The Colonist

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The Semi-Weekly Colonist

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PERILS OF THE SEA

A shipmaster formerly sailing out of Victoria, in the course of a conversation as to safeguards to navigation, was asked if what he had specified would ensure safety. He replied: "Nothing. can ensure safety. There are always perils of the sea against which nothing can guard." It is well to keep this fact in mind in view of the terrible wreck of the Titanic. Here we have a ship which was the very last word in marine construction, commanded by a skilful navigator, and yet she went down sults as can be reached under any plan carrying hundreds of people with her. that can be devised; but undoubt It seems impossible to believe that her the idea of party loyalty and the de-Captain would be negligent; it is certails of party organization may be tain that he was not incompetent. His pushed too far. This is painfully manskill as a navigator is established by ifest in the United Kingdom just now, his selection for the command of the when a calm and unbiassed discussion greatest ship ever built. That he would of a great issue seems to be quite imbe negligent in such a position seems possible. Substantially every Liberal is beyond belief. The late Captain Cox. for the Home Rule measure and every of this city, once told of a queer theory Conservative against it. So far as we he heard an old Honolulu pilot advance have been able to judge, there has been Coming out of that port in the mornnig they saw a steamer in a position in no attempt on the part of any one to which there was absolutely no excuse form an unbiassed judgment. We find for her setting on a fine night. She the same thing in Canada. The discussion of any subject strictly upon its was not a complete wreck, but was cer tain to become one as soon as the sea merits seems impossible. rose. Captain Cox asked the pilot how the master of the ship had ever got her into such a position. The pilot replied: "The devil done it: the devil often blinds sallormen's eyes." Captain Cox either political party. Party organize added that he had seen many disasters for which it seemed as if no other explanation could be offered except that they were due to unaccountable mistake. The City of Columbus, we think that was her name, went ashore at the foot of a cliff on Martha's Vineyard on a clear night. Said Captain Miller of the New York: "I was out in the people will not stand for that. Sound not far away at the time, and there was not a cloud in the sky nor a trace of fog." The quartermasters, who were in the pilot house at the time, were both drowned. The capte't had set the course of the ship not more than thirty ites before and gone to his cabin-No one ever was able to advance even a tenable theory for the loss of this

We may never have a satisfactory explanation of the loss of the Titanic, and to attempt to suggest one with the information available would be preposterous. Perhaps of all the dangerous things with which a great steamer may be in collision an iceberg is the worst. No one can tell from the part of a berg which is in sight where the rest of it is. An iceberg floats only one-eighth f its weight above water. A towering may only be a part of a great rged mass upon which a steamer strike, and the very fact that' s submerged might make the blow Iways possible danger that a berg verturn. Insta .s of this have served, although we do not at present recall any instance in which a shipwreck was caused thereby. There are well known cases of ships that have sailed and never have been heard of again, although they were supposed to have been lost in the most frequented paths of the sea. The Coston of that name with some four hundred pasengers, and not only was never seen again, but not a fragment of her was ever discovered, although the ocean was diligently searched. She disappeared as completely as if she had been caught up in the air and transported to another planet.

thing if more of this were invested in local industries. We have nothing just now in mind to suggest, and this article is only written to bring the subject under the attention of our enterprising citizens With the development of the island and the growth of the commerce of the city, there will always be a much larger payroll that we have had heretofore: but we are very ambitious for Victoria, and want to see all the sails drawing.

