The Colonist.

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THE DAILY COLONIST

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A GOOD INDICATION.

Betting on elections should not be encouraged; but, of course, men will bet. They bet on the results of elections in the same way as they bet on horse races. No person studies the chances and prospects closer than the ordinary "sport." How betting goes is an indication of how the general feeling is going; because men put up money in the belief that the favorite will win. Some men, of course, bet openly and ostentatiously for the purpose of influencing the result. The ordinary betting man does nothing of the kind. He bets to win. If he is not sure of winning he will only bet on odds. Some time ago in Montreal betting was three to one against the Conservatives. A despatch was received yesterday stating that betting was even with a prospect of odds in favor of the Conservatives being offered. Montreal is the very centre of Eastern Canada and being in Quebec would naturally be influenced by the dominent sentiment. Such a change in feeling, as is indicated by the betting, is very significant indeed.

SENATOR TEMPLEMAN AND BETTER TERMS.

At a meeting in Victoria West December 3if, 1895, Mr. William Templeman spoke as follows in regard to Better Terms:

"* * * Very little had been said during the campaign about Colonel Prior's action as a member of the House, and what he had succeeded in doing for the province. He had taken the trouble to go over the figures contrasting the amount British Columbia contributed to the government exchequer with the amounts the Province receives in return. In 1893 including all subsidies the payment of judges, administration of justice, cost of maintaining the dry dock, the maintenance of the fisheries, the cost of the Quadra and everything else, the Province of British Columbia received $750,000 less than we paid to the Dominion government. This has been the case for many years, and if it continues it means that the pockets of the people will be depleted. This should not be allowed to continue. (Applause.) He had heard Mr. William Wilson, a man considered an authority on financial matters remark a few days ago, that if the Dominion Government stopped draining the province of it's wealth we would be able to build the British Pacific Railway which is desired by every person in Victoria, without a great deal of aid from the Dominion Government. On Thursday evening, October 22, 1904, in the A. O. U. W. hall, Hon. Senator Templeman spoke as follows on the same subject:

"I say again, if there is any cry for better terms, if it is necessary for the Dominion government to give aid to the province of British Columbia and supplement the subsidies that they receive, it will be done by the Liberal government, but it will be done for all the provinces on a fair and equitable basis. My idea of better terms, and I say it frankly, is not to put money into the McBride treasury for the McBride government to spend."

CANADA'S PROGRESS UNDER LIBERAL RULE.

The one thing to which the Liberals point in this election, and the sole thing upon which they depend, are the good times. They point to the great progress which the country has made and the prosperity that is being enjoyed. No one rejoices over this prosperity and progress more than do the Liberal-Conservatives. It was the legacy which they left to the Liberals over which they feel a pardonable pride.

There were three great things which made this prosperity. One was Confederation, which rendered cohesion of interests possible and bound together the whole of the possessions included in what was known as British North America. Then followed what had been made part of the Terms of Union with British Columbia, the building of the Canadian Pacific Railway, which the Liberals bitterly opposed for years, and the opening of the West, which has provided a market for Canadian merchants and manufacturers and an immense field for immigration. It is the West which has made Canada what it is today. A National Policy, the essential features of which continue today in full force, preserved to Canada the markets of her own people, it came into effect at a time when Canada was being made a slaughter market for the United States' manufactures, and industry was languishing and the country filled with soup kitchens for people out of employment. The Liberals refused the remedy when it was in their power.

During the last five or six years of Conservative rule Canada was suffering from a depression that was world-wide; but it did not suffer to the same extent as the United States or Great Britain or Australia. While financial houses were going down by the score and banks smashing up everywhere, the monetary institutions of Canada remained firm and her industries and commerce, though affected, continued to operate without serious loss. The year 1893 saw the climax of hard times, and then the country started rapidly on the up grade again. When the Conservatives went out of office the tide had completely turned. The immigration movement from the United States had begun. These are facts within the knowledge of all.

