

to bring down the salaries of school teachers. The school tax and grant from the Province have been in no way reduced, and the men who would make such a proposition as the one we have just mentioned ought to be branded as "mossbacks" in the largest of characters and never again be allowed to stand in the way of securing the best qualified and at least adequately paid teacher for the rising generation which is expected to occupy a still more honorable position than that of the aforesaid "mossback," no matter how rich he may be. Moreover, it is worthy of remark that some of the people who are credited with desiring to drag down the teachers are those who are anxious to pose as the friend of the workingman.

BUSINESS BUILDINGS.

It cannot be said that we have yet arrived at a stage in Victoria when, as is the case in New York, it has been found necessary to draft a bill to forbid the erection of buildings of an excessive height. The Architectural League have condemned this class of edifice as insecure and dangerous to public health, while, at the same time, they are held to be in artistic. In Germany buildings are obliged to be proportioned in height to the width of the streets on which they are put up so as not to interfere with light or ventilation. For our parts we only wish it were possible to suppose that there was a probability of our reaching at an early date anything approaching a condition of things such as that of which complaint is made in New York. We have very few of what might legitimately be termed business buildings; but the rental of them constitutes a very expensive feature of the merchants' outlay. Vancouver is ahead of us in this particular, and now, when there is not so very much stir, might possibly be a convenient time to go to work and improve some of those structures that are the most substantially founded.

MEAT SUPPLIES

"This year British Columbia should be able to supply all the beef required for consumption in this Province," was the remark recently made by Mr. Hull, the well known cattle man of this Province and the Canadian Northwest. We have in the past, from force of circumstances, been compelled to bring in by far too much beef from the Northwest and the state of Washington and it is to be hoped that now it is realized that we can supply ourselves we shall avail ourselves more largely of the home article, thus keeping at home the money which the cattle cost. Mr. Hull thinks—and we have on several occasions suggested a similar idea, that a cold storage establishment with a capacity of say 3,000 cattle should be established in the interior so that a sufficient stock could be kept on hand to supply consumption during March, April and May when the range herds are not in the best condition. Mr. Hull remarked, in regard to the Northwest, where he is largely interested as well as in this Province, that there never was a better year than last, the shipments having been

greater than in the three previous years. He added that at present the outlook was wonderfully bright, indeed he had never known it better.

There was, he continued, reason to believe that the British embargo on Canadian cattle would be taken off before a great while, and the time was not far distant when refrigerators will be established and cold storage shipments be made from Montreal or Quebec to Europe. Moreover, there were good reasons for believing that the Dominion Government, which, two years ago, gave notice of its intention to cancel the leases of the cattle men, would reconsider their decision and renew those leases and, moreover, would do what they had not done before—protect the ranching interest from the small cattle men who picked out and settled upon the watering places, fencing out the herds of the lessees, which had the effect of rendering leaseholds useless from the want of proper watering facilities.

EDITORIAL COMMENT.

TWO BILLIONS annually is estimated to be the amount of business annually done at Lloyds, the premiums being something like \$25,000,000.

In the U. S. House of Representatives, a bill has been introduced by Mr. McCrery designed to carry into effect the award made by the Behring Sea arbitrators and to regulate sealing in the manner recommended in the regulations.

E. B. HARPER, president of the Mutual Reserve Fund Life Association, is spoken of as being ambitious of becoming the Republican candidate for Governorship of New York State. Should Mr. Harper have the temerity to run his chances for the Governorship of New York, he would doubtless hear a great deal that he would not like to have given special prominence as to the omissions and commissions of the institution of which he is the head.

THE B. C. Agricultural Association have made a proposition to the Victoria City Council, which is at present under consideration, to transfer their property to the latter, provided it will advance \$25,000 so as to free it of debt. There are, of course, drawbacks as well as advantages to the proposal which will no doubt be considered by the Council. Meanwhile, it is recognized that the property of the Association is worth far more than the City is asked to advance.

ERASTUS WIMAN, formerly of the Commercial Agency of Dun, Wiman & Co., was, several days since, arrested in New York charged with forgeries covering something approaching \$250,000. One of his accusers is Mr. R. G. Dun, the head of the agency. Mr. Wiman, it will be remembered, took a prominent part in the commercial union agitation. He affirms his confidence that he shall come out all right, and, meantime, it is in order to await his version of the case.

THE Provincial Building and Loan Association, who were recently licensed to

do business in this Province, have established a local board of directors to control their business in this city, Esquimalt and district, with C. E. Renouf as president, Frank Brown, vice-president, and Messrs. H. Fuller, V. L. V. Howard (Esquimalt), F. W. McCrady, John Taylor and Herbert Kent, directors. Joshua Holland fills the position of valuator; Thornton Fell, that of solicitor, and J. St. Clair Blackett, that of secretary-treasurer and agent.

A DEPUTATION from Westminster and other cities has waited on the Provincial Government to ask for aid toward the construction of the Delta, Westminster and Eastern Railway and the Fraser River bridge. It was contended that this enterprise would be of special advantage to the city of Victoria, but the Provincial Government does not see its way clear to take action this year. The Government do well in not being too hasty about a matter of this kind, inasmuch as there are not a few business men who have large interests at stake, in whose opinion the Delta railway is not necessary, and, moreover, whose main object they hold is to compete with a well established and reliable service on the part of which no bonus or Government favors have ever been sought.

"A FARMER" takes exception to our remarks as to the proposal to establish a creamery at Comox, and the intimation that there are other places as well fitted as that for the above industry. We cannot imagine why he should do so. We never said nor even intimated that Comox was not an excellent location, but what we stated was that there were other places equally as suitable. Would "A Farmer" have it understood that the cows kept in the vicinity of Comox are the only ones there are or are likely to be on this Island? If so, he is laboring under a great misapprehension. With the numbers of farmers there are in other parts of the Island, there are many other places that could be served were good modern creameries established elsewhere.

AT the last meeting of the Council of the Board of Trade an important report was presented by the special committee on the lighting and buoys of the coast of British Columbia, which will be transmitted to the Department of Marine to be taken action upon. In connection with the loss of the steamer Estelle, complaint was made that the Dominion Government, when called upon to do so, had not at once despatched the Quadra in search of the missing craft. The reply received was that if Captain Gaudin believed there was reasonable hope of the Quadra saving the lives of the Estelle's crew the steamer could be taken. Capt. Gaudin did not think there was any hope, and so the steamer did not go. After some discussion it was resolved that the Board express to the Dominion Government its surprise that the Quadra had not been available on the occasion referred to, and emphasize the absolute necessity for the passage of a departmental order making the use of the Quadra possible without any reference to Ottawa in the event of emergency arising.