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PREFERENCE ENDORSED BY BOARDS OF TRADE.

The London Standard, has for four or five months past been endeavoring to find out the opinion of Canadian Boards of Trade on the matter of the British preference, and with that object a series of questions was submitted to each to which a number of replies have already been received. Some of the boards did not reply, but those which did, twenty-four in number, were almost unanimous in agreeing that the preference had been an advantage, that they favored a continuance of the same, that it would be an advantage if the principle were adopted by the Mother Country, that its extension to the whole White Empire would consolidate and strengthen the bonds of Imperial Union, and that they favored the general principle of Empire markets for Empire workers. The answers show that there is a desire, both on economic and imperial grounds, to trade with Great Britain, the former having the greater weight. Some of the boards say that lowering the duties against British-made goods has lowered the price of these goods to the consumer, so that a better quality is purchased for the same price. All agree that the preference has stimulated trade with Great Britain, which was at the time of its adoption falling off. Picton, Ontario, expresses the opinion that the fact that Canada gives the Mother Country a preference has largely increased trade, has greatly increased goodwill and interest in affairs in Canada, and has produced confidence in this country and led to investments of great moment to us.

We are inclined to think that the answer given by Picton is an important one and has not been given sufficient consideration. There is not the slightest doubt that the close trade relations at present existing between Great Britain and Canada have resulted in British capitalists investing large sums of money in this country. British Columbia is benefiting by this increased interest as much as any part of Canada. The development of the fisheries is being carried out in this way; capital is coming for lumber and mining interests, for shipbuilding and other industries. Following these will come greater interest in land settlement, and we shall find that the province will be years ahead in general development through the application of the British preference. The very fact that even the Conservative opposition, which at one time bitterly opposed the measure, is now converted through the pressure of public opinion speaks volumes for the success of the policy. It must also be remembered that the success of the preference is a lasting monument to the courage, foresight and loyalty of the greatest of Canadian statesmen, Sir Wilfrid Laurier.

A STRATEGICAL POINT.

The decision of Evans, Coleman & Evans to open a branch of their shipping business in this port is one of many indications of the future greatness of Victoria as a distributing centre. The time is not so very distant when Victoria merchants were seeking branches in the Terminal City and the merchants there ridiculed the idea that any other place could be of sufficient importance to attract them. Now all that is changed. Vancouver firms are looking this way for business, and many of them are establishing branches here. The city is looked upon as a growing centre, especially well suited for the distribution of merchandise to British Columbia coast points.

We have before drawn attention to the peculiarly unique position which this port occupies as a distributing centre. Almost every liner of importance that crosses the ocean north of San Francisco, whether to Puget Sound or British Columbia points, makes this her first and last port of call. There is never a week now without a number of these liners tying up at the outer dock and discharging or loading cargo and embarking or debarking passengers. When the new Japanese line of the Osaka Shosen Kaisha was started Victoria was ignored, it not being considered that there was sufficient business here to make it worth while to call. The boats had not been long on the run before the officials of the company saw that they were making a mistake. Victoria was a strategical point and could not be ignored. The sailing schedule was revised, and to-day that company is doing its share of business with the rest and the officials do not regret their decision.

During the early days of settlement on this island goods were all brought

here by water, and naturally Victoria took the lead in business. With the building of the C. P. R. there was a revolution in favor of railway traffic, and the result was that Vancouver, the terminus of the railway, came into great favor and Victoria was for many years little thought of. To-day it is realized that the bulk of the European freight will always come here by water and that this is the most convenient point on the coast for trans-shipment. The result is that, without taking anything from the greatness of Vancouver, Victoria must become the great distributing point for Vancouver Island and the coast mainland. This is to-day being realized, and the result is that such firms as Evans, Coleman & Evans are coming here simply because it is good business to come. We are glad to welcome them all, and we are sure that there will be more come before very long. With the development of Vancouver Island must go hand in hand the building up of the city from which it draws its supplies.

FIRST AID TO INJURED.

