PUBLIC MEN AND "ADVENTURERS."

We are now to be treated to a deep and comprehensive treatise on abstractions, intended to demonstrate that the government of British Columbia acted in the true interests of the people in negotiating the Kaien Island land deal. In the series of discourses we are to be asked to observe that it is difficult to differentiate or distinguish between those who may be legitimately designated as "adventurers" or "grafters" and patriots whose sole purpose in life is to labor for the benefit of their fellows. It can be predicated with absolute certainty that the parties who secured ten thousand acres of land from the McBride government in order that they might be in a position to procure the location of the Grand Trunk Pacific on Kaien Island will be found, when the series of discourses is completed, occupying a pedestal and their mercenary, grovelling detractors demonstrated to be the only real, bona fide "adventurers" in the transaction.

But in this case we are not dealing in abstractions, but with a concrete case without a parallel in the history of popular or constitutional government. If we were in search of a precedent we should be compelled to go very far back in history—back, in fact, to the days when kings held despotic sway and were influenced to a considerable extent in the allotment of the public domain by the whims of adventurers—male and female.

In this Kaien Island case some of the men who essayed on the floor of the Legislature to defend the action of the government—a defence which was all sound and fury and deplorably lacking in argument—with questionable taste introduced the names of some ladies within the realms of the discussion. The point made by suggesting that the women named were upon a level with the "adventurers" who figured so prominently in the extraordinary transaction we shall leave to the philosophical essayist of the Colonist to explain and determine.

But there are some points of real, concrete importance we should like to receive some convincing evidence upon.

Why was it necessary for the government to call Messrs. Larsen, Anderson, et al., into the matter of the terminus of the Grand Trunk Pacific Railway at all? It will not be denied that the transcontinental railway is required by its contract with the Dominion government to fix its western terminus on the Pacific and in British Columbia. It can hardly be contended that Messrs. Larsen, Anderson, et al., in their relations with the government were animated by philanthropic motives or that they were imbued solely by a patriotic desire to serve the best interests of the province. These gentlemen, as we all know, and if we are honest, will admit, were inspired by a desire to make money. What was the source of the tremendous influence they brought to bear upon the administration in order to secure the concession which, as it turned out, was of so much advantage to some of them, and, if it had been carried out in its original conception, would have made some of them independent for life, provided they are not the slaves of habits which usually beset "adventurers?"

Why was it that the members of the government were so blind that they could not see what the effect upon the public mind would be of the revelations that have set all the world talking and writing? Were all the members of the administration so fatuous as to suppose for a moment that such a transaction could be permitted or that it could not but result in such an agitation as must inevitably involve their party in shame and result in its downfall? Or was the Chief Commissioner rightly credited with being the "master of the administration"—so that against his decisions there could be no appeal?

Why could not the government have dealt directly with the Grand Trunk Pacific Railway Company and have received on behalf of the people the full amount it has been proved the company was willing to pay for Kaien Island, an amount which doubtless it did pay, and of which some one has received the benefit?

Why was secrecy maintained about the passage of the unprecedented order in council long after there was any necessity for secrecy? Was it because the government finally became seized of the true aspect of the transaction in which it had become involved and was afraid to make the facts known, or was the matter kept dark in order that bona fide citizens of British Columbia—of whom there are a few who cannot be set down in the class of adventurers notwithstanding the attempt to prove the contrary—from sharing in the fortunes specially reserved for Messrs. Larsen, Anderson, et al.?

The foregoing are a few questions pertinent to the Kain Island scandal, and they cannot be buried beneath a mass of portentous sentences intended to demonstrate that all men—and women, too—are "adventurers"; that the legitimacy of their "adventuring" is merely a matter of degree.

THE YOUNG MEN ARE SHY.

