum in the neighborhood of $9,000,000. Disbursements amounting to this total will be made on this one enterprise in British Columbia in the course of the next twelve months. Such a movement of money, with the results it will accomplish, must substantially quicken our material progress.

MINERS VOTE TO CONTINUE STRIKE

The Majority at Nanaimo Is Nearly Twelve Hundred

Nanaimo, June 23.—At the meeting last night of the United Mine Workers of America announcement of the recent vote on the proposal to call off the strike was made as follows: To continue the strike, 1467; against, 274. The proposal voted on is stated to have come from Premier McBride on behalf of the operators to the effect that the companies would take back the striking miners without discrimination, provided the strike was called off. Western Fuel and South Wellington officials deny having submitted the proposal to the strikers.

STAMPEDE FOR WILLOW RIVER

Gold has been discovered on the banks of the Willow river, in Willow River townsite, thirty miles east of Fort George, according to a private telegram received here today by Mr. E. H. Heaps, and there is great excitement in Fort George over the discovery. Many Fort George residents are staking claims, both quartz and placer, according to Mr. Heaps' message.

Willow River townsite, as its name implies, is on the banks of Willow river. The townsite is also on the Grand Trunk Pacific Railway, and is said to be owned by a syndicate largely controlled by local capitalists. Owing to its proximity to Fort George and the existence of a newly opened railway line the village was soon reached by scores of gold hunters as soon as news of the discovery leaked out.

The stream on which the claims are being staked rises in the Cariboo country not far from Barkerville, the scene of many rich gold finds of earlier days. This fact lends support to the belief that valuable claims will be found at Willow River townsite, the precious metal having come down from the Cariboo.

Mr. Heaps said today that although he was interested there he had not been aware that any prospecting was being done in the vicinity of the townsite, and the announcement of the find was entirely news to him.

Y. M. C. A. NOTES

The boys camp opens at Hopkins' landing, Howe sound, on Thursday next for a period of three weeks. An advance party will go up on Monday to put up tents and get things in order.

Tuesday, July 21, will be visitors' day, when the parents and friends of the boys and anyone interested in the welfare of the camp will be made heartily welcome.

The "Y" has secured the use of the Brockton Point grounds on Monday, Wednesday and Friday evenings. Members are invited to attend on the above evenings and take part in the various sporting and athletic events. Lockers have been installed and members can now leave belongings with safety.

Mr. W. H. Austin assistant physical director during the season of 1912-13, returned recently from Chicago, where he has completed his first year of a physical course, and has taken charge of the boys' division of McLean Park playground.

Word has been received that Mr. J. K. Henderson, assistant physical director here a couple of years ago and at present physical director of the "Y" at Reno, Nevada, is to be married soon. His many friends in the local association wish him every happiness.

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Go-Carts, black	15.00	13.25
Go-Carts, black	16.50	14.00

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PAY YOUR FARE OR GET OFF

The pastor of the Baptist Tabernacle in Chattanooga asked a railroad conductor in the congregation to take up the collection one day. It was this layman's first experience as a taker of collections in church.

He started down the centre aisle. There were several children in the first pew, and each put in a penny. The people in the next pew contributed something each. A big, glum fellow sat alone in the third pew, and the conductor passed him the plate. The man shook his head and stuck his hands deep in his pockets.

The collector stopped, put up his hand as if to jerk the bell cord, and said, "Well, you'll have to get off."—Saturday Evening Post.

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If you are troubled with indigestion, constipation, flatulency, nervousness, catarrh, general weakness, headaches, liver disorders, rheumatism, obesity, excessive thinness, or other chronic troubles, or if you need general or corrective development, the remedy is to be found by applying the methods I teach. Results certain and immediate.

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The best system by mail, and pupils can secure perfect results on account of the original method I make use of.

