The Colonist.

FRIDAY, SEPTEMBER 8, 1905.

The Colonist Printing & Publishing Company, Limited Liability.

27 Broad Street, Victoria, B.C.

A. G. SARGISON, Managing Director.

THE DAILY COLONIST

Delivered by carrier at 20 cents per week, or mailed, postpaid, to any part of Canada (except the city) United Kingdom and the United States, at the following rates:

One year $5 00
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SEMI-WEEKLY COLONIST

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THE SCHOOL QUESTION.

Our Liberal friends are becoming uneasy under the criticism directed against their attitude at Ottawa on the school question in 1905 as compared with their attitude on the school question ten years ago. Their policy on this, as on most questions, has been as changeable as the shifting sands of the sea shore, drifted hither and thither with wind and tide. Acting under the spur so spiritedly applied privately and publicly there is an ambitious effort to square British Columbia representatives on their Ottawa record with the people. The effort is skilful but extremely superficial. Either the gentleman responsible for the defence does not himself understand the subject down to its roots or he is evading the true issue involved.

We are led to believe by certain quotations from the Autonomy Acts relative to education in Saskatchewan and Alberta and the presentation of certain facts, that in themselves may be indisputable, that the legislation complained of does nothing more than perpetuate a condition of things which exists in the Northwest at the present time and concerning which everybody everywhere is satisfied. That view of the case is not original, because it constitutes what might be termed the orthodox defence for popular consumption. To the original promulgator, however, is due the credit of having performed a very clever piece of political legerdemain of the now-you-see-it-and-now-you-don't-see-it variety. The real effect of the educational clauses is not now seen by the large audience before which the trick is performed. It will be seen later on when the educational minority begins to claim its newly created constitutional rights.

The educational provisions of the Autonomy Acts purport to leave undisturbed, or, in other words, to confirm the religious privileges contained in the Northwest ordinances of 1901 to which we are told nobody objects. Now, even if that were all, as appears on the face of it, there is still the vital principle at stake of the right of the Dominion Parliament to limit or restrict in any way the powers of the new provinces to legislate in any way they see fit, subject to the provisions of the B.N.A. Act. With that no matter how important, we need not, however, dwell at present. But there is a good deal more involved. We have on former occasions discussed the matter more or less fully, and it is only necessary here to point out that the ordinances of 1901 contain all the legislative power in respect to separate schools contained in the legislation of 1875. Every power, right, or privilege extended to the educational minority in 1875 is dormant in the ordinances of 1901, and are confirmed and perpetuated in the Autonomy Acts, with this difference—and the difference constitutes the most vital principle—that what was formerly subject to the exercise of the will of the Northwest Assembly now becomes a constitutional right, which the minority can claim to its fullest extent independent of the wishes of provincial parliament. The educational system of the Northwest, as it now is, is a system built up by regulations authorized by law. It was fashioned according to the will of the people as represented by members of the Northwest Assembly and the Northwest Government. Under the system, in question, certain rights were granted to the educational minority, and certain provisions were made that were considered satisfactory and just to all concerned. This system, in all probability, would have been continued for all time to come had the matter been left to the legislatures themselves. These were not, however, all the privileges which could have been conferred by authority of ordinance. The full extent of the power given in 1875 and continued unimpaired was not exercised, because the sentiment of the people as a whole was opposed to it. Henceforth, the educational minority have the right to demand every vestige of privilege conferred in 1875, and the legislatures are powerless to refuse. It is a constitutional right granted by Parliament. That is the effect of the present situation, and no reference to the satisfactory workings of the Northwest school system will be of avail as a defence of the actions of those who voted for the Autonomy Acts. They were either ignrant of the nature of its provisions or voted against their convictions under the force of the leader's whip.

BUILDING RAILWAYS UNDER FALSE PRETENCES.