Mr. Rufus Pope, who was such a costly instrument for the Grits to defeat, according to his own story, evidently believes there is no future for Conservatism in Victoria because there are few or no young men active in the party's work here. Mr. Pope is possibly not familiar with the political situation in this province. Young men, if they are to be retained in the ranks and service of a party, must be confronted with something to excite their enthusiasm. The progress of Canada during the past half dozen years and the prospects of the country as a result of the projection of the Grand Trunk Pacific and other great development enterprises have excited the naturally exuberant fancy of the young men. Just as the youth longs for the day when he shall be accorded the rating of a man, the ardent mind of young Canada looks forward to the rapid growth and expansion of the country and lives in anticipation of the day when she can legitimately claim her destined place as one of the actually great, and potentially greatest, nations in the world. What is there in a policy of negation and carping criticism, of opposition for the sake of opposing, to win the confidence and the adherence of the young men of the Dominion? Besides, in British Columbia we have the McBride government as an illustration of the effect of Conservative principles practically applied. The Premier and his Chief Commissioner constitute too heavy a handicap for any party to carry. We expect our leaders in political life to set an example which we can exhort our young men to emulate. Can the elders in the ranks of the Conservative party of British Columbia commend the example of the leading members of the government which at present holds power and exhort those who naturally look to them for guidance to diligently follow in their footsteps? There must be further disintegration before a beginning such as Mr. Pope desires can be made. And the process of demoralization is proceeding with considerable rapidity.

UNWILLING TRIBUTES.

We cordially agree with the suggestions of government organs that the ermine would sit gracefully upon the shoulders of the leader of the opposition, that he possesses in a high degree the judicial temperament and attributes, and that he would prove an intellectual ornament to the Bench. It would please the organs mightily to see the translation accomplished. But Mr. Macdonald has set his hand to a more important task, for the time being, than the administration of justice. He has undertaken, with the assistance of the opposition, to purify the high court of the Legislature and to cast forth from its precincts the elements which have turned into—something which can only be fittingly and suitably described by a quotation from the "old book." In this disagreeable undertaking the leader of the opposition is making progress. And in the course of his campaign he has set a standard of procedure that is proving in the highest degree exasperating to the men who claim the Kaien Island deal to be "a good bargain in the interests of the province." The leader of the opposition in manner, in parliamentary style and in the tactics he brings into action stands forth in such marked contrast to the so-called orators on the other side of the House whose motto is, if you can't boost, don't knock," that it is no wonder they chafe at his presence and wish him elsewhere. But the "boosting" type of public man has had his day. He is going to be replaced by something very much better for the people and more in the interest of the province. There will be a translation, but it will not be in the direction of the elimination of the type which is forcing an evolution in our political elements. A new and better standard has been set. The men who cannot measure up to that standard must go. In a very short time, a much shorter time than the Vancouver News-Advertiser sets, there will be no place for them in the governments of British Columbia.

DANGEROUS COLDS.

Influenza, Bronchitis, Pneumonia or Consumption Often Follow a Neglected Cold—Avert the Danger by Keeping the Blood Pure and Warm.

Heavy colds strain the lungs, weaken the chest, banish the appetite, cause melancholy. Pale, weak people, whose hands and feet are chilled for want of rich, red blood, always catch cold. Their lungs are soft—the heart cannot send out blood enough to make them sound and strong. Then comes the cold and cough, racking the frame and tearing the tender lungs. The cold may turn into pneumonia, influenza, consumption or bronchitis—a lingering illness or a swifter death. All weak people should use Dr. Williams' Pink Pills. The rich, red blood they make strengthens the heart, and it sends this warm, healing blood to the lungs, and once again the patient is a strong-lunged, warm-blooded man or woman. Mrs. Jane A. Kennedy, Douglastown, Que., bears the strongest testimony to the value of Dr. Williams' Pink Pills in cases of this kind. She says: "My sister, a delicate girl, took a severe cold when about seventeen years old. We tried many medicines for her, but she appeared to be constantly growing worse, and we feared she was going into consumption. Often after she had a bad night with a racking cough, I would get up to see if she had spit any blood. At this stage a friend strongly urged me to give her Dr. Williams' Pink Pills. Within a month from the time she began to take the pills she had almost recovered her usual health. Under a further use of the pills she is now well and strong, and I can recommend the pills with confidence to every weak person."

Dr. Williams' Pink Pills are a certain cure for all blood and nerve troubles such as anaemia, debility, lung complaints, rheumatism, neuralgia, St. Vitus dance, partial paralysis, and the troubles that make the lives of so many women miserable. Be sure you get the genuine pills with the full name "Dr. Williams' Pink Pills for Pale People" on the wrapper around each box. Sold by all medicine dealers or sent by mail at 50 cents a box or six boxes for $2.50 by writing the Dr. Williams' Medicine Co., Brockville, Ont.

SHIP CARPENTERS ARE BACK TO WORK

RESUME OPERATIONS AT ESQUIMALT YARD

Trouble Between Them and B. C. Marine Railway Company to Be Submitted to Arbitration.

(From Monday's Daily.)

The ship carpenters, who struck work at the B. C. Marine Railway Company's concern, Esquimalt, last week, resumed their labors this morning.