BRIDGE CONTRACT MUST COME TO LOCAL SHOPS

(Continued from Page 1)

who have been so keenly advocating sending the work East. As stated in an interview with Mr. Cope, this Association has decided to obtain a report on the Turner design from a bridge engineer of unquestionable ability and standing, and submit such report to the Board of Directors of the Bridge Company, and with this report from unbiased engineers before them, the Board will be able to form a just opinion on the merits or demerits of Mr. Turner's design.

Mr. Cope, in a short interview, stated that the Manufacturers' Association had never been satisfied with the treatment the local tenderers had received at the hands of the Engineers. The previous report brought in by these engineers contained incorrect statements, and that read at yesterday's meeting was an unjustified condemnation of the Turner design. Under these circumstances the Manufacturers' Association had decided on their own account to obtain a report on the Turner design from an engineer of very high standing, and forward a copy of same to the Burrard Inlet & Bridge Company.

Mr. Cope refused to further discuss the matter at this time, as he feels assured that the Directors can be relied upon to uphold the local industries and the interests of the community at large.

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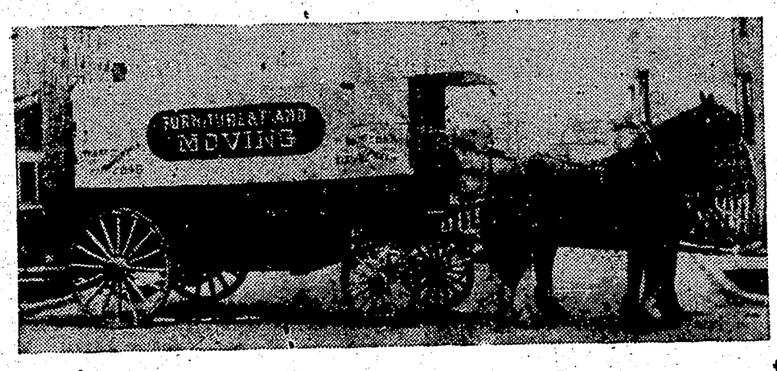

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The SABLE LORCHA

By HORACE HAZELTINE

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"Give me a hint," I begged, still cruel. "When did I promise?"

"I couldn't be so unmaidenly," was her retort, looking away again.

"Was it before we came over here, or since?"

"Before," after a pause.

"Long before?"

"Not very."

"Where? At your house?"

"Yes."

"In the library?" I asked, with a glance behind for possible intruders.

She turned quickly and found me laughing.

"Oh, you dear, silly, lovable, delightful child!" I cried, and the echo of my words was carried far astern, as my arms went about her and held her close, and my kisses fell thick and fast on her ripe, tender little mouth.

"What need had I to keep such a promise?" I asked, when in mercy I paused that she might get her breath. "Why should I ask you to tell me that you loved me, when I could read it in letters as long as your glances and as bright as your smile?"

And if we left Cameron and Dr. Addison much alone together during our homeward voyage, who that still remembers their own happy days of young love dreaming can blame us?

For a long while there remained in my mind as legacy from the strange case of Cameron and the Sable Lorcha conspiracy a seemingly insoluble problem. On our return to America, my friend, in spite of all my urging, refused, with stubborn persistency, it seemed to me, to aid in the prosecution of those who, we knew positively, were implicated in the affair. Concerning Murphy, Yup Sing and a score or more of their satellites we could have produced evidence of the most damaging character. But Cameron was not so minded. He even went so far as to discourage my appearance against the former for complicity in the plot to take captive Evelyn and myself on the night of our Pell street visit. Indeed I have always believed that through O'Hara he was instrumental in securing Murphy's release. And I know for a fact that he provided so generously for the young French driver of the electric brougham, who was so badly injured in that Pell street adventure, that the fellow returned to France a month before the trial of his assailant.

All these things, I say, continued to puzzle and disquiet me, long after the sharp edges of rancorous remembrance had been worn away. And invariably at such times there would recur recollections of those early days of the threatening letters and of that elusive something in Cameron's manner which I was never quite able to comprehend or explain.

