

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability.
1211-1215 Broad Street, Victoria, B. C.

The Semi-Weekly Colonist

One Year \$5.00
To the United States \$2.00
Payable in advance.
Sent postpaid to Canada and the United Kingdom.

THE RAILWAY LANDS

The status of the Railway Belt and Peace River tract, which the Dominion government holds within British Columbia, is not very generally understood, and in consequence the claim put forward for the surrender of these tracts to the Province has met with opposition in certain quarters. These areas, which consist of a belt 40 miles wide along the line of the Canadian Pacific and a rectangular block of 3,500,000 acres in the northeastern part of the province, were conveyed by the government of British Columbia "in trust to be appropriated in such manner as the Dominion government may deem advisable in furtherance of the construction of the said railway." The quotation is from the Terms of Union and the railway referred to is the Canadian Pacific Railway. It was provided in the Terms of Union that the Railway Belt should be conveyed to "similar extent as may be appropriated for the same purpose from the public lands in the Northwest Territories and the province of Manitoba." It was also provided "the quantity of lands which may be held under pre-emption right or Crown grant" within the limits mentioned "shall be made good to the Dominion from contiguous public lands." In consideration of this the Dominion bound itself to pay the province \$100,000 a year. When the settlement was made between the province and the Dominion the whole of the ungranted and unpre-empted lands within the 40-mile belt were conveyed to the Dominion and the 3,500,000 in the Peace River country to make up deficiencies in the belt either owing to the land being in the hands of private owners or to the alleged useless character of the mountain peaks. It is affirmed on good authority that the provision in the Terms of Union was really devised by Sir John Macdonald in order that the province might have sufficient revenue to meet its needs.

We note one or two points that should be kept in mind, namely: The lands appropriated in aid of the Canadian Pacific in Manitoba and the Northwest Territories were in alternate sections and not in a continuous belt. Hence the settlement was not in accordance with the Terms of Union, but imposed a much more onerous burden upon the province than was intended.

The Peace River land is not contiguous to the 40-mile belt, but several hundred miles from it.

Third, and principally, the conveyance to the Dominion was in trust to be appropriated in the furtherance of the construction of the railway. We submit that as the lands so conveyed have never been appropriated by the Dominion, in furtherance of the construction of the railway, the terms of the trust upon which they were conveyed have not been complied with, and it is now too late for the Dominion government to execute the trust upon which it obtained the land. Hence the conveyance in trust becomes null and void and the province is entitled to a reconveyance of the land.

But it may be objected that the province has been in receipt of the \$100,000 given in consideration of this conveyance. This does not alter the case in the least. The Dominion agrees to pay that sum in perpetuity to induce the province to make a conveyance in trust for a specific purpose. The Dominion has no right to use the land for any other purpose than the specific one provided for in the Terms of Union, and the fact that it pays \$100,000 a year does not enlarge its right. If the Dominion saw fit to give \$100,000 a year for lands to be used for a certain purpose, and did not see fit to use them for that purpose, the fault does not rest with the province but with the Dominion, and the latter has no right to say to the former that it will elect to treat as an absolute conveyance what was a conveyance in trust for one object and one only.

We venture, therefore, to suggest that the province is entitled not only to a reconveyance of the Railway Belt and the Peace River lands, but also to an accounting in the part of the Dominion for all moneys received from any part of the land conveyed in trust and not specifically applied "in furtherance of the construction of the railway."

REFORM NOT PUNISHMENT

It is announced that in establishing a new provincial gaol on Vancouver Island, particulars of which are given in our news columns, the principle that imprisonment is intended primarily for reform and not for punishment will be recognized. It is also stated that juvenile offenders and persons incarcerated for minor offences will be carefully segregated from older convicts

and those imprisoned on more serious charges. Careful investigations in criminology have been in progress during the past two years under the direction of the Attorney-General, and it is proposed to give effect to what has been learned. Out of door work will be the character of the "hard labor" to which prisoners will be subjected. All persons interested in the betterment of human conditions will be glad to learn of the proposed substitution of reform for punishment. Perhaps it may not always be possible to accomplish the object aimed at by this humanitarian policy; but even if good results are attained only in a minority of cases, the change will be justified. The difference between the criminal and the respectable citizen is not so wide that the former may not be restored to his former place beside the latter through the application of the law of kindness to him, while he is bearing the consequences of violation of the law.

