

INVITATION TO THE KING.

If the feet of the leaders of either of the political parties in Canada are directed towards Washington, as has been suggested by a local authority which is occasionally afflicted with its resembling the disease described by bygone writers as "the vapours," the tongues of the aforesaid leading men must indeed be forked. One week ago Mr. Belcourt in Parliament, we gather from eastern exchanges, was greeted with rousing cheers on rising to move the resolution for an address assuring the King of the loyalty and devotion of British subjects inhabiting British North America, and expressing the desire and hope that His Majesty would please to honor them with the presence of the Sovereign, that they may offer a personal tribute of unwavering attachment to the Crown and the government of the Empire and the deep affection for His Majesty's person. The approaching completion of the Quebec bridge, the initial step and one of the great links of the Transcontinental Railway, Mr. Belcourt said, afforded a fitting opportunity to witness the progress and development of the Dominion. The resolution concluded with a humble prayer that the King and Queen would lend their august presence on the occasion of the inauguration of the bridge. In moving the resolution containing this invitation, the Minister of Marine and Fisheries referred to the presence in the capital of Prince Arthur of Connaught, to whom the House extended a cordial welcome, and to the recent visit of the Prince of Wales and to the visit, 50 years ago of the Prince of Wales, the present King, to Canada. Canadians of French as well as English origin, Mr. Belcourt said, desired earnestly the opportunity of expressing to His Majesty on Canadian soil their grateful recognition of the large share His Majesty had in bringing about the entente cordiale which now exists between the Empire and France, and their loyal devotion and affection, and to receive from him in their national aspiration, hopes and achievements, that encouragement and approbation of which his august presence would constitute so eloquent and tangible an expression. The part of the King had taken in bringing closer together the two great branches of the Anglo-Saxon race had endeared him to the English-speaking people of the world. The contemplation of the well-known desire of the King for peace and good-will among nations led Mr. Belcourt to draw an eloquent picture of the alliance between Great Britain and that new empire in the Far East, whose recent great exploits and marvelous progress have astonished the world, the two greatest nations of Europe, Great Britain and France, and the two greatest nations of America, an alliance which, embracing the world, would mean universal peace, with all the blessings that the term implied.

The resolution was seconded by Mr. Northrup, the Conservative member for East Hastings, Ont., in a few brief sentences also breathing deep sentiments of loyalty to the Crown and devotion to the person of the reigning monarch.

Sir Wilfrid Laurier had no doubt the House would respond cordially to the motion, and agreed that if Canada was honored by a visit from the King and Queen, there could be no doubt whatever the effects would be of a most happy nature. The Premier paid a tribute to the personal qualities which so well befitted the King for his high station, and continued:

"Since His Majesty has succeeded to the throne it is nothing more than historical truth to say that on one or two occasions he has wisely preserved the peace of Europe, and that but for his happy interference probably we would have seen a conflagration such as we saw a few years ago in the Orient. Perhaps the conflict would have been transferred from the Orient to the plains of Europe. I also anticipate that his visit would have a desirable effect upon our relations with our neighbors. There is no need of any visit of this kind to strengthen the bond of Empire between Great Britain and her colonies, and especially between Great Britain and Canada. We would not be any more loyal to the King were it not for the King were to visit Canada and he could not visit Canada without visiting the United States also—the effect would be to bring more closely together than they are at the present time—and they are closer than ever before—two great branches of the Anglo-Saxon race on both sides of the Atlantic."

The Premier suggested that perhaps it would be preferable not to limit the visit of His Majesty to anything in particular, but simply to invite their Majesties to visit Canada, quite irrespective of this or any other event.

Mr. R. L. Borden, leader of the opposition, expressed hearty concurrence with the sentiments uttered by the Premier and the mover and seconder. "It is," he said, "sincerely to be hoped that Canada shall have the privilege and honor of a visit from their gracious Majesties." What the Prime Minister has said in regard to the services of King Edward in making for the peace of the world is undoubtedly true. In days gone by there were those who thought that the influence and power of the Crown had absolutely disappeared, but this is to be said: that His Majesty the King, while in every respect acting the part of a constitutional monarch, has nevertheless been of the utmost service not only to the Empire but to the whole world in his suc-

cessful efforts to preserve the peace among all nations. It has been truly observed by more than one recent constitutional writer that the Crown is today the strongest bond between the Motherland and British Empire beyond the seas. The Crown at the present time represents more truly the dignity and greatness of the Empire to all those who live in the dominions beyond the seas than does the Parliament of the United Kingdom."