The true interpretation was reserved for the night preceding my marriage with Evelyn, which, by the way, had, at her guardian's wish, been delayed for nearly a year because of what he chose to regard as her unseemly youth. The celebration was to take place at Cragholt and the house was already filled with kinsfolk and intimate friends, including most of the wedding party.

It was after midnight, and Cameron and I were alone together in his mahogany and green study; he at his writing table and I in the same adjacent leather chair in which I had sat a twelvemonth ago while listening to the story of the incised portrait.

As was not unusual we had reverted to that time and to certain of the incidents therewith connected; and I had been trying to make clear to Cameron, as I had already frequently tried to do, the peculiar difference between McNish's expression and his.

"In individual feature," I said, warming to my subject, "there never was in all the world before, I believe, such similarity. And in repose, the ensemble, I should say, was equally identical. But when it came to—"

And there Cameron checked me.

"Clyde," and his tone was strangely grave, it seemed to me, "you'll pardon my interrupting you, I know. I understand what you would say, probably better than I could from your putting it into words. And I want to tell you why I understand. Indeed I've wanted to tell you for a long while, but whenever I've got to the verge of it, I have balked."

He paused here to shake the ash from his cigar, reaching across his desk for a receptacle, and somehow the gesture reminded me of that of McNish as he had thrown out his arm which held the letter, and so exposed the telltale tattooing.

"I have never told you, Clyde," he resumed, his eyes turned on the glowing tobacco ember which he had just bared, "anything about my birth or my family. But now that you are to become one of us, in a way, it's only fair that you should know; for though Evelyn's mother was but my half-sister, still the girl gets the same blood through her grandsire."

"Yes," I said, "I know that. Evelyn told me that much. I know, too, that you were born in Scotland; and the very name of Cameron is a pretty good guarantee of family worth."

"My father belonged to a rather poor branch," he confessed, "and like many poor men he had a large number of children. There were ten, all told, and when my poor mother died, it became a serious problem how to take care of us little ones. I was among the youngest, not over seven, and I had a twin brother."

As he said this Cameron, who had been desultorily drawing figures on his writing pad with the end of a penholder, abruptly shot his gaze to mine and caught the quick question of my eyes.

"Yes," he said, without change of tone, "yes, you see, now, don't you?"

"McNish!" I murmured.

"McNish," he echoed. "Donald McNish."

"But," I began, "I don't quite—" and I thought of the letter from McNish's mother.

"Oh, it is clear enough," he went on. "Some of the children were put out to live amongst neighbors, and eventually, my father and the rest of us came to this country. The others he left behind, promising to send each month the money for their keep. Donald he left with a couple named McNish, who had no bairns of their own, and when the boy grew to be a big lad, and my father, who in the meantime had been successful here and married again, sent for him to come to America, word came back that he had been dead a twelvemonth."

"And your father believed it?"

"Oh, yes, for they returned the back pay he had forwarded, and sent a lock of my brother's hair, I think, and a trinket or two that had been his as a kiddie."

"Afterwards, though, you learned that he was still alive?"

"No," was Cameron's answer. "We never heard. Had it not been for that marked resemblance gathering me into the net spread for him, I should probably never have known. And, Clyde," he added, "ever since I learned of his having been there, in town, I have been wondering. Do you think it possible that he ever realized that he was in his brother's house?"

"Hardly," I said. "It doesn't seem likely, though; unless the name and the—He must—Oh, certainly," I stumbled, "he must have realized that we mistook him for—yes, for some one named Cameron. He answered to it readily enough; he even insisted that he was Cameron. And if his mind was clear enough to put two and two together, why, knowing that he had a twin brother in America, it would seem—" And there I stopped my floundering, for Cameron had risen to his feet, and smiling, tolerantly, was waving a hushing hand at me.

"Yes, yes," he said, "I've argued it all out in just the same way, dear friend. And yet we never can be certain, can we? Only I have thought, if he might have realized it, and have been able to have played the part, and stayed, and taken up my life and lived it for the rest of his, I might have gone on and taken his punishment to some purpose. For I have had more than my share of the good things, Clyde, and maybe if poor little Donnie had had even half my chances, it would all have been so very, very different."