The important difference observed since is that while the revenues have increased at an enormous rate, the result of Liberal-Conservative policy, the expenditures have increased at a similar rate, and have practically trebled. Instead of putting aside a certain portion of revenue while times are good for the times that will again be bad some time, the Government has gone on spending almost to the limit, and if the expenditure has not been greater it is only because the Government cannot find a reasonable excuse for getting rid of it faster. For the present fiscal year, however, with $80,000,000 in the way of appropriations, they have managed fairly well.

It is said that Providence is with the Liberals, and Sir Wilfrid, in a facetious mood, reminded the electors that if Providence was with them, so ought they to be. We are afraid, if the fact could be established, that a good many good people would lose their faith in Providence on account of partnership with an administration that has broken so many of its promises and violated so many solemn professions made in opposition. It is a puerile argument at all times, and at the best a very serious shock to feelings of reverent people.

SHIPPED ANOTHER PLANK.

The following was one of the planks of the Liberal platform adopted at the Liberal convention held in New Westminster, October 8, 1897:

"The adoption of a policy directed towards the ultimate ownership of railways by the Government."

It seems to be inconceivable that just seven years later they should be opposing the only scheme in view to make government ownership in Canada possible again within fifty years from now.

INTRODUCING CHINAMEN TO POLITICS.

A letter from Blairmore, Alberta, dated October 21st, and addressed to a prominent gentleman in this city, speaks of the conditions and progress in that country. He complains of the amount of money that is being spent to advance Liberal interests and the admixture of foreign men that enter into the situation. Among other things he says, "The Liberals are getting Chinamen to take out their papers and teaching them how to vote." Comment seems to be unnecessary.

USING GOVERNMENT STEAMERS FOR ELECTION PURPOSES.

We are informed that passengers from the north state that the Princess May stopped on the way down to take Mr. Sloan, Liberal candidate for the Comox-Atlin district, off the Dominion steamer Kestrel. Mr. Sloan has been, it is stated, using the Kestrel on his political tour along the coast. If this be true, Dominion steamers are being used for very improper purposes and the practice should be put an end to at once. Apart from the advantage it gives to Liberal candidates over their opponents, it is something that cannot be justified in anyway. The marine service and all other services for which the public pay should be wholly non-political.

A WEAK CLAIM.

Sir Wilfrid Laurier, speaking in Toronto, as reported in the Toronto Globe, says: "I have no doubt at all that I shall have a majority in Quebec. It is conceded by our opponents." Why, of course, he will have a majority in Quebec; but the wonder is that he claimed only a majority. A short time ago Mr. Fielding said that Quebec would not return a Conservative. To now claim only a "majority" is a great falling away in faith in the cause. Advices received yesterday state that betting on the Stock Exchange in Montreal, which was three to one against the Conservatives a short time ago, is now in their favor, so that after all there may be something to justify the weakness of Sir Wilfrid's claims in regard to support from his own peculiar province, Quebec.

WILL NOT BE EMBARRASSED BY GIFTS.

In another column we publish a statement sent out by Mr. Borden, leader of the Liberal-Conservatives, with reference to campaign contributions. He admits that these are necessary for legitimate campaign purposes; but has decided not to accept any contribution from anyone who would afterwards claim any special consideration on account of assistance granted at election times. He desires to have an absolutely free hand in framing his policy in the interest of the whole country upon the return of the party to power. This is a new and a decided stand to take, but characteristic of the man. Undoubtedly, the large subscriptions which come from men who have axes to grind must embarrass a political leader greatly. He ceases in a large degree to become the dictator of his own policy, when that policy comes into conflict with the interests of men who have so assisted in electing him.

THE WESTMINSTER BRIDGE.

Senator Templeman opposed the granting of a subsidy to the New Westminster bridge. He says it was an unnecessary work and a piece of extravagance on the part of the provincial government. He does not believe in provincial governments building bridges; they should be built by the Dominion Government, he says. Notwithstanding that, on his advice, we presume, the Dominion Government, refused to assist even to the value of a cent. That, however, is not the point we wish to make. In 1895 Mr. C. H. Wilkinson, the well-known promoter of the White Pass Railway, had a scheme to build a bridge over the Fraser river at New Westminster, for which he wished a guarantee of bonds to the extent of $800,000 from the province. Mr. Templeman in his organ strongly supported the scheme. Another instance in which he has changed his point of view.

