The Colonist.

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THE DAILY COLONIST

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ADMINISTRATION OF THE YUKON.

Little need be said about that, as the details are only too familiar to the people of British Columbia. From the very moment that the Yukon was opened up to officialdom, it has been the arena of boodling, graft and czardom. Official after official was accused of enriching himself by commissions and hold-ups. Corruption and misrule were notorious from the very outset. To the friends of the Hon. Clifford Sifton it has been a veritable gold mine in another than the alluvial sense—the richest paystreak in the whole of the Dominion. It is common knowledge in Manitoba and the Northwest that every friend of Mr. Sifton has made money, many of them have become rich. What with permits and concessions and public offices, the country has been despoiled. Few actual miners and prospectors have made money in comparison with the political miner and prospector who infested that country. The results are being seen today. An attempt was made to give a company a monopoly of the water rights and the Government-reserved claims in the Yukon. It did not succeed because it was too huge and too glaring. It was modified and finally relinquished. A number of other concessions were given of important mineral rights on streams, and so grave were the complaints that the Government was forced to hold an enquiry. Nothing has been done to relieve the situation, which has daily become more acute. To cap all, the element of bossism has been introduced at Dawson by Governor Congdon and his clique, and so plain was the hand of the dictator shown that Liberals and Conservatives alike joined in a protest. Every man who comes out of that country echoes the discontent, and today the Canadian Yukon is languishing and dying under a set of conditions that have become intolerable.

THE BETTER TERMS ISSUE.

Now that the grievances of British Columbia have become a distinct issue in party politics and are in a fair way of being considered by the Ottawa authorities, a short review of the case up to the present time will be interesting.

Three delegations have gone to Ottawa to present the claims of the Province for increased recognition. The first in 1901; and the second and third in 1903. Up to 1901 no case had been regularly formulated. The Colonist was the first to call attention to the very large contributions to the Dominion Government in excess of returns in the way of expenditure. Colonel Prior took the matter up the House of Commons on several occasions and spoke strongly on the subject. Mr. Ititnet, representing Victoria, was the first to take up the matter in the local Legislature, where he did to show the claims of the Province for increased subsidies to railways. He presented for consideration a very complete and ingenious set of statistics on the subject, arrived at, however, on a quite a different way to those prepared by the Government to be submitted at Ottawa. Conclusions as to the way the matter worked out did not materially differ. The case presented by the delegation to Ottawa in 1901 was largely founded on the tables of figures compiled to show the inordinate rate of contributions to the Federal Treasury, both in relation to expenditures made in the Province by the Dominion, and as compared with the contributions of the whole of the rest of Canada. The most important phase of the question was that developed during the first delegation of 1903, which was founded upon the permanent physical conditions of the country, which greatly increase the cost of administration as compared with other provinces, and not provided against or taken into consideration at the time the Province entered Confederation. It was quite new and entirely different from anything previously submitted. The excess of contributions complained of may not remain permanent, in the case of Free Trade, for instance, they would be eliminated altogether. The strongest phase of the case is, as stated, that based on our physical conditions and geographical position, two elements that can never be altered.

The third delegation submitted no new arguments, but urged on the Government consideration of previous representations. The members did, however, make an important advance in the negotiations by submitting a proposal to refer our claims to a commission of eminent jurists for investigation. It was not accepted, but it greatly strengthened the case of the province. Thus each delegation in its way contributed its quota.

The arguments upon which the claims of the province arising out of its peculiar physical conditions are based, have been very much strengthened and elaborated since the first delegation of 1903 made its report. It has, in fact, been organized in such a way as to reduce it to a practical and mathematical basis upon which to ground a definite claim for compensation. To Mr. George H. Cowan, K. C., of Vancouver, who has taken a very keen and comprehensive interest in the subject, we are indebted to a very large extent. At much expense of time and trouble and by diligent research, he placed the case in a form resembling a brief, complete in every circumstance of proof. In this way he has contributed most materially to a better understanding of the subject. The case was presented in a series of articles in the Victoria Colonist, into which many of Mr. Cowan's facts and arguments were incorporated. It is submitted that, taken in connection with the other aspects of the case, the whole is absolutely convincing and unanswerable.