He still thought of him as the child brother he had parted from long years ago in Scotland, and as such he would ever remember him. I was glad then that he had stopped me when I had tried to draw for him the difference in their faces. For it was such a difference! Looking at Cameron now with the lamp of true greatness alight behind those plain features, I marveled that I could even have seen a vestige of likeness in the brutal, soulless face of his twin brother.

And then, for the first time, too, I really understood.

THE END.

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THE HUDSON'S BAY COMPANY SOLE IMPORTERS

Western Wheat Will Come to Pacific

Millions of Bushels from Grain Fields of Three Prairie Provinces Must Be Shipped to this Coast to Avoid Grain Blockades and Reduce Cost of Export.

ONE SUBJECT which has been very prominently before the people of Vancouver for some months past is that of the first Dominion Government elevator to be established on the Pacific coast, and the liveliest point in connection with it is the exact location. The interests centering at Vancouver, District of North Vancouver and District of West Vancouver, have all joined in making strong representations that this first Government owned elevator on the Pacific should be on Burrard Inlet.

At the present moment practically all the grain grown in Canada's three western provinces is shipped to the head of lake navigation at Fort William and Port Arthur; thence taken by steamer to tidewater at the Atlantic, and thence across to the markets of England and Europe. There are at present but three trunk railways, the C. P. R., Canadian Northern and G. T. P., crossing the three provinces, equipped to carry grain to the head of the lakes.

That the bulk of the wheat is moved quickly after it is threshed in the fall is proved by the frequent recurrence of a condition of blockade at receiving points, and all along the line of route to the big terminal elevators at the head of the lakes. Each year the condition of blockade becomes more marked. It will become worse as the production of wheat increases. Obviously, if the average length of haul could be cut in half, the efficiency of the three railways would be doubled, or practically so. Shipping to the Coast on equal basis to shipping to Fort William would certainly cut the length of haul in half.

There is no reason, and there has never been any reason, why half the grain grown on the prairies should not come to Vancouver to tidewater to be exported. In fact the advantage is in favor of this route. Taking points in Alberta, for instance, the distance to Fort William would approximate 1,400 miles, while the dis nce to Vancouver would approximate 650 miles. That is a self-evident advantage in favor of Vancouver. Add to that the long trip down the Great Lakes to the Atlantic, and every condition favors the western haul. Once a cargo is aboard ship on tidewater it is a small difference in geting it to market.

With the opening of the Panama Canal in 1915, the distance from Vancouver to Liverpool over present routes will be not much more than half. All authorities in shipping agree that the commerce of the whole world, and of the Pacific Ocean is bound to be tremendously influenced by the opening of the Canal. Trade is expected to come to Vancouver that has not been possible before. Shipping in this port is bound to become much more extensive and important than ever. With this increase in shipping, will come increased demand for cargo, and the movement of grain westward will furnish that cargo. Not only will it furnish cargo, but it will stimulate the bringing of return cargo to this port. The point urged by some Eastern parties that the Panama Canal route would be injurious to grain, because of being in the tropics has been proven erroneous. Grain has been carried across the tropics for generations without damage.

With the expansion of general commerce at this port due to the opening of the Panama Canal, and from natural growth, there will come increased trade with the prairie provinces in those articles which can, with advantage, be imported here. The continued demand for British Columbia lumber on the prairies is also a factor which will provide return cargoes for grain cars coming to the Coast. Indeed, it is strange that the railways did not long ago foster the western movement of wheat from that consideration alone. The lumbermen have long been told that the difficulty in giving them cars to ship their products to the prairies arose from the fact that it did not pay to bring the cars to the coast empty, just to load lumber. And that there was not westbound traffic offering. Hence at times, when lumber trade to the prairies has been lively, there has been much bitterness over the car shortage question. The railways would serve their own interests in that regard if they developed the westward movement of grain. The danger from congestion would also be relieved in proportion as the efficiency of the roads was doubled, cutting the average haul in half.