Some particulars have been furnished by our Ottawa correspondent in respect to the finding of the Dominion government railway commission upon the petition of the Canadian Pacific Railway opposing the approval of the proposed line of the Grand Trunk Pacific from Portage la Prairie some 250 miles to the westward. A great many persons will be prejudiced in regard to the position which has been taken by the Dominion government in this matter from the fact that the opposition comes from the Canadian Pacific Railway Company. It looks to them, upon hasty consideration of the facts, as a fight between two railway corporations, and that it arises from selfish motives. The merits of the case are thereby greatly obscured. The Canadian Pacific Railway being a purely business company, with both eyes open for the main chance, is regarded as naturally in opposition to anything which does not bring grist to its own mill or carries it past its own door. It is apt not to be considered that, although the Canadian Pacific Railway is taking the initiative in the matter in its own interests, there are other and much more important issues at stake, and it is to those issues, and not the action of the C. P. R., that attention should be directed.

As we pointed out the other day—and the fact cannot be too carefully kept in mind—the object of the government building the proposed new transcontinental line was the opening up of new territory. It is true that the portion of the line west of Winnipeg is not being built by the government of Canada as a purely public undertaking, but it has lent its credit in such a way as to practically finance it. In principle it is the same as though the government were building the railway outright from start to finish. No one will deny that proposition for a moment. In fact, it was affirmed in parliament in the discussion on the contract, and given effect to in the contract itself as approved by parliament. It was never contemplated to assist a railway to compete in a territory fully opened up and well served by another railway already built through the assistance given to it by the same government. However desirable competition might be in itself, it is for unaided private effort to furnish it. The C. P. R. could not reasonably object to a private company, out of its own resources, paralleling its line throughout at any distance which did not actually interfere with its mechanical operations. Sound public policy, however, would be absolutely opposed to the government building such a line or assisting in its construction. This is so palpably the case that no argument is required in its support. In the case in question it is shown that the Grand Trunk Pacific railway for 250 miles west of Portage la Prairie, one of the best developed portions of the Northwest, proposes to run its line within a few miles from the line of the C. P. R., and in that position it has been sustained by the Dominion government. The finding of the board of railway commissioners, upholding the contention of the Grand Trunk Pacific, is upon the right of the government, under the law, to approve the plans of the railway, rather than upon the general principle involved.

It is maintained that the plans of the Grand Trunk Pacific, as approved, mean the building of the line by the most direct route to Edmonton, but that is not the principle which should determine the question at issue. The credit of Canada was not pledged for the purpose of striking an air-line between any two points. If that had been the main point in deciding the undertaking of so great an enterprise, the government should have adopted the route proposed by the trans-Canada railway. The object was to penetrate country not penetrated by railways, in which there was prospect of development of great magnitude. The great argument in favor of a second railway across the continent was that the country is too extensive to be covered by one railway, and that there is room for not only one, but several, railways. In a general way, this principle was embodied in the act of incorporation of the Grand Trunk Pacific railway, which bound the railway not to build within thirty miles of existing main lines of railway. The exact language of the statute is as follows:

"Provided, always, that before the construction of any portion of the prairie section in the Northwest Territories is commenced, the location thereof shall be subject to the approval of the governor-in-council, having regard to the principle that except for the purpose of reaching proposed common points, or for other satisfactory reasons, such location shall, as far as is practicable, be so made that such main line of railway shall be constructed at such a distance, generally not less than thirty miles from any other main line of railway, running in the same direction, already constructed or located by plans sanctioned by the minister of railways and canals, prior to the passing of this act, as the governor-in-council may deem reasonable."

What the intention of parliament was is best shown by the discussion which took place, and, in particular, by ministers of the Crown. Sir Wilfrid Laurier, who was in a special sense the political father of the Grand Trunk Pacific, said emphatically, after referring to certain exigencies of route, which would have to be met by reference to the reports of engineers:

"I would remind the House of the condition by which the government will have to abide, and which cannot be discarded. A stipulation was made by this House that, wherever it located its line, it must place it, except at terminal points, at a distance of at least thirty miles of an existing railway, or from any railways that have been located."

Mr. Fielding declared that in reaching the West the railway would touch at Winnipeg and once more plunge into new territory, and so on and on, always touching on, as far as practicable, the large centres upon the way and always striking out again into the new and yet undeveloped lands.