What would you do if you broke your leg or your friend broke his leg when wandering in the woods, or if you were anywhere out of reach of immediate help? The majority of people could do nothing to alleviate the suffering or to prevent the injury being much increased through lack of prompt aid. What would happen if you cut yourself badly and there was no doctor at hand to tie up the wound? The chances are you would bleed to death. Every boy or young man should be ready to give this aid. Every one should know enough of surgery to be able to set a bone or to stop the bleeding of a severed artery. It is a part of education which it is most unwise to overlook. There are many classes for first aid to the injured held in the different cities of Canada from time to time, but they are poorly attended. People seem inclined to trust to luck rather than take ordinary precautions. Many Canadians are a most helpless people. They would drown if they fell into the water, and they would die if they met with a severe accident, all from lack of knowledge.

It is satisfactory to know that much work is being done towards remedying this defect through the agency of the Boy Scout movement. Every lad who becomes a scout must learn the simple processes of staunching a wound or setting a bone. The setting would be temporary, but it would be sufficient well done to prevent further injury to the limb and untold suffering to the patient. It might be possible to have this made a part of the physical training for boys in the public schools. Parents, we think, would have no objection to the boys spending half an hour longer in order that they might learn this useful acquisition. There was a movement afoot not so long since to have the dinner hour lengthened and the pupils remain half an hour longer in the afternoon. If it was possible to do that it would also be possible to have classes in "first aid" at the close of the ordinary school hours. These classes would have to be compulsory in order to be effective. There is a movement to have military drill placed upon the school curriculum. If this is done it will have to be done after the study hours, for those are all too short now. Half an hour of physical exercise at the close of school would be a splendid thing for both pupils and teachers. Too many do not take it voluntarily, and the result is deterioration. Many of the accomplishments which the boy scouts learn could well be made compulsory. The difficulty with the voluntary method as it is to-day is that those who need the training worst are the ones who do not get it.

The House of Lords feels badly about losing its political power, but even that great and august body would probably prefer to yield gracefully rather than be extinguished socially by having five hundred of the "common people" of the country made their equals by one stroke of the King's pen. Such a consummation of the campaign is unthinkable.

According to a canvass made by a representative of the New York Herald there will be in the new House of Representatives of the United States 286 members who favor tariff revision out of a total membership of 391. Champ Clark, who is expected to be the next Speaker of the House, says he believes in a wise and scientific revision of the tariff.

Commander Stewart and the officers and crew of His Majesty's Canadian Ship Rainbow will doubtless be well pleased at the prospect of a cruise to the Arctic ocean. It is not improbable that the chance of making such an interesting voyage will induce a number more boys or young men to join the ship before she leaves.

The municipally-owned street railway of Calgary is paying eighteen per cent, yet it has been in operation only a few years. The service in that city is reported to be an excellent one.

MINING CLAIMS BONDED.

Nelson, Dec. 12.—A thirty-day option for \$50,000 for their half interest in the Alpha group of mineral claims adjoining the Standard silver-lead mine at Silverton, has been given by N. F. McNaught, of Silverton, and J. M. McNaught of New York, to D. B. Wilcox of Port Arthur, Ont. The owners of the remaining interest in the property are Alex. MacKenzie of St. Paul, the Yukon mining magnate, and Senator Hansbrough of North Dakota.

It is seventeen years since the property was worked. Originally the Alpha and Standard groups were one, a bond on the entire group, but in the end purchased the Alpha and Anaconda claims for \$75,000, developing the whole lead of the property. From the surface 1,200 tons of ore was shipped which returned \$54,000.

Word comes from Silverton that the long crosscut tunnel of the Standard, which has been pushed steadily for several months, struck ore in Saturday. This crosscut is about 1,500 feet long and constitutes the sixth level.

OUR LETTER BOX

SQUANDERING THE PUBLIC DOMAIN.
To the Editor—I trust you will grant me the space of a few lines in your valuable columns that I may express my opinion in relation to the public domain. I understand Mr. McBride is not in favor of Asiatic labor, stating that for a higher price the nation could work in the western states is at a standstill, and therefore white laborers would not be able to get any work. This is a very old story, and I think it is a pity that the public domain is being squandered. The road superintendent is not doing his duty. The road is being run in a way that is not to the benefit of the public. The road is being run in a way that is not to the benefit of the public. The road is being run in a way that is not to the benefit of the public.