Speaking to the press at one time recently, Mr. C. R.Hosmer, a director of the C. P. R. Company, and president of the Ogilvie Milling Company, the largest flouring mill company, and individual elevator owner in the British Empire, said: "I believe the opening of the Panama Canal will exercise a profound influence on the traffic movement of the Western portion of the Dominion. Among other things I expect to see a large volume of grain and flour seek an outlet via Vancouver and the trans-Isthmian Canal. I am referring now to the Alberta crop, and possibly a portion of the products of Western Saskatchewan. Our company (Ogilvie's) is keeping in touch with the situation on this coast, and as soon as conditions justify will erect a grain elevator and probably a flour mill of large capacity in Vancouver."

That the bringing of large quantities of wheat to Vancouver direct from the prairies would result in establishing a large milling industry both for home consumption and for export trade, is assured. The consideration referred to above, that there is always a rush to get the grain away promptly from the point of production precludes the holding of large quantities there for grinding. More than that it is a recognized condition with all standard flour millers, that to keep up uniformity the grain must be aged before milling. That can only be done in the large terminal elevators, for the elevator capacity in the grain-producing provinces is limited and always taxed to handle the grain in transit.

The establishment of a large flour milling centre here would have more than one benefit. The production of flour for export would leave a large quantity of the by-products—bran and shorts, to be disposed of. British Columbia is an ideal dairying country, and can produce all green fodder in enormous quantities, but will never be a grain country so that the grain ration for a dairy herd must be always bought. The offal from flour mills would thus find a ready market, and the existence of large supplies would stimulate the dairying industry.

Briefly to capitulate: There is assurance that the Government and the railways are both alive to the coming movement of wheat westward; the moving of half the crop to the Pacific coast would virtually double the efficiency of the three trunk lines, and cut the average haul in half. It would also reduce the average cost of haul in similar manner; the nature of the grain producing business and the conditions surrounding the harvesting and threshing force hurried shipment to tidewater, or at least to the head of navigation; Vancouver is in position to compete with Fort William and Port Arthur for half the trade, thus virtually creating a height of land half way between the two points, which would mark the movement east and west; the fact that Fort William is two thousand miles from the seaboard, gives the route by way of Vancouver a distinct advantage; the completion of the Panama Canal is going to cut the length of the voyage from Vancouver to Liverpool in half; there is every likelihood that large grain traffic to Vancouver would result in building large flouring mills here, for local and export trade; the dairying industry of B .C. would be benefited by the production of large quantities of mill-feed locally; finally, there never has been any good reason why one-half of the western grain should not have come west, unless it be that the railways like to have the longest haul possible, regardless of the cost to the consumer, or as in this instance, to the producer, seeing that his price is fixed by an outside market.

Vancouver, a grain market for the Pacific, is the word; then will be realized one of the prophetic terms applied to this port—"Liverpool of the Pacific."

POETICAL

HIS MIDDLE NAME.

He isn't handsome—far from that,
As manly beauty goes;
He doesn't sport the latest hat
Or up-to-datest clothes.
And yet he is more popular
Than all the blooming roost,
And ev'rybody likes him, for
His middle name is Boost.
He doesn't wear the latest styles
Or know the latest fad;
But he just smiles and smiles and smiles
When things are going bad.
He talks a lot, when rainclouds pour,
Of crops they have produced;
He sees their silver lining, for
His middle name is Boost.
He makes a million bucks a year,
And yet he has enough;
His charity is giving cheer
When things are looking tough.
Of friends he owns a plenty, more
Than money has induced;
Yep, ev'rybody likes him, for
His middle name is Boost.
Get out yourself and boost a bit
And jolly folks along,
For knocking never makes a hit
When things are breaking wrong.
If you should hear a kicker roar,
Just bump him off the roost,
And show the folks you're plugging for
Your middle name is Boost.

—Douglas Malloch, in American Lumberman.

SLAVES

(By James Russell Lowell.)