Even the doubtful Bourassa, the thorn in the flesh of all loyalists of the purely professional type, took advantage of such a favorable opportunity to express his sentiments. He said none of His Majesty's subjects in Canada would be better pleased to welcome him than the French-Canadian Catholics of Quebec. One reason was that he was the personification of constitutional respect for all his liberty-loving subjects, and because he would be the last one in the whole Empire to uphold any policy or support any scheme by which any section of the Empire would be deprived of any portion of its liberty or authority.

THE TURBINE'S WEAK POINT.

To the superficial observer of the trend of events bearing upon the problem of economic propulsion of ocean-going steamships it has often appeared inexplicable why practical-minded marine men seemed to regard the steam turbine with misgivings. The invention of the Englishman Parsons seemed to be a pronounced success, judging from the reports that appeared in the British newspapers. The tests applied to the engines of the new type fitted in all the coastwise vessels were perfectly satisfactory within the limits of the knowledge of observers whose conclusions were necessarily based upon apparent results. Applied to machinery for the generation of electric currents the turbine had proved its efficiency and economy beyond question. It had triumphantly borne the criticism of friend and foe alike in this class of work wherever it had been installed in Europe and America. But, notwithstanding the success the turbine has gained in the propulsion of vessels of small and of medium size, and despite its proved economy and efficiency as a stationary engine, there yet lingers some doubts in the minds of intensely practical engineers as to whether it will sustain its reputation when the final test shall be applied in the task of driving ships of the largest class through the water. Parsons evidently believes he has eliminated all the weaknesses in his system which caused so many steamship men to stand afar off and await for further proof before investing their millions in what they obviously regarded as more or less of an experiment. The public will understand what we mean when we point out that the officials of the C. P. R. hesitated about equipping their splendid new ships with turbines because they believed the system was still in its experimental stages when they gave their orders to the British shipbuilders. But the British government seems to be satisfied that the period of experimentation has passed, or it would not venture to equip all its warships now in course of construction with turbines. However, an experiment will soon be made which will settle all doubts respecting the merits of the new type of engines. The new Cunarders, now approaching completion, are the largest vessels ever placed upon stocks, and they will be propelled by turbines. If the success of this form of machine had not been pretty well assured neither the shareholders of the company nor the British government, which is practically a partner in the enterprise, would have ventured to embark the many millions represented in the cost of the ships in a scheme of doubtful practicability. The Scientific American, in a recent issue, explained some of the points in which the turbine had apparently failed to realize expectations. Our contemporary no doubt correctly expresses the technical viewpoint when it says:

"The great activity shown by the British ship and engine builders in the development of the steam turbine is giving to the world, very rapidly, important data on the question of the efficiency of the new prime mover. So long as the ships were small, and small-sized propellers and high speed of revolution were possible, the turbine shows a truly astonishing gain of economy over the reciprocating engine; but with the increase in size of ships and propellers, the margin of economy between the two types has gradually been narrowed down, until, in the last turbine steamships, it has practically disappeared. This is due to the fact that the reduction in size, weight, space occupied and fuel consumption of the turbines in the earlier vessels, was due largely to the high speed of revolution that was possible. But since the turbine and the propeller are on one and the same shaft, there came a time, as the ships grew larger, when the speed of revolution had to be kept down in order to maintain propeller efficiency. The efficiency of the propeller increases with the diameter and with the decrease of revolutions; whereas it is just the contrary with the turbine, whose efficiency increases with increase of revolutions and with a decrease of the diameter of the drum."