SAANICH COUNCIL HOLDS LAST SITTING.
Several Matters of Business Are Wound Up—Vote on Town Hall Sites.
(From Thursday's Daily.)
The final meeting of the Saanich council for this year was held on Saturday afternoon. Reeve Nicholson, who is rapidly recovering from a severe illness, was unable to attend. Councillor Sewall was voted to be the chair.

W. J. Dowler, clerk of Victoria city council, wrote granting the petition for a 6-inch water main to supply the University school, the work to commence as soon after the passage of the water main extension by-law as possible. Received and filed.

Mayor A. J. Morley wrote complaining the Saanich council on their petition for a 6-inch water main to supply the University school, the work to commence as soon after the passage of the water main extension by-law as possible. Received and filed.

Erberts & Taylor, for the Elliott estate, disclaimed responsibility to furnish water for surface drainage water on the property. Received and filed.

Three thousand five hundred tons of cargo was brought from Japan for the purpose of the Sound. Her Victoria cargo included the following: One hundred and thirty-five casks of Chinese wine, in preparation for the New Year celebration; 500 mats of rice; 200 packages of Chinese and Japanese provisions; 64 cases of Japanese furniture; 34 cases of tea; 32 bags of sugar; 22 cases of soy and sundries. For Tacoma she has 2,565 bags of concentrates from the American mines at Genoa, North Korea; for the same smelter.

Nearly a million dollars worth of silk was carried by the Maru, which is to be shipped with all speed to New York. The Osaka Steamship Company has a valuable shipment of silk in the Maru, which is to be shipped with all speed to New York. The Osaka Steamship Company has a valuable shipment of silk in the Maru, which is to be shipped with all speed to New York.

Among the passengers on the Tacoma Maru was E. Segal, assistant manager of the Osaka Shosen Kaisha line, who is now in the Sound. In the course of a short interview he stated that his company was well satisfied with the service rendered by the Maru, which is to be shipped with all speed to New York. The Osaka Steamship Company has a valuable shipment of silk in the Maru, which is to be shipped with all speed to New York.

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VALUABLE CARGO ON TACOMA MARU.

LARGE SHIPMENT OF SILK AND FREIGHT.

Japan Extending Naval Establishments—Dr. Alexander G. Bell Visiting Orient.

(From Thursday's Daily.)
Fifteen days of fair weather during the greater part of the passage, the liner Tacoma Maru, Capt. Yamanoto, of the Osaka Shosen Kaisha, reached the outer dock yesterday afternoon. This is the second voyage the steamship has made to this port, and it will be remembered that she was the vessel to institute the thorough revision of the Japanese line, including Victoria in her ports of call, which was brought about through the energetic work of the board of trade.

Three thousand five hundred tons of cargo was brought from Japan for the purpose of the Sound. Her Victoria cargo included the following: One hundred and thirty-five casks of Chinese wine, in preparation for the New Year celebration; 500 mats of rice; 200 packages of Chinese and Japanese provisions; 64 cases of Japanese furniture; 34 cases of tea; 32 bags of sugar; 22 cases of soy and sundries. For Tacoma she has 2,565 bags of concentrates from the American mines at Genoa, North Korea; for the same smelter.

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MUNICIPAL OWNED TELEPHONE SYSTEM.

Subject Discussed by Kamloops Aldermen and Left Over for New Council.

Kamloops, Dec. 12.—At the last meeting of the city council a communication was read from A. W. Ross, secretary of the Mainland Fire Underwriters' Association, asking that the tax of \$25 imposed on fire insurance companies be abolished. It served no good purpose, and the amount collected was insignificant; the other hand, it was in restraint of business and the companies had to increase their rates accordingly. He would shortly be making a thorough revision of the fire insurance rates in Kamloops. On motion of Ald. Baynton the letter was laid on the table for one week.