Hon. William Mulock dwelt eloquently upon the advantages of the railway as it glided its way through one province after another until it slid gracefully down to the waters of the Pacific, and stated that, "in addition to its being a trunk line, it is a colonization line, opening up and making available millions of acres of productive land which is at present valueless to the people of Canada.

Mr. William Patterson stated that it would "open up Northern Quebec and Northern Ontario north of the Canadian Pacific Railway, in Manitoba and the Northwest Territories and the mineral regions of British Columbia."

The Minister of the Interior declared that they were not taking a leap in the dark, but were going to follow the plan of the Halifax Board of Trade, which, by the way, suggested the road being built north of Lake Winnipeg.

The Minister of Justice spoke of it as opening up the "hinterland" in order "to give breadth as well as length to Canada."

Nothing could be more emphatic and explicit than these declarations of policy from the ministers of the Crown. The marvelous feature of the situation is that these same gentlemen, all honorable men, should in their collective capacity of "Governor-General-in-Council" have rendered abortive so much good reasoning and eloquence upon the floor of the House of Commons, and adopted a policy so directly in opposition to the sentiments therein expressed. By their subsequent action they have enabled the company to evade the spirit of the Act of Parliament and to turn into a purely commercial enterprise what was intended to be a work of development, to make which possible the country lent its credit to almost the full extent of the cost.

It is simply another instance of the way in which, in connection with the Grand Trunk Pacific throughout, the country has been deceived. In other words, it will be a railway built at the people's expense under a series of false pretences. We were led to believe one thing and we are to get another. The legislation as enacted was skilfully worded to render this possible.

INCREASED MINERAL PRODUCTION.

The outlook for a record year's mineral production in British Columbia this year is distinctly favorable, notwithstanding that in several directions conditions are not helpful to this very desirable result. Not only do present indications point strongly to a bigger output of metals this year, but prices are generally higher, with a reasonable prospect of their being well maintained for some time. Further, at no previous period in the history of lode mining in this province has there been such a large amount of outside capital available for the development and utilization of its extensive mineral resources. Concurrent with the greater active interest being taken in the mining industry by men of large means and extended experience, is the progress being made towards providing railway transportation facilities for districts already shown to contain much mineral, but not heretofore contributors to the realized mineral wealth of the province.

Before reviewing the conditions that are favorable to the increased production of minerals we confidently anticipate will mark the current year, those that are unfavorable may be briefly noted. First among these is the general shortage of water experienced in the mining regions. This, by the way, has not been peculiar to British Columbia alone this year, but has been general in the Northwest, whether in Yukon Territory and Alaska, or in the states to the south of this province. Reports from Atlin and Cariboo, which produce more than two-thirds of the placer gold production, tell of restricted operations with a probable lessened yield. This notwithstanding, Atlin may yet make good any deficiency arising from the cause mentioned, its mechanical facilities for the recovery of gold having been more effective this season than in past years. Cariboo may not be expected to come up to last year's yield, yet its output may be a fairly good one. There is, though, in each case, a prominent redeeming feature in the situation, viz., that in Atlin dredging and the use of the steam shovel have contributed to some extent to the better recovery of gold, while in Cariboo encouraging progress has been made at the drift mines on Lightning and Slough creeks. Next, the position in the Slocan, as regards the production of high-class ore, has been disappointing, though the circumstances regarding this lack of progress may be regarded as temporary. Again, labor difficulties at Nanaimo have interfered with the production of coal there, so that a considerable loss in the year's output at the Vancouver Island collieries may offset the substantial gain in tonnage the Crow's Nest Pass Coal Company has made and is continuing to make at its coal mines.