SUBURBAN IMPROVEMENTS

The ornamental subdivision of the Uplands, the improvement of Mount Douglas Park and the proposed park of the B. C. Electric at Union Bay will add much to the attractiveness of suburban Victoria and cannot fail to have a very stimulating effect upon the occupation of nearby districts by persons desiring homes with larger grounds than are available on a city lot. It has for years been a favorite contention of the Colonist that the whole region from Sooke to the north end of the Saanich Peninsula would before many years be subdivided into small tracts, and become the home of a large population composed to a very great extent of people more or less well-to-do. There is no longer any doubt at all on this point. We predict with much confidence that within the next decade there will be one hundred thousand people living outside of the city and within the area mentioned. We further predict that, unless something unforeseen happens, the census of 1921 will show 250,000 people resident on Vancouver Island, east of the line joining Saanich Inlet and Sooke Harbor. The influx is fairly rapid now, but it will increase in rapidity from year to year, provided business conditions throughout Canada continue to be as favorable as they now are.

MISPLACED CREDIT

The Toronto Globe gives the Liberals of British Columbia much credit because of their "constructive policy." Among the constructive features which receive the commendation of our Toronto contemporary we find:

The abolition of the Poll Tax.
The abolition of the tax on improvements.

The increase in the exemptions under the Income Tax.

The Globe cannot be expected, we suppose, to keep itself very closely in touch with the details of British Columbia politics, and it may be interested to know that these "constructive" features of the Liberal platform are taken from the Report of the Commission on Taxation, which the government announced before the House prorogued that it intended to give effect to at the next session. Doubtless the economists of the Toronto paper upon the progressive spirit shown in the proposed policy as to taxation were well deserved, and we hope our contemporary will not withdraw or qualify them on learning that the proposed changes emanated from a commission appointed by the government, whose report was formally approved of by the government.

A GRAIN PORT

The shipment of Canadian wheat to overseas markets is a question of very serious importance. Several considerations must be taken into account in determining by what routes grain can be most advantageously handled. In view of the fact that not more than one-eighth of the wheat-growing area of the Prairie Provinces is under cultivation, and that the eastern outlets are already taxed to their capacity, it is obvious that other channels must be opened. We are not unmindful of the fact that the completion of the National Transcontinental Railway will contribute to some extent to the solution of the problem, but a still larger one than a thousand miles from Winnipeg to Quebec is a small factor. It is a great deal further than the grain produced in Alberta and Western Saskatchewan would have to be carried to reach the Pacific Coast. There is also the fact that Quebec is a closed port for a long time each year of the winter, and the transportation of wheat eastward over the ice is a very hazardous matter. For these reasons, it is not surprising that the Dominion government has been so anxious to open up the Hudson's Bay route, which is available, but this involves for grain grown in the area mentioned quite as long a haul, and in some cases even a longer one than the Pacific Coast route.

Before proceeding further we may, as we are writing today partly for the information of wheat-growers, give a few of the facts relating to the situation of Victoria in respect to the Pacific coast. If we take Saskatchewan as a centre and with the distance in a direct line to Port William as a radius describe a circle, it will be seen from the map that Victoria is within the circle. If we take Swift Current as a centre and with the distance to Port William as a radius, describe a circle, it will be seen that the whole of Vancouver Island, except its extreme northern extremity, lies within the circle. If we take Calgary as a centre and with