"It is because of these fundamental principles that some of the recent turbine-driven ships of the larger size have not shown such favorable results in sea service as they did on trial. Of course, all ships fall off somewhat, from their regular sea service, from the figures of speed and economy obtained on trial; but the discrepancy has been very much larger in the case of turbine-driven ships of the larger size than it has in ships driven by reciprocating engines. Observations of a large number of well-designed twin-screw, reciprocating-engine vessels have shown that the effective propeller thrust at sea, compared to the results on the trials, was as about 1 to 1.25, whereas, according to an English authority, in the turbine vessel, the ratio was in one case as 1 to 2.25. It has become evident that a still further modification must be made of the ratio of diameter and speed of the propeller and its turbine; and we shall look to see the size of propellers increased in order to insure that when a ship is being driven into heavy head seas they will develop sufficient thrust to hold the vessel up to its work."

Forty millions of dollars is a trifle light as air to the mind of an opposition critic when he is discussing the question of the construction of the Grand Trunk Pacific railway. We are told it will cost the country anywhere from one hundred and ten to one hundred and fifty millions to complete the new transcontinental road. It will cost the country just the interest for seven years on a good deal smaller sum than the engineers estimated for the building of the line. Some of the contracts have already been let to competent constructors for millions less than was originally estimated, so that it is possible to anticipate a much lower capital cost for the whole work than the estimate originally laid before parliament. This development is evidently ranking in the minds of Conservatives and promoting additional bitterness in their hearts, because they in the first instance opposed the undertaking, later suggested that the eastern section was a wasteful and useless scheme, and finally placed themselves on record in favor of the government constructing and operating the whole line, useless eastern end and all. At the end of seven years the liability of the Dominion will entirely cease, inasmuch as the Grand Trunk Pacific Railway Company, which has undertaken to operate the railway through the alleged barren region, has undertaken to pay the interest on the total cost of construction, to maintain it in a thorough and up-to-date manner, and to expend a very large sum in the purchase of rolling stock. The penalty attached to failure to live up to the terms of the agreement is practically confiscation of the whole line, so that it is extremely probable the practical railway men who are parties to the contract understand what they are about, and have no misgivings respecting the ultimate success of the project.

It is contended that the real design of Mr. Hays, being an American like his brothers who manage the C. P. R., is to divert all the traffic of the Northwest to the old Grand Trunk lines, which have important connections in the United States. That was evidently the original intention of the company, as its proposition in the first instance was an extension from its present western terminus in Ontario to the wheat fields of the Northwest. It was to prevent this diversion and to open up northern Canada generally from the Pacific to the Atlantic that the scheme insisted upon by the government was finally adopted. The company cannot expect to make the local business developed as a result of the construction of the eastern section of the line pay the cost of operation and interest on the bonds for several years after it is open for traffic. It must consequently utilize it for the transportation of the products of the West, and there is not the slightest doubt that at the rate at which settlement is going on and the progress being made there will be plenty for the new road to do. It will be as busy as any of its competitors. The faith of the government and of the promoters of the work will be sufficiently justified by results.

We are greatly astonished at the doleful forebodings of the opposition, but we are not in the least astonished at their attempts at misrepresentation. That is a part of their political stock-in-trade. But they are very much mistaken if they assume that by such means they will achieve the end oppositionists have in view. In order to gain power they must exhibit faith in the future of Canada, not endeavor to instill in the minds of the public their pessimistic doctrine that there is neither breadth nor width to the productive portion of the country, and that public money wisely invested for development purposes such as the construction of a railway that will open thousands of square miles to settlers is dollars wasted.

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and town sites along the route, however, as the Grand Trunk Pacific Company is not to receive an acre of land from the federal government or from any of the provincial governments, the other than the government of British Columbia save and except the right of way, it will be interesting to note the manner in which they are dealt with and what steps the various governments will take to preserve the interests of the people in the "unearned increment," which will assuredly be the consequence of the construction of the road. Our provincial administration, although it possessed advantages none of the other administrations will possess in that it had the foreshore rights of what will one day be a great seaport as well as an important land terminus to dispose of, secured nothing but that which it could not give away under the land laws. If the other provinces interested do not do better within their more limited sphere we shall be very much surprised, and it will not be because they have not been warned that better bargains are expected of them. In a recent issue the Toronto Globe remarks:

"The letting of two important contracts on the Eastern division of the National Transcontinental Railway—one of 245 miles in Ontario, and the other of 150 miles in Quebec—suggests the advisability of promptly making legislative provision for securing the general public of these two provinces a fair share of the financial advantage produced by the massing of population in certain localities to form towns or cities. Like action should be taken along the line of the Western division by the Dominion government, which controls the lands it traverses. It is not at all too late for the Ontario government to secure from the legislature this session the necessary authority to select sites, lay out plots, and adopt measures to draw into the provincial treasury a large part of the gains that have heretofore generally gone into the pockets of private speculators. There will be no objection from any quarter to a new departure so manifestly reasonable. A dozen useful public purposes would be served, and the repetition of many old evils and injustices avoided, by the government co-operating in the wise selection of station sites and securing to the public the increment of town site values created by the public expenditure on public railways."