Turning to the increases made, these are particularly noticeable in the Boundary and Rossland districts, as regards copper-gold ores; in East Kootenay, in silver-lead, coal and coke; and in Slocan and Ainsworth, in zinc. Less important additions to output are being made in other parts, these in smaller measure contributing to the general good result. The tonnage of the Boundary has reached a total of over 600,000 tons for the eight expired months of the year. Valued at $5 per ton, this means a production of about $3,000,000—probably more, since copper is maintaining a higher price this year than last. Rossland has already produced something like 225,000 tons of ore, which, calculated at last year's average of rather better than $12 per ton, means a value of nearly $2,750,000. Given an output for the remaining four months of the year on a similar scale—and there is good reason to expect that it will be even larger—these two districts will together show an increase of between $1,750,000 and $2,000,000 as compared with last year. Approximate figures showing the output of silver-lead ore from the St. Eugene mine, in East Kootenay, are not at present available, but it is known to be much larger than during the corresponding period of last year. Similarly, an increased production of coal and coke is known to have been made at the Crow's Nest Pass collieries. As to zinc, Slocan and Ainsworth have produced nearly 10,000 tons of zinc ore and concentrates this year, as against a comparatively small total up to the close of August of last year.

In smaller degree there is cause for satisfaction in the year's progress in other directions. In far Cassiar, on Thibert Creek, good progress has this year been made, while on Lorne Creek, a tributary of the Skeena, more gold has been won this year than during earlier seasons. At Howe Sound, the Britannia has been equipped for a large production, which will shortly commence. At Kamloops, the Iron Mask mine has been steadily producing for months. About Camborne several mines have been yielding returns sufficient to warrant their operation on a larger scale. Around Ferguson, in the upper Lardeau, valuable discoveries have recently been made, notably at the well-known Silver Cup, in which many important developments have taken place. Poplar Creek, though disappointing in the past, is having some of its mining properties steadily developed. Around Nelson, the Molly Gibson and the Reliance Company's May and Jennie mine are entering the list of producers, while the Ymir is at last in good ore, and the Arlington, Erie, is now a dividend-payer. In the Slocan City division, the Ottawa, which last year paid its owners a net profit of nearly $50,000, has much rich ore in sight. There are others, but these will serve to indicate that progress is indeed being made.

Railway construction promises to benefit several mining districts, but these will not add to production for some time to come. In Northeast Kootenay, the Kootenay Central railway will provide much-needed transportation for the mines about Windermere, some of which have shipped under existing unfavorable conditions. The West Fork of Kettle River is making progress now that a commencement has been made with the building of the Midway-Vernon railway. The Southern Similkameen is active, with construction work proceeding on the V. V. & E. line, while a decided impetus has been given to the development of mining properties in the Nicola country by the commencement of the railway thence from Spence's Bridge.

Most noticeable of all, though is the progress marking the year in regard to the increase in smelting facilities. In the Boundary district especially is this to be seen, the Granby Co. having considerably enlarged its works, the B. C. Copper Co. having arranged for doubling the treatment capacity of its plant, and the Dominion Copper Company planning works of large capacity to take the place of those recently acquired from the Montreal & Boston Co. Extensions of lead refining facilities have been made at the Canadian Smelting Works, Trail; important improvements effected at Nelson, and at Marysville, East Kootenay, the Sullivan Co.'s lead smelter is now in successful operation. Nor is the Coast lagging behind, for shortly the Britannia Co.'s smelter, at Crofton, will once again be running, with an excellent prospect of having sufficient ore to keep it in continuous operation.

On the whole, then, it may be justly claimed that the condition of the mining and smelting industries of the province is generally satisfactory, and the outlook decidedly favorable. With mineral production increasing, ore reduction facilities being added to, prices of metals maintaining a high average, capital coming in for extensive development and equipment of the mines and enlargement of smelters, and railways being constructed to mining sections known to possess large mineral resources, there is ample warrant for concluding that a considerable advance in the total annual value of the mineral production of British Columbia will take place each successive year for some time to come.

CANADIAN NORTHERN RAILWAY.