Things are not looking so rosy for the Liberals as they were in Quebec. When that province loses faith in Sir Wilfrid Laurier then what may we expect in the other provinces?

The Montreal Herald, Mr. Fisher's own organ, accepts Mr. Blair's resignation as an ominous sign of the times, and is inclined to make insinuations concerning him. All the events connected with his resignation fully justify the conclusion we came to at the time it was announced, viz., that it could not but be accepted as an act intended to be construed as unfriendly to Sir Wilfrid Laurier.

The Ottawa Free Press, in reporting the speech of Sir Wilfrid at Sorel, in which he opened the campaign, headed its report with "Sir Wilfrid Among His Own." Why "his own"? Are the people of Quebec any more to the Premier of Canada than the rest of the people? It is true, Sir Wilfrid said at that meeting, "I am one of you." We know of no way to so successfully keep up race distinctions than by this kind of appeal.

A RUSSIAN OUTRAGE.

The reports in connection with the Russian attack in respect to the British fishing fleet, are of such a character as to create a feeling of intense excitement throughout the whole of the British Empire. Nothing like it has occurred in history since the buccaneering days of Drake and Frobisher. The thing is so inconceivable that the only conclusion to come to is that it is the result of a ghastly mistake. Either the Russian commander was in a state of excitement or he and his officers were suffering from the results of too liberal wineing after dinner. In either case it would appear to preclude the capability of a Russian to be in command of a ship. At the first thought the impulse would be to order out the British fleet and sink the Russian ships there and then, but the programme of international procedure must be adhered to. It means an official protest, conveyed through the proper channels, after which must follow inevitable apology and indemnity, which the Government of Great Britain is bound to accept. At the same time nothing can atone for the sacrifice of human life and the wanton attack upon persons pursuing a peaceful vocation within their own territorial sphere. It cannot be conceived that Russia is deliberately seeking cause of quarrel in order to embroil others nations, because, under the present circumstances, nothing would justify France, for instance, in interfering. It does not involve any considerations so far as treaty relations are concerned. It stands absolutely by itself. In the meantime it is apparent that the British Government is in a mood not to stand any nonsense. It has asked for complete and ample explanation of the incident. There is only one conclusion to come to, that Russia will offer an explanation and agree to full indemnity being paid. Otherwise war will be declared, in which event the Russian fleet will be swept from the seas.

AN EXCUSE TO DO WRONG.

The most interesting feature in connection with the present campaign is the constant effort to excuse the shortcomings of the Liberal Government by comparisons which the Conservatives did while in office. If the Liberal leaders possessed any originality they would endeavor to do something which was not copied from the Conservatives. Granted, for argument's sake, the Liberal-Conservatives were as black as they have been painted by the Liberals, the Liberals were elected to do better. It is their duty, in asking for the support of the electors, to show that they have modelled their political actions on some loftier and purer ideal than that of their predecessors. They are not even original in their wrong-doing. No matter what the Conservatives did, it forms no vestige of excuse for the Liberals. A case in point is the building of the Grand Trunk Pacific on the scheme that its promoters piloted through the House of Commons under the wing and name of Sir Wilfrid Laurier himself, because only his hold on the party could have made it possible, not even with the huge expenditure of public money which it involves, and the vast amount of patronage and profits, which will grow out of it. The scheme is now justified by comparisons with the Canadian Pacific Railway, in which we are told that it was not as bad as the terms under which that road was built. We are not going to discuss that proposition, because it is wholly unnecessary, except, perhaps, to remark that if it had not been for the Canadian Pacific Railway, which the Liberals opposed so bitterly, and the opening up of the West incidental thereto, the Liberals would have had no surpluses and no prosperity to boast of. Admitting again, for the sake of argument, that the G. T. P. was built on too expensive a plan, it offers no justification for the Grand Trunk Pacific in its present basis. On the contrary, it offers a very strong reason why it should not be carried out. If we have made mistakes, now is the time to profit by them when undertaking a new enterprise of a similar character. Otherwise we shall be in the position of the Bourbons, who never profited by the lessons of history. Now is the time to make a new start and a right one.