PARTY GOVERNMENT

the servants' hall. I cannot imagine what the great ladies of other days would have thought and said had some one been introduced to them, and on making inquiry been told. 'She is quite smart.' According to their old world ideas such an idea would convey the idea of some kitchen-maid dressed up in her Sunday best." The object of government is, or at In her Sunday best." She goes on to explain what she under-stands by the expression, and it may be summarized as a combination of extrava-gance, frivolity and irresponsibility. Perhaps people of a later generation might not accept Lady Dorothy's interleast ought to be, the attainment of the greatest good for the greatest number. Therefore the test of any system is whether it is such as to secure an expression of the best thought of the netation. A very recent dictionary de-tines "smart" as meaning purgent, keen, revere, sharp, brisk, witty, shrewd, Anpeople and a set of administrators who will give effect to it. Obviously ideal other adds to these vigorous, acute and vivacious. Another adds poignant, quick, brisk and fresh. It must be confessed that exactness is not easy when a word conditions are unobtainable. As long as one man's vote counts for as much as another's there can be no certainty that a popular verdict will always be s susceptible of such a variety of meanwise. Obviously also there can be no ngs. guarantee that the best men will alwhile there may be some excuse for inexactness in speech, there really is none for mispronunciation and scarceways be chosen to office. Possibly party government produces as good re-

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he mean

this we are not unmindful of the

that usage is constantly changing meaning of words. In "Under Five

leigns" Lady Dorothy Nevill speaks of

The expression "smart set." She says: "The adjective 'smart' which has come into such extended use, was not in former days, I think, much heard outsid the second

servants' hall. I cannot imagine

y any more for mis-enunciation. plation. Two persons may nee a word the same, but they nounce a word the same, but they may enunciate it differently, that is they may give, out the sound differently. It is clearness and beauty of enunciation which sives charm to speech. Beauty of enunciation seems to be due to the proper use of consonants, whereas cor-rect pronunciation is due to the proper use of vowels. This is not an invariable rule, but it is one worth keeping in mind. To be accurate without ostaris may nind. To be accurate without ostenta ion in the selection of words, to pro ce them correctly and to enur hem distinctly are the three essentials of correct speaking.

LABOR AS CAPITAL

A railway president, addressing his mployees, said that the capacity to do inskilled work was equal to a certain ash capital. We have forgotten the There is just a possibility that party discipline may be carried too far, and unt he said, but it would be got at we think we see signs, of a revolt reckoning the amount of capital put t at interest that would yield what a against it. They are not confined to out at interest that would yield what a steady workman can earn. If a man can earn an average of \$2 per day, he represents to himself an investment of \$10,000 at 6 per cent. It does not do to push analogies too far, but the resembl-ance between capital invested at inter-est and ability to earn wages is suffici-ently great to make some of the rest tion is a very excellent and necessary thing, but unless there is elasticity within a party, it is pretty sure to go to pieces. There is very little doubt that the overthrow of the Liberals last year was due in large part to local ntly great to make some of the prin iples applicable to the one applicable to inelasticity. Local leaders claimed and other. For example: exercised a species of dictatorship; and If a man had \$10,000 to invest with

the intention of living on the interest he would naturally seek a safe invest-A government never is as strong as ment, and would aim rather at deriving a permanent income with safety than a when it has the support of independent men. At best neither political party in smodic one with uncertainty, aid naturally want the best in Canada has a sufficient number of hard would naturally want the best interest he could get; but if he was a wise man his first aim would be certainty and perand fast adherents to be able to secure popular support. It must depend upon the great army of the "unplaced," upon the men who do not go near political

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his met and words to be the second state of the second size of the second size of the second state of \$10,000 and support a family might find a rather difficult proposition; but a workman by increasing his earning capacity increases increasing his earning family. Hence it is to himself. Hence it is to be represents to himself. conventions. The larger the element of the electorate is the better for the country, for its strength prevents party tyranny, or at least reduces the possihe represents to himself. Hence it is to the advantage of every workingman to We do not recall a presidential campaign in the United States, in which there was anything like the bitterness shown that is now in evidence between

the advantage of every workingman to increase his efficiency, provided increas-ed efficiency means increased pay. Hence also any system that prevents a work-ingman from increasing his earnings by increasing his efficiency is economically unsound: Hence also loss of time through dissipation is equivalent to a loss of interest on an investment. A man who loses two days a week through dissipation is like one who doliberately lissipation is like one who deliberately acrifices 2 per cent. upon a 6 per cent It follows that strikes may be econ-