In an Edmonton paper just to hand we see recorded the fact that the Canadian Northern grading outfit had passed through that city, and that there were nearly one hundred teams at work in the west end of the city, so that the promise of Messrs. Mackenzie & Mann to reach Edmonton this fall will have been fulfilled to the letter. Grading is also being done on the main line west and on the branch tapping the Stoney Plain district, and also on the branch which will open up St. Albert, Morinville, and, later, the Athabasca Landing country. On the latter branch, which opens up a very fertile country, there are four grading parties at work. This is being hurried along in order to get well into the country to be reached by the Grand Trunk Pacific before the latter.

In an interview Mr. Mackenzie said: "We just go on quietly building railways and are saying very little about it. We are now working on the last section of our line to Edmonton, and hope to run a train into that town some time about the end of October or beginning of November."

He did not promise to be able to handle the big wheat crop of that district this year, but said they would have as many engines and cars as possible and keep them going, which was the only way to handle a big job.

The particular point of interest to be noted is that grading is going on on the "main line west," which means that the railway is being built to the Rocky Mountains. It has been frequently stated that the Canadian Northern would be the first of the two new transcontinental railways to reach the Pacific Coast, and the work now going on clearly indicates the probability of the statement being proved true. A railway through Yellowhead Pass, piercing the central interior of British Columbia, will be a factor of great importance, and so far as the present populated parts of British Columbia are concerned, will be of much greater benefit than a line with a terminus at or near Port Simpson.

The Globe, in its editorial notes and comments, remarks that "the mining interests of Cobalt should be willing to regard a royalty on the output of rich mines in the same light as a rake-off for the house on each 'jack-pot.'" That is a very practical way to look at the subject of royalties, but the question that arises is, how comes the reverend editor of the Globe to have such a familiarity with the expressions of the gaming room and the methods employed?

LETTERS TO THE EDITOR.

[The Editor does not hold himself responsible for views expressed by correspondents.]

VICTORIA'S GOLD MINE.

Sir—Permit me to mention what may be of special importance to our citizens. My attention has been called to what may be regarded as "a very hopeful prospect" situate about three of three and a half miles from Victoria post office. Partly by chance and partly from curiosity, a good friend of mine has unearthed specimens of rock from which, near the surface, assays have shown from $4 to $8.24 in gold. Although the assays were made for gold only, there are unquestionably strong indications of other mineral. From a small stringer, at the surface, the gold-bearing rock has widened out to nearly 4 feet at a depth of 20 feet. Here is an improving ledge with well defined walls.

I am sorry I am not able to place this matter before your readers in proper mining phraseology, but would be pleased to show what has been left in my care relative to it.

JOS. PEIRSON.

38 Douglas street, Victoria, B. C.

THE MARKETS.

WHOLESALE PRODUCE.