the distance to Victoria as a radius describe a circle, we shall find that the circumference on the east will cross the Canadian Pacific a little east of Regina. If we take Edmonton as a centre and with the distance to Victoria as a radius and describe a circle we shall find it crosses the Canadian Pacific near Moonbeam, or 215 miles west of Winnipeg. We will get the same result if we sweep a circle with Lethbridge as a centre and the distance to Victoria as a radius. These facts establish conclusively that to any point on the meridian of Saskatchewan the Pacific Coast is nearer than the ports at the head of Lake Superior, and hence from points west of that meridian the advantage is even greater with the Pacific Coast. We are now considering the rail haul only. As compared with Port Churchill on Hudson's Bay the advantage of Victoria is nearly as favorable. It is therefore a geographical fact that for the greater part of the wheat-growing area of the Prairie Provinces the Pacific coast is more advantageously situated than the ports at the head of Lake Superior or even those on Hudson's Bay. It need not be added that what at the head of Lake Superior is yet a long way from the ocean-going ships, and that Hudson's Bay is closed to navigation at the very time it will be most needed by shippers.

There seems to be an impression on the Prairies that the mountains present an obstacle to west-bound traffic. This is erroneous. The Canadian Northern will have a grade not exceeding four-tenths of one per cent across British Columbia. The Grand Trunk Pacific will have the equivalent of such a grade. There is an available route across the province to Lulea Inlet with a grade under one per cent. A route has been surveyed from Peace River to Dean Smith, with a grade westward of less than one per cent maximum. The Canadian Pacific has at present a somewhat higher maximum than this, but that it will long continue to be content with anything less favorable than competing lines is not to be thought of. Hence the mountains present no difficulty at all from the transportation point of view. In other words a locomotive can haul a full load of grain across British Columbia as cheaply as it can haul it a corresponding distance on the Prairies, as soon as the several railways have got themselves in a position to handle west-bound freight.

We are aware that there will be strong opposition to the western shipment of grain. Winnipeg will not favor it. The elevator interests, which are controlled from Minneapolis, will actively oppose it. The effort of the elevator operators and of the United States railways will be to divert southward all the wheat which Canadian railways cannot carry east, and in this they will have the sympathy of Winnipeg if not its active support. It is by no means impossible that we may see an attempt to divert to San Francisco Canadian wheat to be ground into flour for shipment to the Orient. To be sent as grain or as flour is largely by way of the Panama Canal. The time has come, therefore, when the people of the Pacific Coast and the wheat-growers of the western part of the grain-growing area should unite in securing such facilities as will prevent the routing of wheat over the United States lines to United States ports.

In order that this may be accomplished it is necessary that wheat should be stored and shipped from the point on the Pacific Coast at which it can be delivered at the lowest cost, be handled at the least expense and be sent to overseas markets with the greatest advantage. We believe it is demonstrable that no place combines these advantages to as great a degree as does Victoria. We shall not enter into a discussion of that today. All we aim at accomplishing in the present article is to show that wheat, when an appreciation of what may be achieved, and to present the case in such a manner as may possibly attract the attention of the wheat-growers and business men of that part of the Prairies most interested in bringing about such conditions as will secure the cheapest and best route of their wheat to Alberta and Saskatchewan, to reach a market, and to stimulate all persons to an effort to keep the export and transportation business of Canada in the hands of Canadian Railways, Canadian seaports and Canadian ships.

PARLIAMENT PROROGUED

The session of Parliament, which was brought to a close yesterday, though not marked by legislation that may be called spectacular, was nevertheless of considerable importance. Indeed, when account is taken of the shortness of the time intervening between the formation of the Cabinet and the opening of the House, the programme, which the Ministry was able to submit, must be regarded as an exceptional one. Unquestionably Mr. Borden has come out of the session much more strongly entrenched in the confidence of the House and the country than ever before. He has exhibited under somewhat difficult conditions, a great deal of courage and tact. His colleagues have given him a very excellent account of themselves. The Opposition was critical, but we do not know that it could be said to have been unreasonably so. Altogether we are inclined to think the session may be regarded as very satisfactory and as giving great promise for the future of Mr. Borden's administration.