As stated in Saturday's Times a meeting of the Shipwrights' and Caulkers' Association was held on Friday evening, to which the executive of the Trades and Labor Council were invited to discuss the existing difficulties between the men and the company. After a prolonged discussion, and acting upon a suggestion from the council, it was finally agreed to submit the matters in dispute to arbitration—the shipwrights to choose one man and the represent their side, and Mr. Bullen to do likewise, the two to decide upon a third. This proposition was submitted to the company that evening at 11 p. m. by the executive, and Mr. Bullen requested until morning to consider the matter, which was agreed to. On Saturday Mr. Bullen wrote, saying he was quite willing to accept providing the matter was left in the hands of a Supreme court judge to decide. On Saturday afternoon this letter was submitted to the executive of the Shipwrights' and Caulkers' Association, with a suggestion that they decide as soon as possible. Accordingly, a special meeting was held Saturday night, and after debating the proposition pro and con it was resolved by the association to stand by the form of arbitration already submitted and the executive of the Trades and Labor Council were summoned and notified to that effect. Realizing the importance of prompt action the executive at once communicated with Mr. Bullen, pointing out the advisability of accepting the men's offer, which they believed perfectly fair, and the acceptance of which would mean the return of all the men to work Monday Morning. After talking the matter over with Mr. Bullen, he decided those were the only terms he was willing to agree to, and sincerely thanked the council for their energetic efforts to bring about a settlement.

Upon returning to the meeting and informing them of Mr. Bullen's decision, another long discussion took place, in which the executive of the council, while admitting the justice of the union contentions in the form of arbitration, pointed out the disastrous consequences of a continuance of the strike under the circumstances, and requested the union in the interests of the city to give way on this point again. After a few short speeches a vote was taken, and the proposition of Mr. Bullen was almost unanimously accepted. Before adjourning a very hearty vote of thanks to the executive of the council was passed for the manner in which they had acted in the matter. The president of the council in reply after acknowledging the warmth of the reception accorded them congratulated the officers and members on the way in which they had acted since the strike took place, and the willingness with which they had accepted the suggestions of the council. After the meeting Mr. Bullen was promptly notified that the men would resume work Monday (this) morning, and again took occasion to express his appreciation of the manner in which the council had handled the matter.

SLASHED HIS THROAT WITH A PEN-KNIFE

William Miller, a Patient at the Jubilee Hospital, Committed Suicide This Morning.

(From Friday's Daily.)

Early this morning William Miller, who had been undergoing treatment at the Provincial Royal Jubilee hospital for the past several weeks, committed suicide by cutting his throat almost irom ear to ear with a small penknife. The act was committed so suddenly and with such unhesitating determination that none of those present realized what was in the mind of the man until the deed was done and the unfortunate was in the throes of death.

Mr. Miller was one of the crew of the last Empress liner to call at this port. He went to the hospital suffering from ulceration of the stomach and had been operated on for that disease, a form of treatment that gave every indication of resulting in complete recovery. From what can be gathered, during the last few days he showed an inclination to leave his couch despite the strictest orders of his attendant. Occupying a place in the public ward, and being considered to an extent convalescent, he naturally shared, with other patients, the services of the nurses in charge. This fact gave him the opportunity he evidently desired.

It was about 4 o'clock this morning that his chance for self-destruction without interference arrived, and the result shows that he took full advantage of it. Rising, he crept to his wardrobe and procured a small penknife, with which he slashed his throat dreadfully, cutting the jugular vein and the wind pipe, a wound which brought about instant death.

This action was witnessed by several of those occupying beds near by, and an outcry was raised which quickly brought the attendants and Dr. Hasell to the scene. They did what was possible, which was little more than attempts to stop the flow of blood, for life had been extinct for some minutes.

Practically nothing is known of Miller except that he followed the vocation of a sailor on one of the Empresses. He was a man of about 32 years of age and leaves no known relatives in Victoria or elsewhere.

The unfortunate affair has been reported to Coroner Hart, who has ordered an inquest to take place at 4.30 o'clock this afternoon.

THE ABATEMENT OF DUST NUISANCE

A DEAD-LOCK OVER STREET SPRINKLING

Can Tramway Company Be Forced to Obey By-Law?--Counter Propositions Under Consideration.

(From Saturday's Daily.)