American wheat, per ton	$ 38.00
Manitoba feed wheat, per ton	32.50
Oats, Manitoba, per ton	30.00
Oats, Island, per ton	32.50
Barley, Manitoba, per ton	28.00
Barley, Island, per ton	30.00
Flour, Hungarian, Ogilvie's, Royal Household, per bbl.	6.35
Flour, Hungarian Lake of the Woods Five Roses, per bbl.	6.35
Flour, Hungarian Moffet's	6.15
Flour, pastry flour, Moffet's Drifted Snow, per bbl.	5.25
Bran, per ton	25.00
Shorts, per ton	26.00
Middlings, per ton	25.00
Whole corn, per ton	25.00
Cracked corn, per ton	31.00
Chop feed, best, per ton	$30 to $32.00
Hay, Fraser River, per ton	14.00
Hay, Island, per ton	14.50
FRUIT.	
Grape fruit, per box	$3.50
Valenca oranges (choice), per box	$4.50
Mediterranean sweet oranges (choice), per box	$4.00
Lemons (fancy), per box	$5.00
Lemons (choice), per box	$.500
Peaches freestone, per box	$1.15
Pears, per box	.75c. to $1.00
Prunes, per box	75c.
Bananas, per bunch	$3.00
Pineapples, per doz.	$3.00 to $4.00
Apples (local) per box	.75c. to $1.25
Pears (local) per box	$1.25 to $1.50
Grapes (California) per crate	$1.75 to $2.10
Blackberries, per lb.	8c.
VEGETABLES.	
New potatoes, per sack	$1.25
Red onions, per sack	$1.50
Silver Skin onions, per sack	2½
Cabbage, per lb.	1½
Turnips, per sack	50c.
Carrots, per sack	$1.00
Green peas, per lb.	3½
Tomatoes per lb.	10c.
Cucumbers, per doz.	$1.00
MEAT AND POULTRY.	
Pork, live weight	6½
Pork, dressed	8½
Veal, live weight	7
Veal, dressed	10
Chickens, spring, per lb.	15c.
Chickens, old, per lb.	12½
RETAIL PRODUCE.	
Oats, per ton	$34 to $35
Wheat, per ton	$40.00
Barley, per ton	$28.00
Hay (Island), per ton	14.00
Hay (Fraser) per ton	$12.00
Straw per ton	$10.00
Potatoes (Island), new	$25.00
Corn, whole, per ton	$32.00
Corn cracked	$35.00
Corn, feed meal	$35.00
Oats, per ton	$35.00
Oatmeal, per 10 lbs.	40
Rolled oats, per 7-lb. sack	35
Hungarian, per bbl.	$6.75
Hungarian, per sack	1.75
Pastry Flour—	
Snow Flake, per sack	$1.50
Snow Flake, per bbl.	$5.50
Three Star, per sack	$1.65
Three Star per bbl.	$6.00
Drifted Snow per sack	$1.50
Drifted Snow, per bbl.	$5.00
Feed—	
Middlings, per ton	$30.00
Bran, per ton	$27.00
Ground Feed, per ton	$30.00
FRUIT.	
Apples, California, per lb.	8
Plums, California, per box	35
Prunes, per box	25
Peaches, per box	$1.75
Muskmellons, each	10
Cooking figs	10
Figs, per lb.	12½, 15, 20, 25
Valencia raisins	15
Lemons, California, per doz.	35
Cocoanuts, each	15
New dates	12½
Beans, per lb.	05
New cleaned currants, 3 lbs. for	25
Best Sultanas	20
Table raisins	15, 25, 35, 50
Bananas, per dozen	25 to 45
Oranges, per dozen	25 to 50
Apples (local), per box	$1.25 to $1.50
Pears (local), per box	$1.00 to $1.50
Pears, bartlets, per box	$1.25 to $1.50
Grapes, per basket	60 to 75
VEGETABLES.	
Peas, per lb.	4
Cabbage, per lb.	2½
Cauliflower, per head	10
Tomatoes	12½
Cucumbers	5
Onions, 8 lbs. for	25
Carrots, per lb.	1½ to 2
Beet root, per lb.	3
New potatoes, per 100 lbs.	$1.25
DAIRY PRODUCE.	
Eggs—	
Fresh Island, per doz.	40
Manitoba, per doz.	22
Fresh cream, per pint	30
Best Ontario cheese, per lb.	20
California cheese, per lb.	25
Canadian cheese, per lb.	20
Butter—	
Manitoba, per lb.	25
Best dairy, per lb.	25
Victoria Creamery, per lb.	35
Cowichan Creamery, per lb.	35
Delta, per lb.	35
Fresh Island, per lb.	30
OIL.	
Coal oil (Pratt's), per can	$1.50
POULTRY, FISH AND GAME.	
Geese, dressed, per lb.	20
Ducks, dressed, per lb.	20
Spring chickens, dressed, per lb.	25
Fowls, dressed, per lb.	20
Pigeons, dressed, per pair	50
Rabbits, dressed, each	50
Hare, dressed, each	75
Salmon, fresh, per lb.	8 to 10
Halibut, fresh, per lb.	8 to 10
Cod, fresh, per lb.	8
Flounders, fresh, per lb.	8
Salmon, smoked, per lb.	15
Halibut, smoked, per lb.	12½
Salmon, salt, each	15
Salmon bellies, salt, per lb.	12½
Mackerel, salt, each	15
Cod, salt, per lb.	12½
Herring (Holland), salt, per keg	$1.50
Meats—	
Tongues and sounds, per lb.	20
Beef, per lb.	10 to 15
Mutton, per lb.	8 to 15
Hams, American, per lb.	22
Bacon, American, per lb.	22 to 27
Bacon, rolled	16
Pork, per lb.	10 to 15