The people of Victoria will look back to the session with very great gratification because of the acceptance by the government of the much-desired plan of harbor improvement and the appropriation of a very substantial sum for the beginning of the work. We think it may be fairly claimed that the discussions in the House relative to the British Columbia affairs showed an appreciation of the requirements of the Pacific Coast much more in keeping with them than has ever before been shown on the floor of Parliament. We look forward in this regard from the present House.

A BRIGHT OUTLOOK

The coal strike in the United Kingdom seems to be at an end. Miners are returning to work rapidly, even in advance of the result of the balloting now in progress. The recognition of the principle of a minimum wage seems to

have met the difficulty. Opinions were freely expressed in financial quarters that the settlement of the strike would be followed by great activity in investments. In this department of activity there has been a notable falling off, which began last summer when relations between Great Britain and Germany seemed to be strained to the breaking point over Morocco. This difficulty was easily solved, and while the Kaiser's government continues its feverish haste in preparing armaments against an invisible enemy, it will take a good deal of crying "wolf" to alarm the public again.

Owing to the unsettled conditions existing in the United States, that country is not regarded favorably by British or Continental investors, and what is our neighbor's loss in that respect will be Canada's gain, for there can be no question as to the fact that the present time the Dominion looks very large in the public eye in the Old World. For these reasons, and also in view of the exceedingly active period of railway construction that has already begun to mark the year 1913, we expect to see money moving freely into the country from Europe. All things considered, Canada offers undoubtedly the best field in the world for investment at the present time.

THE SCOTT EXPEDITION

Captain Scott has sent word that he is remaining on the Antarctic Continent for another winter in order that he may finish his work. It is now known that Captain Amundsen was at the Pole some time in advance of Captain Scott, thus assuming the latter the credit of being the first to reach the Pole. To cover the 150 miles yet before him when he sent word out to civilization. Quite naturally some disappointment will be felt that he was not able to place the Union Jack on the point where it is to be assumed the flag of Norway now flies, but if he reaches his destination safely he will be entitled to equal honor with his plucky rival, who had the advantage of an easier route. The difficulties attending travel in high latitudes are such that a difference of a few weeks in reaching a desired goal detracts nothing from the credit attaching to the competitor who happens to be second in the race.

That Captain Scott has determined to spend another winter in the South shows him to be animated by other desires than merely to reach the South Pole. The scientific world the results of his voyage will undoubtedly be very much more important than those of the gallant Norwegian who seems to have had only one aim, namely to get to the Pole ahead of all competitors and get home again. As a matter of fact the actual conquest of the Pole, after Sir Ernest Shackleton had shown the way to within a hundred miles of it, became a matter of no very great moment. On the other hand, the scientific investigation of conditions in the Far South, carried on over two years, can hardly fail to prove very valuable. Captain Scott's expedition seems likely to prove the most important ever sent to the Antarctic Continent.

A PROPOSED BOYCOTT

Mrs. Despard, who is a suffragette, has a new remedy for the wrongs of her down-trodden sisters. Since the House of Commons has refused to vote for woman suffrage, Mrs. Despard proposes that suffragettes shall refuse to buy Easter hats, which she thinks will bring the commercial world to its knees. We shall not try to depict what will be the feelings of Mr. Despard—we presume there is a Mr. Despard, just as we assume from the existence of Miss Christabel Pankhurst that there was once a Mr. Pankhurst and that there may be one now, but without making any inquiries upon the point, we repeat that we shall not try to fathom the feelings of the assumed Mr. Despard when the wife of his bosom informs him that she does not propose to buy any spring millinery.