Apart from the merits of the scheme from a financial point of view, which Mr. Blair described as "hybrid," it will involve a serious loss to the country in destroying an asset we already possess, and greatly and unnecessarily increase the cost by not utilizing the intercolonial as part of the line. It is double barrelled in its evil results in that respect. In fact, it may be said to be treble barrelled, because there is the profits to be obtained from the successful operation of the Intercolonial under proper management and under proper conditions.

Had the Dominion Government prevented the acquirement of the Canada Atlantic by the Grand Trunk—not the Grand Trunk Pacific—there would have been a chance (not a chance, but an absolute surety) of the only government-owned railway in Canada being a great success. As it is it is completely throttled. It has no outlet and no chance of succeeding. It is bottled up completely.

"THE NATIONAL PROGRESS ILLUSTRATED."

Liberal papers are publishing a cartoon showing two hogs. One is a very small lean animal under Conservative rule. The other is a very large, fat hog of more than aldermanic dimensions. The illustration seems particularly apt. There is no more characteristic feature of the Laurier administration than the development of the Liberal hog.

THE SITUATION IN THE BOUNDARY.

Mr. Duncan Ross is having an uphill fight in the Boundary country, where he lives. Thomas Hardy, ex-Mayor of Greenwood, ex-Alderman Sutherland and other old-time Liberals up there are opposing him strongly, although they as strongly opposed Hon. C. H. Mackintosh, the Liberal-Conservative candidate in Kootenay, when he ran before for the Provincial House in 1900. He has antagonized the Labor element and the Socialists. The latter he referred to in his paper, the Times, as "a dangerous element," and accused the Conservatives of pandering to it. Mr. Martin Burrell, his opponent, is popular with all classes, and especially with the labor element in whom they recognize a practical man and a worker like themselves. Mr. Buprell is a nurseryman and farmer at Grand Forks, and in addition to his popularity, he is a very strong and forcible speaker, and is particularly well informed on political matters. Mr. Ross, if elected, will go to Ottawa to support the elements there already too strong, who dominate by virtue of the money power in politics—men who carried through such a measure as the Grand Trunk Pacific, by which the expenditure of millions of money will take place in Quebec, and out of which huge construction profits will be made and many millionaires will be created.

THE SENATOR'S DILEMMA.

Senator Templeman at the Thursday evening meeting complained that the Colonist was unfair in stating that $50,000,000 was a good deal to spend on a railway for the purpose of carrying the Province of Quebec, and in remarking that no wonder Ontario was up in arms against it. Senator Templeman thinks that that is calculated to stir up race animosity. Now, if we may be permitted to say so, it is Senator Templemen who is unfair, and it is the Liberals of Quebec who are stirring up race animosity, by appealing to every local and religious and race prejudice calculated to assist their candidates and down the Conservatives. Senator Templeman forgot to state to his audience that in the editorial in question we quoted from a Liberal French newspaper in the province of Quebec, which was calling on the electors to vote for Laurier and the Grand Trunk Pacific Railway, which meant the spending of $50,000,000 in that province. If the Liberals in Quebec are telling the people there that the building of the road means spending $50,000,000 among them, is the Colonist wrong in assuming that it is true and in commenting upon it? Senator Templeman says it is not true. Well, if not, then his Liberal friends in the Province of Quebec are lying to the electors. Either way the Senator is in a dilemma. It is part of the play all along the line of the proposed Grand Trunk Pacific. On one hand we are told that the construction of the line means the expenditure of millions of money—the Globe says $200,000,000 in labor alone. On the other hand, it is not going to cost the country a cent. Between the two extremes there is a huge hiatus of uncertainty and mystery as to where all this money, which costs nobody anything, is to come from.

GOVERNMENT BY THE SENATE.