THE VICTORIA COLONIST

Sir Beerbohm Tree recently presented thello in London, and at the close of one of the acts there were calls for the author. Fancy any London thestre-going audience supposing William Shakes peare to be yet alive.

person engaged in supplying a cer branch of the building trades said tain ast week that he knew of a thousand being now in course of erection ! Victoria. Nevertheless if you try to rent a house you will find it hard to get

Senator La Follette is convinced that he will secure the Republican nomination for the presidency. He says there will be a deadlock between Messrs. Taft and Roosevelt, and that he will certainly be chosen as a compromise.

Harry Lauder has been engaged for a season in America at \$5,000 a week. He is given this enormous salary because his manager-to-be says that he draws ligger houses than grand opera. There's no accounting for tastes.

The latest fashion in head-gear is the "bubble hat," an arrangement whereby the wearer can at will blow a bubble that will appear as an ornament. There pes not seem to be anything that can go beyond this. The hat has been patented. The bubbles cannot be any lighter than the head that will wear them.

The Hamburg-American Line is soon to launch a steamer that will be 900 feet long, and will have accommodation for 5,000 persons. Her promenade deck will be nearly a quarter of a mile round. She will have a theatre capable of seating 600 people and a winter garden. We fear that the public will not feel as con-Ident of the safety of these big ships as they were.

United States railway men say that hey want 100,000 men to work this ummer. Yet the cry constantly goes p that there is no work to be had. The trouble is that many of the socalled unemployed do not wish to have steady employment. If they can get ccasional jobs around the cities they are content. This evil is much greater

than many people think. Thou shalt not treat, says Premie

Whitney, of Ontario. Thou shalt not have a bar, says Mr. Leader, of the oposition Rowell. Out here we are going abolish the saloon. That will be better than either of the Ontario proposals There is something better than either or all of them, namely the inculcation of the principles of temperance. Many e those, who have taken part in temperance reform, have grave doubt if by sub stituting legal restrictions for moral uasion much of a gain has been made

In the course of a discussion a Le ays ago upon wages and the cost of days ago upon wages and the cost of living, one of those taking part in it expressed the opinion that, if all per-sons in British Columbia, whose wealth exceeds \$20,000, and workingmen who have been in the province less than a year were eliminated, it would be found that the average wealth of the popula-tion is much greater than in any other part of the world. We think this may be true. There are a surprising numbe true. There are a surprising nu ber of people in this province, who a easily worth between \$10,000 and \$20 000, and very many more who have as sets worth between \$1,000 and \$10,000 It follows that strikes may be econ-mically unsound from the standpoint of thing at all, that is excluding transient

holding 32,000 barrels, a measuring tank oil and its installation on the G. T. P. holding about 1000 barrels, and a pump ips Prince Rupert and Prince ing plant of 1,000 barrels per hour de adoption of oil as fuel ivery. An eight inch pipe line leading

property is not affected, and the maxi

Oil Storage on Board.

"The location of oil storage on board

ballast only. The principal difficulties

in such cases are those of proper vent

temperature of the sea water, and the

or

obtained.

The adoption of oil as full for steamships use is a question which in-volves the careful study and solution of many problems peculiar to each in-dividual case. Some of these are: The advantages to be gained in economy and efficiency; the abundance of the supply, means of securing proper deliv-ery, storage facilities and convenience town the dock with two connections to the ship enables both forward and after tanks to be filled at the same time. A contract has been made which calls for a constant supply of oli, having the required flash test and gravity. The pump house is of concrete, and the tanks ery, storage facilities and convenience in fueling ships: quantities regulted to be carried, location of proper storage on board, ships' trim and stability, fresh water storage, etc.; and, not the least important, the system of oil burners to be adopted: <u>Advantages Gained</u> "The advantages gained in the use of oil fuel as against coal vary according to the conditions under which it is to be used, and are generally well recog-nized. Briefly enumerated, they are as follows: The quantity required to perstand on heavy concrete foundations laid on piles driven to 3 feet centres, with retaining walls of reinforced con-crete. The walls themselves form an outside tank with a capacity of 10 per cent. greater than the steel tanks, and are circular in shape, with panels set in