The proposed boycott is a new illustration of the supreme silliness of the leaders of the women's suffrage movement. To say this is not to say that woman suffrage is silly. We distinguish between a cause and the tactics of its advocates. Mrs. Pankhurst and her window-smashing coterie had no sense enough to see that victory was within their grasp, no far as the House of Commons was concerned, that indeed, the cause had not made very notable progress when the Ministry declared it to be an open question and expressed its readiness to accept the vote of the majority of the House of Commons. And so they went out on the rampage and smashed both store windows and their own chances of success. Now Mrs. Despard proposes to add folly to madness. She will only succeed in getting herself and her followers laughed at, and ridicule is the one weapon against which the suffragettes have no shield.

There will be very general satisfaction that J. J. Babcock, who was so long and so satisfactorily identified with the fishery service in this province, is to return and accept an appointment from the provincial government as a post, where his expert knowledge will be available to the people of British Columbia.

The prospects of Victoria in the building line were never anything like what they are now. Apparently the city is on the eve of an activity which will cast last year in the shade and last year was a record year.

The local Liberal organ tells us that it was Mr. Pugsley who originated the plan of harbor improvements. This will certainly be news to Mr. Pugsley, if any one ever tells him. To the best of our recollection all that Mr. Pugsley ever did was to say he would recommend it to his colleagues after he had been urged to say something that would be useful for election purposes.

Presumably it was not the Colonist's observations that did it; but we spoke of greater accommodation on the tramline, and behold these new cars are at hand. We would gladly take the credit for this, but alas, they must have been on their way before the Colonist's article was printed. On behalf of the people of Victoria we accept this arrival as an instalment of what is due the city.

The Equitable Assurance Company of New York carried no insurance upon its building that was recently destroyed by fire. The company's officers justify themselves by saying that the company has lost nothing, for the land is worth more without the building on it than it was with the building. While this may be very true it hardly justifies the omission to insure.

We are confident that the provincial government will give the L. W. W. and all other mischief-makers to understand that the methods which they employ with more or less success in certain parts of the United States, will not be tolerated here. We stand for the protection of workmen against the tyranny of irresponsible demagogues as well as against the unreasonableness of employers.

The mildest winter on record is reported from the North. Evidently the ice giants have grown tired of keeping up the mystery of the North, discovering having shown that it is really no mystery at all.

Lady Warwick agreed with a New York man to deliver a series of lectures, but she managed to vanish and leave no trace of her movements. Replying to the statement that she had left for Europe in disguise, her daughter said: "Mamma could not disguise herself; any one would know her by her dog." This is really exquisite. Lady Warwick appears to be a leader of public opinion. She is a suffragette of the non-militant persuasion.

We are glad to see that the Seymour Narrows bridge has been discussed on the floors of the House of Commons, and although it was Mr. Frank Oliver who said "the work is of more than local importance; it is one of National importance" we welcome the statements in the heartiest possible manner. Mr. Cochrane, Minister of Railways, said in reply to Mr. Oliver that he hoped there is a prospect of the project being taken up. This is very satisfactory.

It seems to be understood at Ottawa that Mr. Foster, Minister of Commerce, will shortly pay a visit to Australia with the view of promoting better trade relations between the Dominion and the Commonwealth, prospects for which are very bright. Mr. Foster will probably go out by way of British Columbia, and we suggest it is not too soon for the commercial organizations of this province to begin the preparation of a case for the information of the Minister.

The local Liberal organ thinks the Senate has justified its existence by holding up certain government bills. The organ did not think so fifteen years ago, when a Conservative Senate did the same thing by the Laurier ministry. At that time the Colonist said that the Senate ought not to take a partisan attitude towards legislation, and it says the same thing now. It is strange that when the Liberals were in and had a majority in that body the Senate could not discover how to change a syllable in government measures.

Mr. George F. Graham, minister of railways in the Laurier ministry, said at a recent Canadian club luncheon that there are now 26,000 miles of railway in Canada and 5,000 miles under construction, which gives the Dominion the largest per capita railway mileage in the world. It may be of interest in this connection to mention that the first proposal to build a railway in America was made in St. Andrews, N. B., by Dr. John Wilson, who endeavored as long ago as 1820 to promote the building of a railway from that town to Quebec in order to give the old provinces of Canada a winter port.