Just a word in conclusion, dearly beloved brethren, with reference to this Protestant Orphans' Home controversy. A mythical correspondent of an eminently fair-minded and unprejudiced contemporary is said to have suggested that a trap was sprung and some one pointed as high as Haman as a sequel to the proceedings at the annual meeting of the subscribers to the Home. Neither the correspondent nor the preacher from the text appears to be willing to disclose the identity of the person who has been left hanging between earth and heaven upon a scaffold of his own construction. But a variation of the text has been suggested as conveying a more fitting illustration of what actually happened. We are informed that "some one dug a pit for the feet of his fellow and fell into it himself." If we had proposed giving variety and piquancy to the discussion by the introduction of such an "allegory" we are sure we would at once have been accused of a resort to coarse personalities and mean innuendoes. As the discussion of the pitiful affair has been given a twist in a direct way we would have hesitated a long time about imparting to it, might we again ask, without outraging the proprieties, who it is that is in the habit of digging pits, who "poked" this hole for the unwary feet of the brother who hastens to perform deeds of charity and loving-kindness, and who it is that is "happily" in the pit, and is likely to have no further interest in the affairs of the Protestant or any other home? We hope this information will be given readily and cheerfully, and that refuge will not again be sought in these dangerous "allegories" or texts. They are dangerous as sharp-edged tools in the hands of mere novices.

TAKING ADVANTAGE OF OPPORTUNITIES.

The misfortune which befel San Francisco was instrumental in bringing to the surface much of the underlying generosity and nobility of character of humanity, but it also tended to illustrate a great deal of the inherent meanness, sordidness, cruelty and innate "cussedness" of the race. While the continent as a whole put its hand in its pocket and placed its purse at the service of the people of the destroyed city, ghould on the scene took advantage of the opportunity and could not resist the natural promptings of their evil disposition to plunder dead bodies of anything of value. In order to check this almost inevitable tendency the authorities put arms in the hands of the so-called officers of the peace, who in their turn scrupled not to indulge in excesses of a different character by shooting indiscriminately, in several cases wounding and killing innocent persons engaged in perfectly legitimate, in some cases humane, duties.

Then again rival cities scrupled not to take advantage of the extremity of San Francisco in the hope of gaining a lap or two in the race for commercial supremacy. One could detect a note of exultation in the comments of the Sound newspapers upon the catastrophe. While on the surface the opinion was freely expressed that the earthquake and the fire which succeeded it and completed the work of destruction would have no permanent

effect upon the future of a city built up by energies of the most energetic and aggressive energy and determination, there were insinuations that the ill-fortune of San Francisco would result to the benefit of other cities farther north and more free from such ill-fated and unfortunate visitations. Seattle was determined that Tacoma should not be advertised as more generous in the center of the continent than her northern rival. All sorts of efforts, legitimate and illegitimate, were made to centralize the work of relief in certain places in the evident belief that certain amount of selfish would thus be gained and the fortunes of the wire-pullers enhanced in a degree corresponding to the amount of advertising.

Even our esteemed friends in Vancouver, with their usual foresight and timely discrimination, availed themselves of the opportunity to announce by wire and otherwise that they were in any point of view, it is tyrannical and unjust from the standpoint of the most uncompromising believer in the maintenance of "discipline."

The British Columbia Council of Public Instruction has effectively squared its accounts with Miss Cameron. We have no comment to make on the transaction at the present time except to say that in our opinion the authorities in taking such action have been very ill-advised. Whatever failings as an individual Miss Cameron may have, she has gained a wide reputation as a teacher, and the majority of those who know her believe that in demanding an investigation into the drawing-book matter she was acting in the interests of the school children. The suspension of her certificate, which carries with it deprivation of the ordinary means of earning a livelihood, will gain Miss Cameron the sympathy even of those who disagreed with her in the late controversy. The action of the educational authorities is indiscreet from any point of view; it is tyrannical and unjust from the standpoint of the most uncompromising believer in the maintenance of "discipline."