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FOR SALE—Fresh cow. F. Berryman, Prior street. s7

FOR SALE—Span cream-colored ponies, ages 3 and 4 years; broken to harness and drive. Apply at Hogan's Livery Stables, Duncans, B. C. au8

WANTED—A really good cow. Bradley-Dyne Sidney P. O. s6

FOR SALE—Horses, harness and wagon. No reasonable offer refused. 80 Yates street. s6

FOR SALE—Fresh cow. H. McCullough's, Strawberry Vale. jy16

FOR SALE—Young cow, just calved. For terms, etc., apply to Mrs. Jacques, Canteen road, Esquimalt. au6

FOR SALE—Buff and White Leghorns and Barred Rock cockerels, cheap. A. Stewart, North Dairy Farm. s3

BIRTHS, MARRIAGES, DEATHS

BORN

BARTON—On September 1, 1905, at Victoria, B. C., the wife of W. H. Barton, of a daughter.

COURTENAY—On September 4, at No. 12 Scoresby street, the wife of George L. Courtenay, of a daughter.

DIED

BAKER—On the 2nd instant, Michael Baker, a native of Detroit, Michigan; aged 66 years.

KINSMAN—On August 31, at the family residence, 72 Princess avenue, Elmer Darrel, infant son of Mr. and Mrs. J. E. Kinsman.

O'REILLY—At his residence, Point Ellice on Sunday, September 3, at 7 p. m., Peter O'Reilly, son of the late Patrick O'Reilly, Esq., of Ballybeg House, Kells, County Meath, Ireland, and Mary, daughter of the late Major Blundell, of Ince Hall, Lancashire England, in his 77th year.

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CANCELLATION OF RESERVE.

Coast District.

NOTICE is hereby given that the reservation, notice of which was published in the B. C. Gazette, and dated 9th August, 1901, covering a belt of land extending back a distance of ten miles on each side of the Skeena River between Kitselas Canyon and Hazelton, is cancelled.

Notice is also given that that portion of the reservation, notice of which was published in the B. C. Gazette and dated 27th December, 1890, covering a belt of land extending between the mouth of Kitimat River and Kitsilas Canyon, is rescinded in so far as it covers land lying between Kitselas Canyon and a point in the Kitimat Valley, distant ten miles in a northerly direction from the mouth of Kitimat River, and that Crown lands therein will be open to sale, pre-emption and other disposition under the provisions of the Land Act, on and after the eighth (8th) day of December next: Provided that the right of way of any railroad shall not be included in any lands so acquired.

W. S. GORE,
Deputy Commissioner of Lands & Works.
Lands and Works Department.
Victoria, B. C., 31st August, 1905. s3

NOTICE

Tenders are called for the purchase of the following property, viz.: All those parcels or lots of land being subdivisions lots 13 and 14, 15, and 16 of lots 602, 603, 618, 619, Block M., Victoria City. Tenders must be in writing and filed with the Registrar of the Supreme Court at Victoria, B. C., not later than Friday, the 22nd day of September, at the hour of twelve o'clock noon.

The above call is pursuant to the order of the Honorable the Chief Justice, made herein on Friday, the 11th day of April, 1902, to satisfy a judgment against one Henry Nathan, judgment debtor, in favor of the Northern Counties Investment Trust Limited, the judgment creditors, for the sum of $5,362.86 and $42.55 costs, which judgment was registered on the 11th day of April, 1900, and is still in force and unsatisfied.

Dated at Victoria, B. C., this 6th day of September, 1905.

POOLEY, LUXTON & POOLEY,
Solicitors for the Judgment Creditors. s7

NOTICE TO SPORTSMEN.

Notice is hereby given that any person or persons trespassing on my property will be prosecuted.

J. AND W. WITTY,
Methosin.

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