THE AUDITOR-GENERAL.

When Alexander Mackenzie appointed the present Auditor-General, J. Lorne McDougall, it was for the purpose of guarding the treasury against illegal expenditures. While the Liberal-Conservatives were in power he was in great favor with the Liberals, who were fond of referring to him as the "thorn in the side of the Tories." Sir John Macdonald, like Alexander Mackenzie, however, was always a strong supporter of the Auditor-General, because that gentleman, in his official capacity, was always a protection against the insatiate demands of followers who wanted to bleed the treasury. It would be supposed that the Liberal Government, elected to power on considerations of economy and purity, would continue to sustain that official in the discharge of his duty. What has been the result? During the last session the Auditor-General tendered his resignation because the Government refused to support him in defending the finances of the country against political marauders. The Davis canal contract, in which the country was mulcted for an immense sum of unauthorized expenditure, was the final straw. The Auditor-General appealed to the House, but the proposal made by Mr. Borden in connection with necessary legislation was voted down, and the country left to the tender mercies of the treasury looters. Mr. McDougall was actually severely criticized by Liberal papers for his attitude, which they regarded as an attack upon responsible government, they holding that the Government and not the Auditor were responsible for the expenditure. That is technically sound at least, and now that the electors have an opportunity it is their duty to hold the Government strictly to account. Now is the time to express the verdict, and place the responsibility where it belongs.

THE NOMINEE FOR NANAIMO DISTRICT.

Capt. Clive Phillips-Wolley, of Pier Island, Saanich, was yesterday nominated to stand in the Conservative interests in the Nanaimo constituency against Mr. Ralph Smith. Mr. Manson, of Nanaimo city, was also nominated, but retired, and the choice was made unanimous. Capt. Wolley is a fighter, and will make a strong run. In politics, as in verse, he is of the Kipling type, always straight from the shoulder and a hard hitter. Like men of his class, he has many enemies as well as many admirers. However, we do not know but that the electorate rather admire the man who goes it a little roughshod. He will not endeavor to please them by soft words and fair promises; but that is rather an indication that he will do what he promises. If he takes up a cause he will fight for it, if for no other reason than for the love of winning. Capt. Wolley has many things to recommend him to Conservatives. He is an ardent Imperialist, and, therefore, strongly in line with the Chamberlain movement for preferential trade with Great Britain—that is, the real thing, not the Laurier style of jug-handled preference. He is also a protectionist and will go in for protecting the lumber and lead industries by a tariff having relation to that imposed on the other side of the line. He can write and talk well and will worthily represent the district of Nanaimo and the Province of British Columbia in Parliament. British Columbia has many strong issues to contend for in the House of Commons, and so far every man the Conservatives have put up is capable of presenting our claims in the best way possible. They all have grit and backbone. Seven solid Conservatives like those we have in the field would make a vast difference at Ottawa as compared with the record of the last five years, during which the vital interests of the Province have been sacrificed to patronage and place.

THE WORLD MOVES.