follows: The quantity required to per-

"Individual requirements must govern formed the same service is less both in weight and the space occupied, with a proportionate decrease in fuel bills. the quantities required to be carried. The route the vessel is on and the frequency with which she can be fueled are to be considered. A handy rule is This is particularly, true on the Pacific are to be considered. A handy coast, where the oil supply is abundant and coal is somewhat limited in quan-tity, high in price and of comparatively the i.h.p. developed, dr. . d by 10, which will give the cons ... poor fuel value. Such expenses as re rels per steaming day of 1 generally speaking, 4 barrens of out will ewing of grate bars, stoke hold floo plates, slice bars, rakes, etc., which every coast engineer knows are considequal one good ton of coal, although on vessels with modern and well maintained equipment, 3½ barrels will be nearer the actual consumption, including usual auxiliar es.

"It has been the experience also of ship owners who have changed from coal to oil that charges for boller maintenance have maintenance have practically disap-peared. The constant opening of fur-nace doors for firing up, and the time is perhaps a more difficult problem. Double bottoms are frequently used in equired to clean fires on account ships where they are required for water the large amount of ashes and clink-ors, with the consequent inrush of cold air and the resultant lowering of furing arrangements, and owing to the low nace temperature, cause an immense amount of contraction and expansion. This cannot but have a serious effect density and low velocity of oils required to stand British Admiralty and Do on joints and rivers, and as a cons quence a large unnecessary expense f repairs, to say nothing of the rap minion Government tests, it will be found necessary to fit steam heater coils to the suction -pipes to secure a deterioration of the plant, with the ulti-mate necessity of/replacing the bollers iong before their time. I have known free and constant flow of the pumps. Such coils, from their location, are difficult to overhaul, and are attended ps to carry a gang of boilermak with the possibility of developing leaks and the constant introduction of water trip after trip, and when laid off for overhaul the principal expense would into the oil. he boller repairs. One superintendent engineer whose fleet made long offshore voyages told . me it used to be a regular thing to have boilermakers walting a ship's arrival in port, but since his line adopted oil fuel.he "had not seen a boilermaker."

Small Pay-Roll

Small Pay-Roll Another most important economy is the reduction in the number of firemen the reduction in the number of firemen and trimmers required, with the con-sequent lowering in payroll and cost of subsistence. One man of ordinary in-telligence on a watch, in oil, burning ships with single stoke holds, will tend 18 fires and have an easy time of it, whereas with coal 18 firemen and six to nine trimmers would constitute fire stoke hold crew of such a ship. and they would crew of such a ship, and they would earn their money, too. The difficulty of securing so large a crew of efficient firemen is very often a serious one. This is greatly less-ened with oil, as its use does not reened with oil, as its use does not re-quire, nearly, so many nor any more skilful men, and the cleanliness and lightness of the work appeals to them. Crews are easier to keep and are more, useful on that account. "Because of the absence, of smoke, oldears and mathematical account.

because of the absence, of smoke, oinders and coal dust, oil burning ships are not only cleaner, but the aupplies required for scrubbing and painting are much less, and while the economies from such sources are difficult to calfrom the top, of the tanks, which permits closing any pipe line in case of a break, and absolutely contining the oil 'to 'the tanks. The tank plans were approved by Lloyd's, the British Board of Trade, and Dominion steambeat inspectors before the contracts were let. culate, they are appreciable neverthe

Culate, they are appreciable neverthe-less. Greater Efficiency "In point of efficiency the advant-fic value of oil far exceeds that of coal. After deducting the percentage of moisture and ash from coal, the latter from experience having been found to run as high as 20 per cent. and 25 per cents the average run of coal will be found to represent 7000 to 5500 h four. "Tages are appreciable neverthe-tic value of oil far exceeds that of coal. The filling avrangements are most com-plate and simple. The forward and after tanks can be filled separately, but in addi-tion, the after filling pipe leads to an S-in, manifold, by which not only can the moisture and ash from coal, the latter from experience having been found to run as high as 20 per cent. and 25 per cents the average run of coal will be found to represent 7000 to 5500 h four.