When the Liberals were in opposition one of their particular grievances was the Senate. At one time they advocated the abolishment of the second chamber altogether. They condemned the practice of putting in the government members of the Senate, who did not represent the people and who were not responsible to them. At the present time there are at least three members of the Cabinet in the Senate. One of them is from British Columbia. How does it affect us politically? That gentleman the other night said:

"I am a member of the cabinet and hold the same position as any other member of the cabinet—that is, with respect to sitting in council, and giving advice to the government on all matters in which I have an interest—and, of course, that is on all question affecting British Columbia's interests. No matter of any importance is decided by the government of Sir Wilfrid Laurier without reference to your representative, and if we do not alway do right and that which is in the best interests of the country do not blame Sir Wilfrid Laurier, but put the blame on the right party to whom is belongs, and that is your representative."

Here we are asked to concur in a remarkable proposition. Do not, he says, blame Sir Wilfrid Laurier or the government for anything that affects British Columbia interests, but blame him. That gentleman, however, is safely out of the reach of the people. He is not our representative, except in name. Every time he offered himself for election he was "snowed under." It is ingenious to ask the electors to let off Sir Wilfrid and visit the sins of the government in respect to British Columbia on him. As we cannot reach the gentleman, because he is in the Senate, we are therefore denied the benefits of responsible government. Brown and Baldwin and Mackenzie and the other Liberals would turn in their graves if they could hear the principles that are being enunciated by their present day successors. There is but one way to get rid of irresponsible members of the government and that is by getting rid of the government.

Senator Templeman tells us that everything respecting British Columbia is decided in the Cabinet on his advice, and yet Senator Templeman is wholly independent of the people of British Columbia and is not responsible to them in the smallest degree. Nevertheless, we are told not to blame Sir Wilfrid, but to blame him. Such a situation might have existed in the days of George III. without comment, but is an extraordinary one in the twentieth century.

LETTERS TO THE EDITOR.

WHO SHALL OWN THE NEW RAILWAY?

Sir—With your permission I would make an appeal on the most important issue ever presented to the people of Canada.

I do not appeal as a partizan, but as one who has for years been ready and willing to help any public men when they advocated a complete change in the railway policy of this country.

The railways of a country are its highways. They are the channels through which all interprovincial trade and nearly all other trade must pass. In this competitive age a country without railroads, or poorly supplied, or "supplied at too great a cost," is badly handicapped, and in spite of great natural resources is likely to be left behind in the race for prosperity.

The best transportation at the lowest possible cost is of national importance; and whoever owns the railroads practically owns the country, for he determines how much or how little progress the country shall make.

Why the railways, of all highways, should be owned by private corporations instead of the nation it is utterly impossible to demonstrate. Objections to national or public ownership may be pointed out as they may be in regard to the post office or anything else, but the trivial nature of these compared with the abuses existing under private ownership must convince any thoughtful man of the need of a complete change.

ABUSES OF PRIVATE OWNERSHIP.

Under corporation ownership Canada has furnished enough capital in cash and lands to build and equip every mile of road in the country, and she only owns a mere title of the mileage. The railroad corporation having been presented with the roads could have afforded to carry the nation's freight and passengers for a ridiculously low figure, as the nation could, did she own the railroads; but instead of doing so, they have made a practice of selling bonds and stocks, the interest on which must be provided for by high freight charges, and so the nation's trade is taxed for the benefit of shrewd railroad magnates.

How much of the spoil taken from the people of Canada, both by subsidies and high freight charges, has been donated to the politicians for the purpose of corrupting the electorate at elections we will never know; but out of the hundreds of millions taken from the people many millions have been used for corrupt purposes, and the pious political hypocrites who object to public ownership on the score of possibilities of boodling know well that their chances of plunder under this policy would be nil.

The receipts and expenditures of a public undertaking have to be entered in the public accounts and be audited, and extravagance may be punished; but when railroad promoters are enabled to get millions out of a generous government, or out of the sale of bonds guaranteed by a "Liberal" government, we don't know how much they give to the friendly politicians.

A PERTINENT QUESTION.

A pertinent question here arises. How much are the Grand Trunk Pacific promoters contributing for election purposes to the party that has been so very "liberal" with them? How much does the politician, who, with virtuous indignation, thunders against public ownership of the new transcontinental highway, get from the G. T. P. to buy votes so as to insure the consummation of the deal with a new lease of power to the Laurier government? Would the virtuous politician kindly answer?