There is but one answer to the statesmanlike plan of Mr. Borden for the construction of the proposed new transcontinental line—it did not believe in and did not onetime did not believe in and did not practice the theory of Government ownership of railways. We are told that Sir John A. Macdonald, the greatest of all Liberal-Conservatives, and the father of his party in Canada, did not believe in it. Granted that he did not; granted that there are many Liberal-Conservatives in Canada today who do not believe in it. That does not affect the question in the slightest. The question is, is the policy laid down by Mr. Borden a good one or is it not? Is it a better policy in the interests of the country than the one for building the Grand Trunk Pacific Railway, which has received the sanction of the Liberal party? The world moves. Are we forever to be tied down to beliefs and unbeliefs of leaders twenty-five, or fifty, or a hundred years ago. They were right, or may have been right, according to conditions then. Conditions change and we change with them. Conditions change and theories are modified to suit. Mr. Mackenzie, the leader of the Liberals in Canada contemporary with Sir John, believed in the government building the Canadian Pacific. Why do not the Liberals adhere to his policy? Or if we are told that the Conservatives gave "fabulous" amounts in land and cash to the C. P. R., we can answer that the Liberal Government before it decided to build by sections as a government work, offered by advertisement a much larger sum per mile to any company undertaking it than the Conservatives gave. The Liberals once professed to be pure in politics. Why are they not so today? Why is it that in Ontario today the very name of "Liberal" stinks in the nostrils of the electorate? Ten years ago the Liberals advocated Free Trade as it is in England. How is it that in practice they maintain Protection? The world moves. Some are moving backward and some are moving forward. If the Liberals were right years ago, they are now retrograding. If the Conservatives were bad years ago they are now moving forward. Mr. Borden in his announced policy may be taking a "gambler's hazard." If so he is taking a hazard that is a winning one. He is making the result on principles that are in accord with modern conceptions of true progress, with the best phase of public opinion. He is with the people of British Columbia and of Canada, who represent the unpurchasable element and who are not influenced by considerations of what is "in it" for themselves.

MR. BORDEN'S ANNOUNCEMENT.

We give elsewhere the announcement made by Mr. Borden as to the railway policy of the Liberal-Conservative party in regard to the building of a new transcontinental railway and the attitude taken on respecting the demands of the Province for Better Terms. It is scarcely possible to exaggerate the importance of the explicit statement of what is proposed.

All doubt as to the definiteness of the Liberal-Conservative method of dealing with the proposed railway is entirely eliminated. Mr. Borden not only announces the plan decided upon in a general way so as to indicate the principles upon which his policy is based, but he enters into details of the scheme, showing that he has thought it all out fully in its business aspect. It not only eliminates doubt as to the Liberal-Conservative policy on the railway question, but it elliminates the Grand Trunk Pacific Railway as a scheme worthy of support in any of its features by the people of Canada.

The Liberal-Conservatives when in power will not build the useless political end, which was foisted on the people by a combination of Eastern Liberals, anxious to reap the temporary advantages of construction locally. They will utilize the Intercolonial Railway as far as it goes, and thus make it a profitable asset to the country as part of a through line under Government control.

Had the Liberal-Conservatives been in power the Canada Atlantic would never have passed into the hands of the Grand Trunk, which with the proposed paralleling of the Grand Trunk Pacific would completely bottle up the Intercolonial, without outlet and without hopes of ever being made to pay.

The western, middle and eastern sections will begin simultaneously and continue through to completion. This will give the Province of British Columbia the benefits incidental to construct on within its own limits. The road will be built at a minimum of cost, there will be no construction companies to make a profit, and the country will have the advantage of the saving of the cost of building an unnecessary duplication of the Intercolonial, and the reduction in rates which a decreased cost of construction will render possible.

And above all, the country will own the road when built, and will not be saddled with a huge liability not represented in an available asset. Compare that method with the cumbrous, hybrid, involved and enormously expensive line to which the country is committed if the Liberals are returned to power.

Not less gratifying to the people of this Province is the announcement that Mr. Borden as Premier will give his immediate attention to the grievances of which the Province complains. He will enquire fully into the nature of the representations made as to our claims for consideration, and if well-founded will remedy our grievances without delay. This was all that was asked of Sir Wilfrid Laurier and it was denied to us. Mr. Borden has had the case of the Province carefully under consideration, and he is satisfied that there is at least prima facie evidence to warrant a thorough investigation. This is all that is required. We know that the case is a sound one and will, upon a careful hearing, result in a verdict for our rights.

ELECTION RESULTS CONSIDERED.

A number of people who take but little interest in politics are suffering from the delusion that the Laurier Government is solidly entrenched in power, and that the Conservative party is merely making a demonstration in the present campaign. This singular hallucination is naturally enough fostered and encouraged by Liberal politicians. As a matter of fact, precisely the reverse is the case. The Government is fighting to retain power with a halter round its neck, and none know it better than the politicians who are making use of the argument that the Government cannot be dislodged, to influence wavering voters.