Further Trouble Brewing in Russia

It is Believed that Preparations are Being Made for a General Uprising.

St. Petersburg, April 25.—The political situation has suddenly grown threatening, the publication yesterday of the draft of the new "fundamental law," or "constitution" of Russia has aroused a storm of indignation and amidst the present general distrust of the government's motives has furnished the stimulus to decide with the entire opposition in parliament.

The real dangerous element in the situation, however, is not in the attitude of the Liberals but in the possibility of another upheaval from beneath. The apparently sane and moderate intellectual forces of the country had been united. For some time the social democrats and other proletarian organizations have been trying to arrange a general uprising to coincide with the convocation of parliament, but apparently they are making no headway. Now, however, a great movement among idle workers of the capital who number 42,000 to the surface and there is more than a suspicion that their movement is simply a cover for real uprising, which is being organized behind it. A council of men out of work has sprung into existence like the famous workers' council which directed the big strike of last fall. Proclamations have been issued calling upon all workmen to support the men out of work who demand that the city with all its resources be turned to work upon the construction of new streets, bridges and railroads, for which \$4,000,000 has been appropriated. The men out of work also announce that they will send a delegation of representatives to the city council to-night to receive answer of the municipality.

There is a striking analogy between methods now adopted by the workmen and those preceding the revolution of January 22nd, 1905, and many people believe that they see in the new organization the hand of Father Gapon. All trace of the former priest has been lost. The holy man has been replaced by a man who is sequestered in a monastery and he may be the directing mind behind the scenes of the drama which is being unfolded. The headkeeper of the local prison has received a letter signed by two workmen, asking him to deliver him to the prisoners will be liberated May 10th.

THE SEIZED LOGS.

Through L. G. McPhillips, K. C., the nominal legal representative of R. J. Skinner, timber inspector, but really the representative of the provincial authorities, the government has taken upon it an undertaking to Chief Justice Gordon Hunter that it would not confiscate the seized Emerson logs until the legality of the seizure had been passed upon by the courts, says the Vancouver Province.

The government did not desire to give this undertaking, but His Lordship pointed out that in three days the thirty-day period for appeal would expire, and the owner of the logs is entitled to attempt to recover them) would expire, and he declared that unless the matter was left in statu quo he would give a judgment against the government. Tuesday morning was not desirable from the point of view of the crown, and the undertaking was given.

As the case stands at present, D. D. Taylor for S. Emerson, owner of the seized logs, which are worth approximately \$7,000, and Mr. McPhillips, for the government, will submit authorities to His Lordship for Chief Justice on law points. The dispute will be fought largely on the question of whether the Timber Manufacture Act, under which the seizures were made, applies or does not apply.

The action, known on the records as that of Emerson vs. Skinner, was brought to the attention of the Chief Justice on Tuesday morning on an application by Mr. McPhillips to decide which of the order of revlepin, which was several weeks ago secured by Mr. Taylor. This order was never executed, as the plaintiff was content to allow the government to remain in possession of the logs until the legality of the seizure was determined. Mr. McPhillips did not obtain his desired order, and the writ of revlepin still exists.

The whole point at issue is the determination of the terms of that section of the act which provides that "all timber cut on ungranted lands of the crown, or on lands of the crown which shall hereafter be granted, shall be used in this province, etc." If the word "cut" is prospective the government loses, and if it is retrospective Mr. Emerson loses. It is the contention of Mr. Taylor that the seized logs were cut before the act was passed its terms are not applicable in this instance, and that they only held good in respect to logs cut after the passage of the act.

Should the courts determine that the act does not apply, Timber Inspector Skinner, who made the seizures, would be left in an assailable position, but he would be granted the right to order his action, would stand behind him.

A SHORTAGE OF EARLY VEGETABLES.

CALIFORNIA SUPPLY HAS BEEN CUT OFF

As Result of the Earthquake—Pacific Coast Steamship Service Temporarily Withdrawn.