Men, whose boast it is that ye
Come of fathers brave and free,
If there breathe on earth a slave,
Are ye truly free and brave?
If ye do not feel the chain
When it works a brother's pain,
Are ye not base slaves, indeed?
Slaves unworthy to be freed.
Is the true freedom but to break
Fetters for our own dear sake,
And with leathern hearts forget
That we owe mankind a debt?
No; true freedom is to share
All the chains our brothers wear,
And, with heart and hand, to be
Earnest to make others free.
They are slaves who fear to speak
For the fallen and the weak;
They are slaves who will not choose
Hatred, scoffing and abuse,
Rather than to silence shrink
From the truth they needs must think;
They are slaves who dare not be
In the right with two or three.

ST. SAVIOUR'S CHURCH.
(Anglican.)

Corner of First Avenue East and Semlin Drive, Grandview.

Rev. Harold St. George Buttrum, B. A. B. D., Rector.

Residence, the Rectory, 2023 First Avenue East.

SUNDAY SERVICES — Morning prayer and Holy Communion the first and third Sundays of the month at 11 a. m.; morning prayer every Sunday at 11 a. m.; Holy Communion 2nd and prayer every Sunday at 7:30 p. m. All heartily welcome.

S. Mary the Virgin, South Hill.
(Cor. Prince Albert St. and 52nd Ave.)

8:00 a.m.—Holy Eucharist.

11:00 a.m.—Matins and sermon.

(Late celebration on 1st and 3rd Sundays).

3:00 p.m.—Children's Service (Third Sunday).

4:00 p.m., Holy Baptism (except Sunday).

7:30 p.m.—Evensong and Sermon.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Drill Hall, Vancouver, B. C.," will be received at this office until 4.00 P.M., on Monday, June 29, 1914, for the construction of the aforesaid building.

Plans, specification and form of contract can be seen and forms of tender obtained at the offices of Messrs. Perry and Fowler, Architects, Vancouver, B.C., at the office of Mr. Wm. Henderson, Resident Architect, Victoria, B. C., and at this Department.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p.c.) of the amount of the tender, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

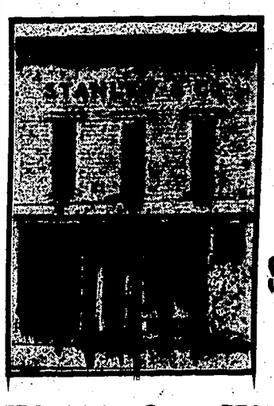
The Department does not bind itself to accept the lowest or any tender.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, May 23, 1914.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.—60551.

Wall Paper



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DO YOU WANT TO MAKE MONEY

not merely a 50 or 100 per cent. raise in stock, but a permanent investment that will give large immediate returns and enrich your children when you are gone?

THEN INVESTIGATE THIS

THE BARAMBA MINING CO., Ltd.

CAPITAL, $500,000 (NON-PERSONAL LIABILITY)

HAS SIX CLAIMS ON HOTHAM SOUND

SEVENTY-FIVE MILES NORTHWEST OF VANCOUVER.

It has an open cut 150 feet by 40 feet, from which 1,500 tons of Ore have been taken and now on dump.

It has cross-cut this ledge on 200-foot level by driving tunnel only 100 feet, proving up an immense ore body.

It purposes cross-cutting the formation on 1,000-foot level and will tap ledge within 200 fet.

It can ship 400 tons per day now, providing aerial tram is installed.

The character of ore is magnetite and copper pyrites, affording a splendid flux and insuring minimum smelter charge.

The confidence of Vendors is proven by their willingness to accept payment for property out of shares and returns from mine. Not one cent of cash. There is no Promotion Stock.

The present issue of Stock is 25,000 Shares at $1.00 per Share—to provide Tram, Bunkers, etc., and necessary cash capital for immediate business.

Aftr this issue there will remain in Treasury six-sevenths of Share Capital.