· Friday, April 19, 1912

MR. R. F. GREEN THE MAN FOR KOOTENAY

Unanimous Momination and Elec-tion Is Generally Conceded Liberals Will Support Rim

It is generally expected that the by lection in Kootenay, to fill the seat in the house of commons vacated b the appointment of Mr. A. S. Goodev to the board of railway commissioner of Canada, will not be brought on unt autumn, although meanwhile the a is filled with conjectures and specul tions as to possible candidates. It seems to be generally conceded that the Conservative convention will seems to be generally conceded making them more ornamental than otherwise. By the plan the rate of inname Mr. Robert F. Green of this city surance on our own and surrounding with unanimity, his intimate acquaint ance with the conditions and necessities ntum degree of safety from loaks or fire of the Kootenay, as well as his close knowledge of public affairs and public men, making him exceptionally fitting for service as a useful member of the federal house.

This is so generally recognized that he has already been offered the hearty support of Liberals as well is Conser vatives in all the chief Kootenay centres, several of the opposition assoclations having declared themselves as against the presentation of opposition in the event of Mr. Green being the Conservative champion,

Th Ottawa and in Montreal during the past week there has been talk of either Hon. W. S. Fielding or Hon. Mackenzie King seeking a seat in Kootenay. Better judgment will most probably prevail; however, and neither of these ex-minis ters experience the discomfiture of losing both the seat and \$200 deposit.

POULTRY EXPERT TO TOUR PROVINCE

Mr. H. C. Upton, who has been enaged by the provincial department of agriculture as an assistant poultry expert, will start in a few days on a tour of the province, which before it is com-pleted will take him over a large part of the island and the southern mainland. It is the intention of the department to Into the oll. "In high speed vessels like the Prince Rupert and Prince George, questions of dis-placement, trim, stability and centres of Grävity are very carefully worked out by the designer and builders, and it is most important that such conditions once estab-lished should not be disturbed. These be-ing the only ships on the Pacific coast fitted with full hot and cold running water service in all staterooms they require far more than the average supply of fresh water. The double bottoms being utilized for this purpose, it became obvious that if fael oil was to be carried there that an equal amount of water storage must be provided elsewhere. It was decided that oil tanks built in the institution of weights and other questions of trim and stability. Be-sides this the plan possessed the additional advantage of convenience in filling and venting arrangements without disfiguring the Vesse's cabins or exteriors and such tanks being iscented above the ships main; tank being iscented above the ships main; the shace provided contains sufficient to carry the ships is 13 knots an hour, with ample for port consumption. "These tanks, five in number, are built of make the work of a character as thoroughly practical as possible, and Mr. Upton, therefore, will not confine himself to the delivery of lectures, but will ge directly to the farmers wherever he as an opportunity, and will solve their individual difficulties or give them advice as to what changes should be made in their methods. Although Mr. Upton is a native of Canada and received his echnical education at the Ontario College of Agriculture in Guelph, he has spent the past few years on the staff of he State College of Agriculture in the state of Maine Dik state of Maine. Discussing conditions which prevail in that state, Mr. Upton declares that the agriculture of Maine is not nearly so bad as one might infer by reading from time to time the stories which are published with regard to abandoned farms.