One of the most important questions before the city council at the present time is that of street sprinkling. In this connection a contention, which might easily assume serious proportions, has arisen between the corporation and the B. C. Electric Railway Company. As all who have followed civic affairs are aware a by-law has being in existence for a year or more compelling the latter to water the space between their rails as well as eighteen inches or thereabouts of the roadway on either side. Up to the present no attempt has been made to enforce this regulation, and the tramway officials have taken no voluntary steps to comply with the enactment. The centre of the disagreement appears to be this by-law. The company have obtained legal advice, and claim that it is ultra vires, while the city solicitor has expressed the opinion, in his official capacity, that those concerned can be forced to comply with its provisions if such step becomes necessary.

But neither the company or the city has any desire to come to litigation. They want to work together, or profess to at any rate, and both have submitted propositions which, from their respective standpoints, are considered fair and just. In order that the situation may be better understood, however, it should be explained that the stand taken by the city and that adopted by the company are very much at variance. In the first place the former assumes that the by-law referred to is worth its face value, while the latter takes it for granted that it is ultra vires.

In conversation with Mayor Morley this morning the latter outlined the proposition he had laid before A. T. Goward, manager of the B. C. Electric Railway Company. His contention was that as the latter would have to water a certain space on every street, over which the system operated it would be to their advantage to undertake the entire thoroughfare in consideration of which the corporation would donate the water used. To bear out his argument he quoted the standard rates and endeavored to show that the expense of throwing the liquid some distance further on either side would by no means reach the figures that would be entailed in paying for that utilized in abating the dust nuisance between and in the immediate vicinity of the rails.

Replying to this Mr. Goward, acknowledging for the sake of argument, that the by-law could be carried out, held that it would not be necessary for the company to secure water from the city, but that it could be pumped from the sea through their own pipes by the use of their own water power.

To this Mayor Morley retorted by referring to the expenses of such a procedure. He held that it would be necessary, when a tank became empty, to send it back to the source of supply, a distance, perhaps, of some miles. If the city water were available it could be procured at any of the hydrants.

While acknowledging the force of Mayor Morley's contention in this regard, Mr. Goward suggested that perhaps the company might feel disposed to show their resentment of what he regarded as an unfair action on the corporation's part by undertaking the additional expenditure and inconvenience of obtaining their supply in the manner outlined.

Mayor Morley also made a proposal which he considers will prove very economical if carried into effect. He has agreed, providing the company accept his plan, to secure a quantity of crude oil. This liquid, he says, would be mixed with the water used for sprinkling purposes in a judicious manner thereby materially helping to lay the dust. It is his opinion that if such a method were adopted it would not be necessary to go over the same territory twice a day, as proposed, as a crust would soon be formed of sufficient thickness to eliminate the clouds which hitherto have proved such a nuisance to Victorians and visitors during the summer months. It is understood Mr. Goward favored the idea.

That, however, is a mere detail, and has nothing to do with the possibility of reaching a settlement of the dead-lock now existing between the company and the city.

In conversation this morning Mr. Goward said that his stand had not altered with recent developments. His proposition, which he considered eminently fair, was before the council for consideration. It was one which any ordinary business man would endorse without hesitation. He would not acknowledge in the first place that the by-law could be enforced. But, allowing that it could, it did not alter the fairness of his plan. It was claimed that the company had to water a small section of each street upon which they operated. Accepting that ultimatum, was it not reasonable that the corporation should agree to pay half the total cost if it was agreed to water the entire thoroughfare? They were only required to do a small section, but were willing to do that and all besides providing the city was willing to an equal distribution of the necessary expenditure. The company was anxious to work in conjunction with the Mayor and city fathers in the interests of the community, and he hoped that an amicable settlement of the difficulty would be reached.

—The International Sunday School Association will hold its fifth annual convention in the school room of St. Andrew's Presbyterian church on the evenings of the 20th and 21st of the present month. Delegates from Saanich and Duncans districts are expected to attend. All Sunday school workers are asked to keep those evenings clear of other engagements, and to make an effort to attend the convention.

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SHEARWATER TAR SMASHES RECORD

SPLENDID SHOOTING OFF COMOX RECENTLY

Ten Hits in Fory Five Seconds--Presentaion on Sloop a Esquimal To-Morrow Morning.

(From Saturday's Daily.)