A fire was caused in an Ottawa hospital recently by a lighted butt of a cigar that some smoker had thrown away. It is said that the number of fires caused by lighted ends of cigars and by lighted matches thrown away carelessly is greater than those originating from all other causes combined. There is no use in suggesting a law to prevent carelessness in respect to such matters as are above mentioned, but it is not unreasonable to urge upon smokers the absolute necessity of seeing that they are not the cause of danger to life and property by disregard of the dictates of ordinary common sense.

Administrative changes are announced from Ottawa. The Department of Mines is transferred from the charge of the Minister of Inland Revenue to that of the Interior. The Mines Department was created by the Laurier government, and was attached to Inland Revenue, chiefly, we imagine, because Mr. Templeman, who had charge of the latter, represented the great mineral province. It seems as if its proper place is in connection with the Interior as long as there is no intention of establishing a separate portfolio. The removal of the Department of Census and Statistics from the Department of Agriculture to that of Trade and Commerce also seems a good change, for the subjects dealt with are somewhat akin. The previous arrangement existed ever since Confederation.

Improving the Home Grounds

The arrangement of trees and shrubs should correspond with the nature of the buildings on the lot, and these should be architecturally in harmony with the locality. If the buildings are large and architecturally ornate, such as public buildings on public squares, the artificial or formal style of planting may prevail in good taste. On the home grounds, however, a more natural order of arrangement should be adopted. The grounds should be modeled after nature. Freedom from formality should be the main idea; yet not a copy of a natural wildness.

No hard and fast-rules can be given for the planting of trees and shrubs. The treatment of the place depends upon its condition and location. As mentioned in the second article of this series, the lawn should be open. Frame the boundaries with trees and shrubs. When planting avoid straight lines as much as possible. Zig-zag borders are more natural and more effective.

Plant in groups.—Plant trees and shrubs mostly in groups, seldom alone. The grounds should not be treated merely as a place for transplanting beautiful trees, for in the attempt to preserve individual specimens the grounds are deformed and the effect destroyed. If the grounds are large enough, employ a number of one kind of smaller shrubs allied in general appearance, placed irregularly on the outside, to give a dash of desirable variety to the mass. For the sake of naturalness and informality one or more of these smaller shrubs may be planted a few feet away on the turf.

When grouping into clumps, the tallest-growing specimens should be placed in the center or at the back of the group. The proper relation of the different plantations on a lawn should be: First, grass; second, herbaceous plants and shrubs of small size; next, large shrubs, with trees in the background at intervals. Trees of darkest foliage should be farthest from the viewpoint.

Effective color combinations and contrasts may be produced by skillful planting. Trees and shrubs of highly-colored foliage and bark should be used sparingly, however, except when planted for winter effect. It is difficult to say just why we think that certain shrubs look well together. It is more a matter of practice than of rule. Although shrubs usually appear to better advantage when planted in groups, occasionally single specimens with individual characteristics may stand out alone.

The junction of roads and walks should be planted with shrubbery. When the road curves, make the curve appear necessary by judicious planting. A curve without an apparent cause for it is meaningless and affected. On large places shade trees set out along the walks and drives are sometimes necessary. Park planting demands them.

Beautiful Wasting Places.—In all the work of landscape gardening start with a determination to do away with the heartaches in home-making, creates waste places, and waste places are eyesores. Beautify them. Cover undesirable objects with vines or plants of some kind. Hide objectionable scenes, ugly buildings, and so forth, with vines and shrubbery. Swampy grounds may be planted with flags, sedges, iris, lilies and other swamp-loving plants.

In the selection of the exact kind of material to be used in planting, it is advisable to choose a comparatively small number of kinds of trees and shrubs. Too much variety on a small place is undesirable, to say the least. Furthermore, when we come to arrange shrubs and trees for building the groups, on the lawn, it will be found that comparatively few of them fulfill the effective requirements of the place.