The ignorance of the people in the past on the transportation question may excuse the mistakes made in days gone by, but the realization of their magnitude now should prevent similar mistakes in the future.

The cost of Canadian railways to the nation has been enormous:

Dominion, provincial and municipal cash grants, with an allowance for exemptions	$320,000,000
93,000,000 acres of land, valued at $4 per acre	240,000,000
	$560,000,000

(C. P. R. lands have averaged $4 and are now selling at $5 and over).

The total mileage when these figures were given was 17,522 miles, making an average aid given by the people very nearly $32,000 per mile, or far more than sufficient to build the roads. For this immense outlay we have nothing but the Intercolonial, with its 1,314 miles, to show, the corporations have all the rest. Having paid for the roads once, we are engaged in paying for them over and over again in freight charges based on watered stock.

Common stock, paid up	$346,923,487
Preference stock, paid up	136,864,824
Bonds sold	424,100,761
	$907,889,072

A charge of $52,478 per mile on the average on every mile of road in Canada. This charge is equivalent to a mortgage, the interest on which has to be made out of freight charges. The roads on the average cost no more than about $25,000 per mile to build and equip, probably less. So that the freight charges have to provide more than twice as much as they would if the promoters of the roads had not enriched themselves by overloading their roads with unnecessary capital.

The roads cost no more than $25,000 per mile. We paid to the corporations $32,000 per mile, and they own the roads and they are causing us to pay interest on another $52,000 per mile. That is what corporation ownership is doing for us, and worse still: affect us politically? That gentleman the other night said:

"I am a member of the cabinet and hold the same position as any other member of the cabinet—that is, with respect to sitting in council, and giving advice to the government on all matters in which I have an interest—and, of course, that is on all question affecting British Columbia's interests. No matter of any importance is decided by the government of Sir Wilfrid Laurier without reference to your representative, and if we do not alway do right and that which is in the best interests of the country do not blame Sir Wilfrid Laurier, but put the blame on the right party to whom is belongs, and that is your representative."

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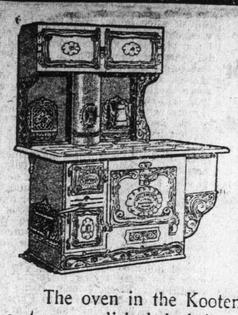

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LOCAL

(From Tuesday's Daily.)

On Hunting Trip.—James Dunsmuir, F. Barnard and others made up a party of Victorians who left yesterday morning on the steamer Thistle on an eight day fishing and hunting expedition. The first few days will be spent in the country along the line of the Fraser river.

Trial Commenced.—The trial of the three boys charged with indecent assault commenced before Judge Harrison yesterday. The public and press were excluded. The trial was taken up with the hearing of evidence for the prosecution and arguments upon its admissability or relevance. Mr. Belyea appears for the Crown and Mr. Geo. Powell for the accused. It is understood that the admissability of written confessions by the boys in the possession of the police, will be strongly opposed by Mr. Powell.

Late Fall Fair.—A meeting of the executive committee of the B. C. Agricultural Association will be held this morning at 11 o'clock at the office of the secretary, Robert Swinerton, for the purpose of receiving a statement respecting the accounts of the late fall fair and the transaction of such other business as yet remains to be attended to. It is not improbable that the financial statement will be passed to the auditor before publicity is given to it, seeing, but it is understood that an excellent showing has been made and that a surplus, instead of a deficit, will be the feature this year.

Held on Suspicion.—Harry Offer, a young man of 20, who, when searched, had Canadian money in his pocket which he claimed he had obtained in Victoria, is in jail in Vancouver on suspicion of being implicated in the C. P. R. hold-up. He was arrested in Seattle and taken to the Terminal City. He claims to be an English sailor.

Skipper Is Safe.—Capt. McLennan of the British ship Kelvin, which was reported abandoned at sea off the coast of Florida, has arrived safely at Porto Rico, Mrs. James McIntosh, of this city, a sister of the captain, having received telegraphic advices to this effect. The Kelvin was a new steamer having made the voyage out to Japan from Glasgow; thence to Manila, and was returning to Europe when disaster overtook her.