A Cleaner or More Assured Mining Proposition has never been submitted to the Public.
The Results of Five Average Samples taken from the Open Cut give the following :

Assays of Ore from property of Baramba Mining Co., Ltd.

No.	Gold	$	Silver	$	Copper	$	Total Value
	Oz. per ton	Value	Oz. per ton	Value	%	Value	Per Ton $
1	0.02	.40	5.0	2.95	1.6	5.12	8.47
2	0.22	4.40	7.6	4.48	2.0	6.40	15.28
3	0.04	.80	3.6	2.12	6.5	20.80	23.70
4	0.02	.40	4.2	2.47	1.0	3.20	6.07
5	0.20	4.00	3.8	2.44	1.2	3.84	10.00

Average of Five Samples Gives $12.92

Average of Five Samples taken from Britannia Mine at same stage of development gave $9.95

Assay of High Grade Ore taken From "Third Chance" Claim

Gold, Oz. per ton	Value	Silver, Oz. per ton	Value	Copper %	Value	Total per ton
6.10	$122.00	8.5	$5.01	13.75	$44.00	$171.00

The above is a picked sample and in no way figures in profit calculations, but goes to show what values in gold, silver and copper are to be met with in the ore body. Assay made by J. O'Sullivan., F.C.S.

The Profits assured, for the small amount of capital required, seem fabulous, but the enormous amount of ore easily obtainable, the desirable nature of the ore, the easy access to mine and the favorable shipping facilities make this proposition as certain as anything human ever can be.

Baramba Mining Company, Limited

(Non-Personal Liability)

AUTHORIZED CAPITAL, $500,000

PRESIDENT:
JOSIAH MAYCOCK
Capitalist, Lynn Valley, B. C.

VICE-PRESIDENT
FRANK UNDERWOOD
Merchant, North Vancouver, B. C.

MANAGING DIRECTOR
JOHN CARMICHAEL
Mining Expert, Lynn Valley, B. C.

BOARD OF DIRECTORS
EDWARD MAYCOCK
Capitalist, Vancouver, B. C.
FRANK UNDERWOOD
Merchant, North Vancouver, B. C.
JOSIAH MAYCOCK
Capitalist, Lynn Valley, B. C
JAMES PEARSON
Agent, Lynn Valley, B. C.
JOHN CARMICHAEL

SECRETARY-TREASURER
EDWARD MAYCOCK

SOLICITORS
MESSRS. BOWSER, REID & WALLBRIDGE
Canada Life Building, Vancouver

AUDITORS
BUTTAR & CHIENE
Chartered Accountants, Vancouver, B. C.

BANKERS
BANK OF BRITISH NORTH AMERICA

APPLICATION FOR SHARES

Baramba Mining Company, Limited

NON-PERSONAL LIABILITY

HEAD OFFICE, LYNN VALLEY, B. C.

Authorized Capital, $500,000, divided into 500,000 shares of One Dollar Each.
Offer of 25,000 shares of the Capital Stock.

Form of Application

TO THE DIRECTORS OF THE BARAMBA MINING COMPANY, LIMITED:

I enclose herewith.....

being payment in full for.....fully paid up and non assessable shares of One Dollar each of the capital stock of the above Company, and I hereby request you to allot me that number of shares, and I agree to accept such shares, or any less number that may be allotted to me, and I authorize you to place my name upon the register of members in respect to the shares so allotted to me.

(WITNESS) Signature .....

..... Address .....

Dated....., 191..... Occupation .....

Cut this out, fill in and send today to Fiscal Agent, with Cheque.

FISCAL AGENTS TO WHOM APPLICATION SHOULD BE SENT

Pacific Securities Exchange.....616-617 Metropolitan Building Vancouver
Thos. Duke.....329 Gore Avenue, Vancouver
Kenneth Lamond.....99 39th Avenue, East, South Vancouver
Frank Underwood.....6 Lonsdale Avenue, North Vancouver

All Payments to be Made by Cheque in favor of the Baramba Mining Company, Limited

DO NOT NEGLECT THIS OPPORTUNITY