When planning the grounds we must not forget to consider the sky line or top line of bordering plantations of trees and shrubs. Straight top lines are monotonous. They offend the sense of beauty. They can be relieved by planting in their midst or near them at intervals trees of large and distinct character. Have no regularity in these intervals except an intelligently fixed relation between them.

Consider Comfort and Protection.—

Trees and shrubs should be arranged also to give comfort and protection. The house needs shade in summer and protection from winter winds. Place some of the largest trees, such as elms and maples, for shade near the house on the south and west, but do not shut out the view, nor the light, from the house.

Take into consideration the results will be when the trees are full grown. Plant far enough away so that the branches will not overhang. For winter protection plant in the quarters to which the house is most exposed; some of the large evergreens, such as pines and spruces. Bolder shrubs may be planted with them a few of the light-colored deciduous trees.

The crusade which has been started in New York against "Turkey Trots," "Bear Squeezes," and all the other elegant dances which society has borrowed from the jungle, and the sum is occupying the attention of the American papers to the exclusion of all other topics. Here the rhythmic waddle known as "the one-step" contrives to escape chastisement. After all, the last thing one expects to see at dances is dancing in the true sense of the word, and the real dancer hates the ballroom. Not long ago a pale, interesting-looking young man was seen at one of the Bals de Tabarin in Paris watching the dancing with a peculiar attention. Sometimes his face expressed horror, sometimes surprise. Introductions are not necessary at a Bals de Tabarin, and it was not long before an enterprising Parisienne seized hold of the pale young man and requested him to waltz with her. They had taken but one turn when she said: "My friend, before you come to another Bals de Tabarin, you must really learn to waltz." History does not relate what her feelings were when the pale, interesting-looking young man revealed himself as Nijinsky, the greatest dancer in Europe.

British Actor Dead

LONDON, April 3.—Edward Terry, the actor, who has been suffering for some time from neuritis, died today at Barnes, Surrey, England. He was one of the most popular actors on the British stage, on which he has appeared almost continuously for nearly half a century. He was a writer of distinction and had travelled extensively in India, Australia, South Africa and America.

COLONEL WHITE DEAD

Had Been Over Sixty Years In Civil Service And Was Formerly Deputy Postmaster-General

OTTAWA, April 2.—Colonel Wm. White, C. M. G., former deputy postmaster general, died today after some sixty years of civil service. Colonel White was born in London, Eng., January 6, 1850; entered the post-office service at St. Martin's le Grand in 1846; moved to Canada and entered the Canadian postal service December, 1854; became secretary of the department seven years later and deputy postmaster general in July, 1888. He had been an active militiaman all his life, entering the third battalion of the 61st Toronto militia in 1859; becoming captain of the Civil Service regiment, with which he went to the front at the time of the Fenian Raids in 1866; later commanding the governor general's foot guards and in 1881 taking over the command of the 43rd Rifles, of which he was honorary colonel at the time of his death. He was commandant of the Wimbledon team in 1884, and chairman of the executive of the D. R. A. from 1886 to 1896. He was decorated for his long and meritorious service to his country.

Portland Murder Case

PORTLAND, Ore., April 2.—Positive that he has the man in custody who shot Donald M. Stewart and George Hastings on the riverside drive near this city last Friday night, Sheriff Robert L. Stevens of Multnomah county returned here tonight from the mountain east of Woodburn, Ore., with Robert, alias "Jugling Jack," an alleged ex-convict of Oregon and Washington penitentiaries, under arrest. The capture followed an unrelenting pursuit on the part of Sheriff Stevens and his deputies, which began a few minutes after the highwaymen fired the fatal shots.

Opposed To Free Sugar Bill

WASHINGTON, April 2.—Lulu Monro River, a resident commissioner from Porto Rico, announced today that a delegation from the island had arrived in New York and would file a protest with the senate committee on finance against the enactment of the free sugar schedule. Evidence will be given to demonstrate that if the duty is taken off sugar Porto Rico will be in a worse plight than ever it was under Spanish rule. Under American rule, the sugar factories, according to Mr. River, have grown from a few to more than 150 and now three-fourths of the tillable land is given over to sugar.