A dearth of early vegetables and fruit, such as California has been in the habit of obtaining at this time of year from California, is threatened in this city as well as in every city on the Sound dependent on the southern supply. This is a result of the devastation wrought by earthquake and fire in San Francisco. Even if merchants in the Bay City were now able to fill orders, they are not in a position to ship the goods north as the regular steamship service has been withdrawn until business has been put upon a proper basis, and to bring fruit or vegetables north by rail would be next to an impossibility, for the prices would have risen a figure by the time the goods were landed here as to leave them almost prohibitive. Oranges, however, may be mentioned as an exception. They are usually handled in carload lots and come overland. Furthermore, the supply on hand is said to be sufficient to tide over the present situation. With regard to cabbage, cauliflower, green peas and other such vegetables, it may be a couple of weeks or even longer before the stock in place can be replenished from California.

F. Sonley, local manager of F. R. Stewart & Company, wholesale dealers in fresh fruit and vegetables, said this morning that he did not expect that there would be a general shortage possibly for the next month. He thought that even Seattle would suffer, because that city draws largely on California for her supply of vegetables, depending on the Seattle market, that he regarded as almost beyond consideration. When the duty would be added to the cost price, in addition to the transportation charges, local quotations on Seattle produce would place it almost beyond reach of the ordinary consumer.

Mr. Wilson, of Wilson Bros., when asked what he had tried's misfortune would effect, the wholesale grocery business, said that the principal and about the only way in which they would feel the trouble would be in the dried fruit line. They had word from Rosenberg & Company, a large packing firm in San Francisco, that the latter would be ready for business in a few days. But in the dried fruit line Mr. Wilson explained most of the supplies are perishable goods in places around the country side, so that from these sources the company can draw at any time.

Pacific Coast Steamship Company have withdrawn their San Francisco steamer service indefinitely, and the local agents have been advised not to accept freight or sell any more tickets until further instructions have been given.

IN SEARCH OF GAME.

C. G. Cowan Left on Beatrice Sunday for Big Game Expedition.

C. G. Cowan, of Londonderry, Ireland, left on the C. P. R. steamer Princess Beatrice on Sunday for a big game expedition, which place he will proceed to the waters of the Skeena river, through the Bulkley district, and then across the Rocky Mountains by way of the Yellowhead or Pine Pass, in search of big game for the Kensington museum in London, England, says the Vancouver Province.

From Kamloops Mr. Cowan dispatched his head guide and a number of men with him to hunt for caribou, moose, sheep and goats, and these are due to arrive at Hazelton inside of thirty-five days. At Hazelton he will add several more horses to his band, and will then commence his up-country journey through the mountains. He expects to call on him about four months to make the trip to Edmonton, which is the point he presents anticipates coming out at.

Mr. Cowan's trip is not a new one, but the two passes mentioned he will visit but proposes touring through the Peace river country and other districts to the north of Edmonton.

Mr. Cowan has hunted in almost every country in the world, including South Africa, Australia, Siberia and other famous hunting grounds, but says that none have afforded him as much real sport as he has got right here in British Columbia. He is very high in his praise of British Columbia, in fact the whole Dominion. He says it is the finest country in the world, bar none.

In accounting for that passenger train that was presented the free hauling of to about \$650,000. The military authorities prevailing conditions of registering the men remain within the have been fully exposed to the military sent. It is understood they have telegraphed

Since yesterday, after Francisco bay on the In excess of the donation of E. H. H. tribution of the So Pacific to the suffer of the city. Distur prominent officials in

Mr. C. R. Spohn and wife, of Strathcona, Alta., who were on the Beatrice for a few days. They are guests at the St. Francis.

Another Shortage at San Francisco

NUMBER OF WEAK WALLS

Distribution of Food Commissary Department

San Francisco, April 26.—At 1 o'clock this afternoon an earthquake was felt. It was a minute, and caused alarm, though no one number of walls of the which were still standing condition were thrown buildings were caused, but the damage done. The shock was also and Berkeley, but it was very slight, and

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A SHORTAGE OF EARLY VEGETABLES.

CALIFORNIA SUPPLY HAS BEEN CUT OFF

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IN SEARCH