"As a matter of fact," said Mr. Up-ton, "I have seen land in the county of Norfolk, Ontario, that has been injured Norfolk, Ontario, that has been injured as much, if not more, by poor farming than any to be found in Maine. One great trouble which Maine has experi-enced is that in many places the forest; has been cut off the steep billsides where it should never have been distur ed, or at any rate where it certainly should never have been disturbed, or a ed, or a hould never have been denuded. Attempts were made to farm these milisides in places, where, as the places . where, as saying is 'it was, necessary to put a brick on top of the seed in order to keep it from rolling off.' These are gradually being re-afforested, but it is a process which takes time. The rest of the state is by no means a desert, even if it is 'dry.' In fact, from all I have been told, it is not nearly as dry as it well might be. Contrary to the gen-eral impression also there is still plenty of lumbering being done in Maine, although the cutting is not so careless as

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Mr. Gy

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Ingenuity in planning, care in construction, skill in navigation may be exercised to the high possible degree; but there are and always will be perils of the sea against which human foresight cannot guard. The marvel perhaps is that there are so few disasters, not that there are so many.

WANTED, A PATROLL

We have heard a good deal lately about the desirability of restricting the industrial area of Victoria. This is, we suppose, all right provided it is not pushed too far. But what we would like to hear more about is an effort to increase the number of industrial establishments. Victoria the Beautiful is a fine thing; but Victoria the Industrial and Victoria the Commercial are also good things. There is no reason in the world why she may not be all three.

There is a very great deal of work new being done in Victoria, and there is a great deal more to be done. We will have a very busy city for some years to come on public works and buildings; but of necessity the time must come when there will be a slackening up in these lines, and it seems to us to be the part of wisdom to take the steps necessary to keep up a good payroll permanently. .There is a great deal of capital in Vic tonia, and it would be a very excellent

n party. We have not observed any disposition upon the part of Mr. Roosevelt or his associates to deny this. On the other hand, there seems to be a likelihood, that, if the official Republican organization does not accept him as a candidate, Mr. Roosevelt may try his hand at forming a new party.

THE U. S. CONTEST

the supporters of Mr. Taft, and those of

Mr. Roosevelt. The language employed.

thrown back and forth is of the grav-

est character. Mr. Taft's friends allege

is of a very violent kind, and the charges

that Mr. Roosevelt is deliberately plan-

bility of it.

On this point a few observations may us our capital. Skilled workinen nowa-days rarely have to strike for increased put; unskilled men rarely gain anything by striking. Skilled workmen being aiways in the minority, the demand for their services is usually greater than the supply. Hence they are always in a position to command good wages, except in times of depression, when the best men may find themselves out of employ-ment. The unskilled workman rarely gains anything by a strike because his be made. The only agency that can smash the Republican party is the popular vote, and if the explosion occurs, it will only be because the people do not find in official Republicanism the policles which they think are best for the country. The Republican party is more than half a century old. During that gains anything by a strike because his time it has to all intents and purposes term of employment is always uncer-tain, and the class to which he belongs is the most numerous of all. A strike that does not result in better pay or improved conditions, which come to the governed the United States, the brief intervals during which the Democrats were in power not counting for very much so far as the nation was concern-We make these observations, not beed. They meant something to the office-

holders, but not much else. thing now transpiring in this commun-tity, but solely as a contribution to the Fifty years is a long time for a party to sway the destiny of a great country, liscussion of a very important economi and it is very much open to doubt if the discussion of a very important economic question, which at times very greatly agitates workingmen, and ought as a matter of fact to receive at all times their best, consideration, namely: How shall ability to work be employed by the worker most advantaseously to himself Republicans have kept abreast of the development of public opinion. Probably the only reason why it was not disintegrated long ago is that there was no worker most advantageously to himself; leader representing a clearly defined issue, and possessed of the qualities which The telegrams speak of the great vealth of the Titantic's passengers. In the supreme hour wealth counts for appeal to the imagination of the people. Mr. Roosevelt has those qualities, but he has not yet presented an issue in so nothing. concrete a form that it can be expressed We suppose it will never be explained in a phrase. If he could do this, the w such erroneous reports of the Ti-able wreck came to be sent out the first ay. No one will probably take the

lav

rouble to inquire.