Passing Bad Cheques

SEATTLE, April 2.—D. C. Ellingsford, who was arrested at New Westminster, B. C., last night charged with passing two bad cheques for \$245 in Portland, passed through Seattle today in custody on his way to Portland. Ellingsford was at one time in the employ of a lumber company in Oregon and was alleged by the government to have acted as a dummy land entryman for David Eccles, the millowner of that state. When Eccles was tried in Portland last year Ellingsford was a witness for the government.

Havoc Wrought By Storm

PHILADELPHIA, April 2.—Two women were injured fatally, scores of houses were unroofed by a storm which passed over that portion of Camden known as Cooper's Point and swept down the Delaware river to the center of this city tonight doing thousands of dollars' worth of property damage. Tonight Camden is in darkness and its streets in the neighborhood of Cooper's Point filled with debris.

Bank Robber Gets 30 Years

FORT BENTON, Montana, April 2.—Stanley D. Miller, convicted of bank robbery, was sentenced today to 30 years' imprisonment—the maximum penalty in Montana. In the bank robbery at Harlem on July 31 last, three men took part. One of them, Billy Sanders, was shot and killed by Marshal Lasswell. Miller was captured later at Billings. A third member of the outlaws escaped and is still at large.

Anti-Treating System

TORONTO, April 2.—The Conservative party in Ontario is contemplating the adoption of the abolition of the treating system as a counter move to the Liberal banish the bar policy.

Woman in Cross Channel Flight

LONDON, April 2.—Miss Mary Davis today accompanied the English aviator, Gustave Hamel, in a flight across the Channel, she being the first woman to make the trip.

North Renfrew Election

TORONTO, April 2.—The period for filing protests against the election of Hon. George Graham in North Renfrew expired today without a protest appearing.

Religion in Ottawa

"Vote as you pray," admonished the minister yesterday. What? Only once in four years?—Ottawa Journal.

THE WILD MARSH WIND

Ah! pleasant is the wind of June,
So balmy, soft, and low,
It sings along our garden wall,
Where the shy, pink roses blow.

The autumn wind is hushed and sad,
For the flowers are brown and dead,
When the fields lie bare, and birds have flown,
And the maple leaves are red.

The winter wind is fierce and bold,
The snow goes whirling by,
Inside is warmth, but all night long,
We hear the north wind cry.

But give to me the wild March wind,
So fearless, strong, and free,
He bends the branches, shakes the twigs,
And laughs aloud in glee!

Men call him cruel, and hate to hear
His piping loud and long,
But the flowers stir, and wake again,
When they hear the March wind's song—
Rachael Lyman Field to St. Nicholas.

The modern preliminary of Canada recently gathered of the more the output increases made up and was million \$49,234, more the \$106,823 a strike in the loss was but in fuel supply, a de losses in part made of the both Br places of made a mineral as only away of tion being for the is presu recovery in the p in: rease cases fa 'The prio keeping of living York, fo in 1907, same tin to 4420 and silve cents. Taking tario is credited total of silver de there are the total.

Ontario British C Nova Scotia Quebec Alberta N. W. T. Manitoba New Brunswick Saskatchewan

Ontario ascribed put of cot ter, thou out of the a flourish reported not make ducing du Follow products values of given:

Metallic Non-metals Structural etc ...

In the values of given as:

Copper, 1 lbs. ... Gold ... Pig iron ... ore, ton Iron ore ... Lead at 3 lbs. ... Nickel a lbs. ... Silver at 3 ozs. ... Cobalt & Zinc ore.

Silver, noted, are value the opment of somewhat small area value or s utilize that are signs be hoped, and indus leads, as \$11,291,000 The next in which credited w \$1,280,000 passes the growth of tural mate in their v and buildi the chief