Returned, but Rifled.—A couple of weeks ago Mr. E. C. Bateman arrived in Victoria from England, to take a position on H. M. S. Grafton. While at Revelstoke he left the railway carriage for a few minutes, and on his return discovered that a small hand bag was missing. He reported the matter to the officials, who at once set an investigation on foot, but without recovering the lost property. Yesterday the handbag was returned to Mr. Bateman, ripped open at both sides and everything of value to the thief taken. However, all the papers which it contained, many of them official documents, were spared. The bag was found in a coal bunk at the railway station.

Coal Experts.—Lewis Stockett and Paul Reisinger, of Great Falls, Montana, consulting coal experts, have returned to Vancouver from an inspection of the coal area of Similkameen. They were met at the Terminal City by Mr. Thomas R. Stockett, of Nanaimo, superintendent of the Western Fuel Company's operations on Vancouver island, and who was formerly in a similar position in the Crow's Nest Pass Coal Company. Mr. Lewis Stockett sees great possibilities for the Similkameen, and thinks the extensive and varied resources ought soon to induce railway construction, which would precede mining operations on a large scale. The soil, too, is fertile, and is very favorable for the successful carrying on of agriculture.

(From Wednesday's Daily.)

Leonard Island Light.—The powerful new light which has just been established on Leonard island by the department of marine and fisheries is expected to be in operation for the first time on November 1st. The light is a very powerful one, one of the best of its kind on the Pacific coast.

Looking for Peat.—J. P. Graves, president of the White Pass Railway, has written from Chicago asking General Agent J. H. Rogers at Dawson to make inquiries regarding peat in the Yukon valley. The company is anxious to locate such deposits with the idea of ultimately using peat for fuel purposes.

Granite for Seattle.—On Saturday the tug Albion left Ladysmith for Seattle with a scowload of British Columbia granite for use in a portion of the new Post office building being erected at that point. Some of the pieces of granite which the Albion took over weighed as much as ten tons. It came from Granite island, Jervis inlet, where it was quarried.

Yukon Output.—The output of gold from the Yukon district for the season of 1904 is, according to the latest estimate, placed at nine and a half millions. This is a very good showing and indicates that, given good government, the country would flourish and be in a prosperous condition. As it is, owing to Siftonism, Dawson is practically deserted.

Gun Accident.—Suffering from a gun accident which occurred on Friday morning last, Albert Smith, who has been employed by an English syndicate in prospecting on the West Coast, lies at the Jubilee hospital, after an arduous trip from the scene of the mishap. While proceeding towards Cape Beale with a couple of companions his weapon exploded and a fragment lodged in his right leg. He reached the city via Otter point and Goldstream. He was operated on and is now doing nicely.

Snow Impedes Hunters—Late arrivals from the Cassiar country say the early fall of snow interfered somewhat with the success of several hunting expeditions. Baron Von Plessen, who has been hunting big game, was camped at the head of Dease lake when the snow fell, and he lost one of his horses through the inability of the animal to work its way out of the deep snow. The baron is now hunting grizzly at the head of the Iskoot river, a stream which flows into the Stikine, but will be soon starting for home.

Fall Fair Executive.—At a meeting of the executive of the British Columbia Agricultural Association, held yesterday morning at the office of the secretary, Robert Swinerton, the financial statement in connection with the late exhibition was presented and referred to the auditor for examination as to its correctness. The matter of arranging dates for the next fall fair, and the adjourned annual meeting was discussed at some length but no decision arrived at, and the meeting adjourned to meet again at the call of the chair.

"A Well-Earned Holiday."—After fifteen years constant work Mr. Fred Oliver, local manager of the Dominion Express Company on account of failing health has been granted a holiday and leave of absence for three months. If Mr. Oliver's health will permit of it, he intends to take in the World's Fair at St. Louis and may possibly spend a month in England. Mr. Oliver has never been off Vancouver island for fifteen