The general tone of the financial

political situation in the United States would take on a new complexion at once. SPEARING ENGLISE

English is really a very pretty and comprehensive language, although one might think otherwise from listening to the manner in which fi is too frequently article in late New York newspapers is. decidedly favorable. If the presidential lection does not interfere too much with spoken. Possibly there is no better business, the prospect is for a very good complishment than the ability to speak summer. one's language with a proper enuncia-tion and with regard to the fine shades Apparently the indications for a great of meanings, provided this is accompan-led by simplicity. Eliminating slang crop in the Prairie provinces are very and colloquialisms, in which they are no more at fault than others, we think ingood indeed. Though there was an ab sence of snow during the winter, the exactness in the use of words very characteristic of Canadians; but in sayrecent falls have helped the situation very greatly.

orkmen, is very small indeed.

the worker. The great majority of us have no capital to put out at interest. We have only labor to put out fer wages, though sometimes we call our wages sclaries and sometimes fees. That The Calgary New-Telegram thinks hat the fact that the Senate killed the Tariff Commission Bill is a proof that is to say, most of us are able to make a living because we can do something that some one else is ready to pay us for doing. Our fees, wages or salaries, whatever we may choose to call them, are the interact the appointive body should be abolished. That is strange logic. If it were to be an established proposition that the Senate had no power to defeat a measure are the interest upon what represents us our capital. Skilled workmen no sent up from the Commons, there could be no better evidence that it had outlived its usefulness. The only question involved in the action of the Senate is if it acted upon the merits of the measure or only as a partizan body. If the latter contention can be supported, the value of the Senate has gone, and cannot be restored. But probably the Senators would deny that they were partizan in their action.

> Seattle is worried because passengers come from that city to Victoria or Vancouver and then take steamers here for Alaskan ports. It wants this sort of thing stopped. How are they going to stop it? They surely will not require a person to establish before landing in Alaska that he did not come to Victoria or Vancouver from Seattle. They cannot hope to prevent a Canadian steamer carrying passengers from here to Alaskan points, or expect such steamers to refuse to sell tickets to people who come

from Seattle. It is easy enough to regulate freight shipments, but when it comes to interfering with the free move-

nents of people that is quite another story. The Secretary of Agriculture for the United States says that country needs 300,000 miles of additional highways. This is not very much, when you come to think of it. It is only a mile for every ten square miles of territory. The figures only look large.

CAPT. NICHOLSON ON FUEL OIL USE

Manager of Grand Trunk Pacific ars Writes Paper On Use Liquid Puel On Vessels

Capt. C. H. Nicholson, manager of the G. T. P. steamships, has prepared the following report on the use of fuel

found to represent 7000 to 9500 b.tu., whereas oil will give as high as 18,500 b.t.d. The combustion of coal is most whereas oil will five as high as 18,500 b.t.0. The combustion of coal is most incomplete with very high stack temp-eratures of from 400 degrees to 450 degrees F. are easily obtained. Boiler efficiency (under coal usually about 57 per cent) is in consequence increased to something over 80 per cent. es-pecially where forced draft installa-tions are found. The water syapora-tion is thereby increased. Instead of tion is thereby increased. Instead of an evaporation of from 7 to 9 lbs. of an evaporation of from 7 to 9 lbs. of water per pound of fuel with coal, from 15 to 10 lbs. of water per pound of fuel is secured with oil. The steam pressure is steady and easily obtained, a given speed is readily maintained thereby add ing geatly to the accuracy of dead reckng, the safety of the ship and those travelling on her, as well as their comfort and convenience. When all these things are considered there seems little argument left in favor of coal as

against oil, except the supply. While it is difficult to calculate definitely the future oil supply, still there are no present indications of failure in this direction. At was reported a few months ago that there was in storage in California alone a quantity sufficient to take care of the world's consumption for seven months. The California and sumption Texas oil fields are by no means exhausted; new wells are being sunk constantly, and from indications in Aifields will be developed equally as im-portant, so that notwithstanding the immense increase in consumption, the sup-ply promises to be adequate, and the price will probably go lower rather than