Although the trip to Queen Charlotte Island and vicinity, which H. M. S. Shearwater terminated yesterday afternoon, was in itself merely one of those marine jaunts which is part of her duties on this station, something occurred that makes it somewhat noteworthy. This was the smashing of a shooting record by Able Seaman Fisher, who has a happy faculty of doing wondrous things with the four-inch gun. The feat was performed off Comox a few days ago. As may be well understood the rivalry in shooting throughout the entire service is exceptionally intense, and the desire to lower records is just as keen on this station as it is in Portsmouth or Plymouth, where many a huge ironclad lies majestically at anchor. A few days ago, therefore, when Commander Hunt observed the splendid weather conditions prevailing, it occurred to him to allow the crack shots of the sloop to try their skill. A target 21 by 16 feet was erected on Denman Island. The Shearwater got up steam and at a distance of fourteen hundred yards passed along at a speed of 12 knots an hour. Under these conditions Able Seaman Fisher in 45 seconds pumped 10 holes in the target, a genuine record and one of which, not only the successful gunner, but every salt on board the trim little sloop, may well be proud.

Last year the "best yet" was ten hits in a minute. Fisher is fifteen seconds to the good.

This is not the first time the same man has distinguished himself with the four-inch. Last November in Knight's Inlet he knocked over two mountain goats with one lyddite shell at a distance of fourteen hundred yards.

To-morrow morning the Shearwater will be the scene of a very pleasing event, in which it is expected the entire ship's company will participate. This will be the presentation of a long service and good conduct medal to D. Moreton, captain's steward. Mr. Moreton has rendered his country faithful service for fifteen years continuously, and it is in recognition of this that the admiralty bestows upon him the medal. The presentation will be made by Commander Hunt. The steward hails from Portsmouth, and has seen service on many of His Majesty's ships. He was steward to Capt. Hunt on H. M. S. Partridge, which did blockade duty off South Africa during the recent war, and received the South African medal. His service here on the Shearwater is not his first experience in these parts, as he was steward to the commander on H. M. S. Pheasant five or six years ago.

The Shearwater encountered some pretty rough weather in Queen Charlotte Sound which generally gets nasty when there is a lively gale blowing. She will be in port until May, when she will make a short trip to Gardner Inlet, returning in time for the Victoria Day celebration here. In July she will proceed to the Behring Sea for her customary patrol duty.

While the ship was at Graham Island, of the Queen Charlotte group, recently, Commander Hunt and Mr. Bills, paymaster, went ashore in quest of indications of the presence there of caribou, a question that has been pretty widely discussed by game enthusiasts for some time. They did not see any of the animals, but found part of the antlers of one and saw tracks. In the Provincial Museum there is a head which is reputed to have come from Graham Island, but about which there has been some uncertainty. The investigations conducted by Commander Hunt and Mr. Bills, have led to conclude that there actually are caribou on a certain section of the island.

Things were rather quiet on H. M. S. Egeria this morning. Last night she was bereft of fifty-three of her jolly complement, who left for the Old Country in charge of Lieutenants Knight and Tinson. Three special cars were sent to Esquimalt for their accommodation, and on their way to town the tars made the welkin ring with songs of which they have a very extensive repertoire. The party includes a number of the Egeria's crack football enthusiasts who will be sadly missed in local sporting circles.

It was announced the other day that H. M. S. Flora and Cambria were expected to pay this port a visit in the near future.

In this connection the Naval and Military Record to hand contains the following extract from a letter from the commander-in-chief of the China squadron, dated January 10th: Flora left Jesselton 8th January; will return to Singapore, proceeding thence to Hong Kong, and later to Honolulu, for cruise, with Cambrian, on the American Pacific coast.

RECOMMENDATIONS OF THE BOARD OF TRADE

Laid Before Hon. Wm. Templeman, Minister of Inland Revenue, in Conference on Friday.

A largely attended meeting of the board of trade was held Friday morn with the object of conferring with the Hon. William Templeman, minister of inland revenue, on matters of importance to Victoria and vicinity.

Owing to the unavoidable absence of President Paterson, the chair was taken by J. A. Mara, who welcomed the minister and congratulated him upon his success at the polls. These congratulations were heartily joined in by all present, and Mr. Templeman, replying, assured the members that every effort would be put forth by him to meet the wishes of the board of trade and the people of Victoria.

The first subject taken up was that of acquiring lot 1, 570B (Sehl's point), which property belonged to the provincial government. The desire was to have it taken over by the Dominion in accordance with the suggestion of Col. Anderson, who recently visited Victoria in the interests of the government. Mr. Templeman approved of the suggestion, and promised that he would give it his immediate attention.