A by-law providing for the raising of \$15,000 for the new hospital was read a third time. It was decided to take the vote on same on the 12th of January, the date of the municipal elections. The final reading will be given immediately after the result of the vote is declared.

Ald. Buhnan said that the council should take up the matter of the city owning its own telephone system. The present system is most unsatisfactory. He was inclined to think that it was the fault of the old telephone which he was in use. The council should take it up with the board of trade. The clerk said the present company had two years' lease to run.

Ald. Yasey said that the city should certainly own its own telephone system. Ald. Norris and Ald. Hargrave also expressed themselves as being in favor of municipal ownership, and recommended the unsatisfactory service at present being given.

On motion of Ald. Hargrave it was decided to recommend the new council to take up the matter.

CRANBROOK CIVIC CONTEST.
Cranbrook, Dec. 12.—A representative meeting of business men from the following cities for the municipal election was held at Cranbrook. For mayor, Devere Hunt; for aldermen, Joe Jackson, D. J. Johnson, A. C. Bowens, J. Johnson, Joe Campbell and W. Campbell. The other ticket, known as the citizens' ticket, is as follows: For mayor, James Finlay; for aldermen, J. R. McComb, Simon Taylor, G. W. Patmore, Frank Deane, A. A. MacKenzie, Frank McKenna.

The platform of the citizens' ticket is as follows: 1. A more economical system of handling the ratepayers' money. 2. A special effort to reduce the taxation to the lowest possible rate commensurate with good government, and the best management of the affairs of the city; also to tax every property holder on an equitable basis.

The interests of the citizens will be carefully considered regarding the municipal control of public utilities as might yield a revenue to the city, such as electric light, telephone, etc., promote the harbor facilities and also as to public discussion and understand such matters thoroughly.

4. The extension of the municipality to include Sitaville and outlying districts that may desire admission.

PURCHASE PROPERTY ON PORTLAND CANAL.
Venture Brings Word That Granby Smelting Co. Has Bought Valuable Mine.

News of the rapid development of Portland Canal properties and the rich quality of the ore found there was brought south by the Boscowitz Steamship Company's steamer Venture, which arrived from northern British Columbia ports yesterday morning. Several months ago the Granby Smelting Company secured an option on the Hidden Creek copper mines, situated on Goose Bay, at the entrance to Portland Canal, and as a result of the richness of the ore removed from the mine it is understood that the Granby company will purchase the property.

Ever since the option was taken, the Granby officials have employed a number of miners in conducting experiments, and what boring has so far been accomplished has been attended with satisfactory results. It has been found that there is an immense body of ore on the land and specimens that have been sent to the assay show that it is of the highest grade. This property is said to be one of the most valuable in the renowned Portland Canal district, and is expected to yield excellent ore when the plant is in operation.

A reducing plant is shortly to be installed so as to prepare the copper for shipment to the Granby smelter at Grand Forks. It has been discovered by experts engaged by the company that by combining the ore from the mine with that at present used at the smelter a better flux can be obtained. The ore taken from the company's new mine will be refined and shipped to the smelter via Vancouver. It has been officially announced that the Granby Smelting Co. will purchase this rich mine.

The Venture also brought word that the many other companies operating on Portland Canal are meeting good results, and that in the spring they intend pushing the work energetically. At present there is considerable snow on the ground in the north, and the companies have more or less abandoned work for the winter months.

LIQUOR LICENSE FEES AT CHILLIWACK.

City Council Decides to Increase the Cost From \$400 to \$800.

Chilliwack, Dec. 12.—The troubles of the hotel men in this city did not end with the defeat of the hotel men's movement, for at a special meeting of the city council the cost of a liquor license was increased from \$400 to \$800 per annum. This increase will not be a surprise to the hotel men, as it has been expected for some time. The council is increasing the number of licenses in the city will be left for the new council to decide. The city by-law now in force, limits the number of licenses to two until such time as the population of the city passes 2,000; but for an amendment providing for the granting of at least one additional license at once. The Municipal Clauses Act allows two licensed bars for the first 500 of population and one for each additional 1,000.