Dirice will probably go lower rather than ingher: **Constant Supply**. Trueling facilities are becoming more at all California ports, Portland, Oregon, Tacoma, and Seattle, Wash, and Van-couver. B. C. In a few instances oil barges are kept, and will come along-side and fuel a vessel up while at her own pier, but in most cases it is neces-sary to Broceed to a shore station for oil, at the expense ofmoving the ship and the loss of time entailed. For our own purposes, where a rigid schedule is maintained, and time is a most imports and factor, it is desirable that the ships may be fueled, watered, freighted, and take on or discharge passengers, bag-sage and mails at ome and the same time without requiring the ships to move tom the berths.

"This has been accomplished by the vernon ratepayers will shortly upon a bylaw to provide \$25,000 school extensions.

These tanks, five in number, are bu

went swashing. In addition to the usu iged fittings required by law, full size s valves have been provided on the i of pipe openings, operated by spindi in the top, of the tanks, which permi-use any vice line in each of a

These tanks and are over and aft and thwar over and aft and thwar over and aft and the areas over an areas of the areas of

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changed and ready for service about April 15. "Much study and care has been given this-mataflation in arranging the plans and working out the details, and it is considered the best and most complete yet made on this coast, this opision being borne out by other steamship and oil men who have special that which these ships are again a service, not only will the desired econ-omy and increased efficiency be effected, but many improvements will be found pos-sible under the new conditions, not the pathed the heat for and white pathed stoke holds, smokeless stacks, and scottess decks, the latter features being a contammation devoutly to be wished, and which will be much appreciated by the travelling public.

it was a few years ago." Degrees Form Queens

KINGSTON, Ont., April 16 .- At the KINGSTON, Ont., April 16.—At the annual convocation of Queens univer-sity on April 24 the following honorary degrees will be conferred., Doctor of Divinity, Dean Bidwell, of Kingston; Rev. D. R. Drummond, of Hamilton; Rev. Thomas Mitchell, of Southport, England, president of the Free Churches of England; Rev. R. Bruce Taylor, of St. Paul's church, Montreal. Doctors of Laws Arthur G. Doctors of Laws, Arthur G. Doughty, C. M. G. Dominion archivist, Ottawa; Principa McDougall, Ottawa Collegiate institute William Bennett Munro, professor of the, cience of government at Harvard unirersity.

EDUCATION MINISTER WILL GO TO LONDON Hon. Dr. Young to Represent British Columbia at Great University

Congress.

Hon, Dr. Young, as ministerial head of the provincial health department, leaves this evening for Merritt, where on Friday of this week he will take part in the formal opening of the new Nicola general hospital, an institution but recently completed, and which is spoken of as a model of modernity and convenience in construction and equip-

The minister returns at once to Victoria, expecting to reach the capital again on Saturday night.

It is Hon. Dr. Young's intention to visit many of the leading centres of higher education in America (both in Eastern Canada and in the United States) before proceeding to the Old Country this summer, his plans in-cluding attendance at the great University congress to be held at London during July

Failure of U. S. Bank

MOUNT VERNON, Wash., April 16 .-The private bank of W. E. Schricker & Co., of La Conner, closed its doors today and announced its insolvency. The deposits amount to \$325,000. The failure of private investments to make the desired returns is given as the cause.

WINNIPEG, April 16. J. P. Alex ander ex-M. P. P., deputy registrar of Boissevals, Men., land fittes office, dropped Jead this morning. He was in a barber shop and had just got into the scheir for a shave when death took place, heart failure being the cause.

final. The case the custom up for hea present mo termine th pretation e compell RESO Montreal S When MONTRI Gingras, a in a fire th in a, firs th terior of a. calfg, street District O'Neill obt third floor the back. the roems and discove the bed wit extinguished and carried