The question of replacing the old dredge Mud Lark by a more up-to-date craft was brought up, and an estimate of the probable cost of a suitable dredger was asked. This also the minister of inland revenue undertook to attend to.

Aids to navigation was the next topic touched upon. This included many points alluded to by Col. Gordeau during his visit to Victoria in company with the late Hon. Raymond Prefontaine in 1904. Mr. Templeman promised his warmest support in this matter, and in doing so called attention to the fact that many improvements had already taken place in the matter of aids to navigation.

The matter of pilotage was introduced and Mr. Templeman expressed the opinion that the present charges were excessive. However, he would look into the matter on his return to Ottawa.

The question of making Victoria a free port was discussed and Mr. Templeman pointed out that this was a question of considerable magnitude, involving a change in the policy of the government. He alluded to the fact that the port of Montreal, which had already benefited to the extent of $1,000,000 of Dominion expenditure, was now asking the government to take entire control. He would look into the matter with the proper authorities and whatever was best would be done.

The cost of constructing a railway bridge over Seymour Narrows was discussed, and Mr. Templeman promised that he would endeavor to have the public works department supply an engineer to make such an estimate. When this was done the board would be furnished with particulars.

Harbor improvements were considered at length. The proposition for a breakwater between Holland Point and Brotchie ledge was mentioned. But the minister expressed the opinion that the inner harbor was not suitable for ocean-going vessels—their proper place was at the outer wharves. The public works department had already an engineer to look over suggested improvements to the inner harbor.

Mr. Templeman informed the board that the department of agriculture had decided on establishing twenty or thirty experimental farms, and that one of these would undoubtedly be located on Vancouver Island.

The question of deep sea fisheries was commented upon very freely, and several suggestions made for the betterment of this industry. Capt. Newcomb had furnished the board with particulars of some recommendations which he considered desirable, one of which was the keeping of poachers out of British Columbia waters. Mr. Templeman thought perhaps more cruisers should patrol the waters.

On motion of S. J. Pitts, seconded by Stephen Jones, a hearty vote of thanks was passed to the minister of inland revenue for his attendance, the minister giving assurances that the representations of the board would receive his prompt attention.

POLICE INTERFERE

With West Coast Resident Who Has Been Looting Neighbor's Hut.

Word has been received from Clayoose by James Logan, who took such a prominent part in the rescue work in connection with the Valencia wreck, and gave evidence before the board of commissioners yesterday, to the effect that some trouble is being experienced with a resident of the West Coast. James Robinson, the person in question, some days ago lifted a considerable quantity of canned goods and other articles belonging to Mr. Logan, who had stored them away in a small hut neighboring Nit-Nat lake. When spoken to he resented the interference, and, consequently, one of his neighbors reported to the provincial police. Supt. Hussey immediately sent directions to Constable Cox, of Alberni, who happened to be at Bamfield at the time, ordering him to proceed to the scene and take Robinson in charge.

Judging from Logan's information some difficulty is being experienced in carrying out these directions. It is understood that Robinson drew a revolver when approached by the guardian of the law, and refused to allow himself to be placed under arrest. As Robinson is stalwart and unruly Mr. Logan believes that there will be serious trouble unless he is handled judiciously. Robinson, it appears, lives the life of an Indian, and is one of the leading spirits of the Nit-Nat Indians. He would resent any interference with his freedom to the extent of using force, according to Mr. Logan, and, being an excellent hand in the use of a gun or knife, and very powerful besides, any attempt to use the handcuffs would likely result in a struggle the outcome of which might be disastrous to one or the other. Mr. Logan hopes, however, that with the exercise of a little diplomacy Robinson may be subdued without any untoward results.

FIRE INSURANCE.

Readjustment of Ratings Came Into Effect on March 1st.

The readjustment of fire insurance ratings for Victoria, of which considerable has been heard one way and the other, came into effect on the first of this month.

In many quarters a cry has arisen that the readjustment has made material increases in the rates, not only on business houses, but on private dwellings on conditions which did not cut a very important figure under the former schedule.

—On Monday a Times reporter called upon A. W. Ross, secretary of the Fire Underwriters' Association. Mr. Ross said that in many instances there were increases, but pointed out that the owners of some of the buildings could secure a reduction to the old rate, and perhaps lower, if they undertook certain necessary improvements. In a number of wholesale houses, for instance, carpenters were at work making alterations, and as soon as these were completed, the rate would be lowered. The ratings adopted, he said, were from the universal mercantile schedule, and were observed in every city on the coast.