The vacation of the provincial court house by the various municipal officers at the council meeting, for the general to allow the magistrate the use of the court room while the county court is not in session. A request will also be made for the use of the court house for the coming city elections.

A laundry electric-lighting act being by-law was introduced at a recent meeting of the council, providing for a strict inspection of electric light installations. A street numbering system was proposed, but this will be left to the new council to deal with the finance committee report amounting to \$3,597.54 was adopted.

VANCOUVER SUPPLY.
Evans, Coleman & Evans Secure G. T. P. Pier "A" and Open for Business Jan. 1.

Speaking to a Times representative from the Columbia coast, the superintendent of the Grand Trunk Pacific B. C. coast service, gave confirmation to the rumor which has been current for several days regarding the leasing of Pier "A" to Evans, Coleman & Evans, the pioneer shipping and importing firm of the coast, which prior to this time has confined its field of operations to the Victoria and Nanaimo ports.

For some time past this company has been looking for water frontage in Victoria and tried to secure property for the purpose of establishing a business firm in Victoria. It shows that this city is in the eyes of all shipping organizations, owing to its fine harbor facilities and also as a flourishing town, which offers such splendid opportunities for a concern of this kind.

This firm is agent for many steamship lines and handle a great deal of freight, importing cannery supplies, iron and steel products and mining mill supplies. H. J. Grove, former sales manager of the B. C. Electric Light & Power Company at Seattle, has been appointed manager for Vancouver and with W. F. Salisbury, Jr., as assistant manager. They will open business at the first of the year.

Capt. Nicholson gave the information that all those who intend taking in the Hawali excursion, which leaves February 2, must have their deposits in before January 12. There will be room for 810 excursionists on the Prince Rupert, and numerous inquiries are being made daily at both the Victoria, Vancouver, Seattle and Portland reservations.

NEW STATION.
New Westminster, Dec. 12.—In answer to representations from the Burnaby board of trade, Allan Purdy, manager of the Interurban lines of the British Columbia Electric Railway Company, has informed the president of the board, H. G. Walker, that the company would erect a new station at Edmonds, which is situated just on the city limits in Burnaby. The station will be after the style of the one at Chilliwack, with inside waiting rooms, electric heaters, etc. The convenience will be appreciated by the residents of Edmonds.

An Egg Spoon Set for a New Year's Gift.
Would be a very kind thought and doubtless much appreciated by the recipient. These come in sets of 6 SPOONS IN HANDSOME CASE. PRICE, \$1.50.

See them here. Note our windows for other charming gift suggestions.

Cyrus H. Bowes
Chemist
1228 Government

CABLE SHIP FOR B. TELEPHONE COM.

New Boat to Lay Pupils Will Cost About \$35,000.

(From Wednesday's Daily.)
The B. C. Telephone Company proposes to establish its own cable ship for its cable repair service, in hiring a cable ship when required. A ship to cost in the neighborhood of \$35,000, and of which will be built in British Columbia and the equipment be from England. The boat will be of length and fitted with gear equipment, including a dynamometer, grappling and apparatus.

Probably the first work up by the company with the new cable ship will be the laying of the paper pulp cable between Victoria and Nanaimo, and the laying of the cable between the three cable connections at Westminister, Chilliwack and Victoria.

COAST MARKET QUOTE.
Little Chartering During Past Week Due to Scarcity of Tonnage.

Owing to the holidays and to the scarcity of tonnage, there was but little chartering during the past week, says Francisco Commercial News. There is more tonnage there from and March loading, there is no available tonnage at the present. As a consequence the apparent chartering of tonnage is likely to be any until after the year at least. Coastwise freights are reported firm. Figures: Willapa and the 5000 ton steamer, \$14.00; Willapa, \$14.00; Willapa, \$14.00.

Offshore lumber rates are as follows: Lumber from Puget Sound to Seattle, \$14.00; Lumber from Puget Sound to Seattle, \$14.00; Lumber from Puget Sound to Seattle, \$14.00.

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