In 1900 the country, outside the Province of Quebec, split even and Quebec gave Sir Wilfrid Laurier a majority of 51. In Ontario the Conservatives had a majority of 13 only, not reckoning delayed elections or independents. Will the Conservatives hold their lead in Ontario? Nobody, Liberal or Conservative, doubts that they will not only hold it, but largely increase it. In fact sanguine Conservatives predict a landslide in Ontario, while Liberals who are well informed fear it. The situation as between Ontario and Quebec is this, that while in Ontario the Conservative party has lots of room to improve its showing, in Quebec the Liberal party cannot expect to do more than hold its own, and has little or no hope of doing that. What carried Quebec for the Liberals in 1900? Possibly it was racial feeling to a considerable extent, but not altogether. It was largely the influence of the protectionist wing of the Liberal party. If it be allowed that Mr. Tarte, as an individual, no longer counts, the sentiment he represented in Quebec is still an important factor, and that sentiment is now thoroughly aroused to the fact that the Laurier Government is controlled and inspired from other sources. Every byelection in the Province of Quebec has shown a weakening of the Liberal party's grip, and Mr. Prefontaine, a Minister of the Crown, had to avow practically the same opinions as those for holding which Mr. Tarte had been invited to retire, in order to secure election. At a general election such an attitude on the part of a number of candidates will be useless to avert defeat. Between inroads into Quebec and gains in Ontario, the Government's majority is almost certain to be annihilated, and a margin left on the other side. Where then, is Sir Wilfrid Laurier to turn for succour? To the Maritime Provinces? Again, if it is admitted that Mr. Blair has been eliminated as a political factor, the feeling which he represented among the people of the Maritime Provinces is not eliminated. He has received an office which takes him out of politics, but his followers have not all received offices. There is no hope for the Government in a working majority from the Maritime Provinces. As Sir Wilfrid then to turn to Manitoba, the Territories and British Columbia, to place his reliance on Clifford Sifton and the Siftonian election methods? Even upon the figures of 1901 there is no hope for him there. The Government is suffering now from the unanimity of the Quebec vote at the last election. The permanency of such a condition is impossible under the party system of government. It can only be brought about by the attempted reconciliation of differences of opinion really irreconcilable, and there are no means of maintaining it at all. Both in policy and administration a party only can receive that to which all think themselves equally entitled, and the result is an inevitable split on party lines again. If Quebec were to continue to defy the inherent law of party government, that law would reassert itself inevitably in an alliance of the rest of Canada against Quebec. Not, as a number of ignorant people seem to think, on grounds of an immoral and dangerous race prejudice, but because a government supported wholly by one Province would be forced to regard that Province for the same way that a government supported by a party regards its party, and the inevitable result would be the formation of another party on sectional lines. There is no likelihood of this, however, as the disintegrating effect of unanimity is already visible in Quebec, and, coupled with the tide in favor of Conservatism throughout the rest of the country, makes a sweeping Conservative victory a practical certainty.

THE LOCAL PHASE OF THE G. T. P. CONTRACT.

As an instance of the way numbers exercise an influence, the experience of British Columbia in connection with the Grand Trunk Pacific may be referred to. The promoters, who could not resist the pressure from Eastern Liberals, would not permit the Government to insert any conditions as to time and place of construction in British Columbia, and were, moreover, able to have the time extended for completion to this coast for three years. The political influence of our representatives was not strong enough to insist on construction beginning at the Pacific coast simultaneously with construction at Winnipeg. Nor had they backbone enough to oppose the Government in its refusal to insert a clause to that effect. Senator Templeman placed a notice on the motion paper to make provision in the Grand Trunk Pacific legislation for such construction, and, though a member of the Government, was obliged to withdraw it. As a consequence the whole incidental benefits of construction within the Province will be lost to the people of the Province. The object of the Grand Trunk promoters in opposing the proposed clause was, of course, to enable them to come to the Legislature of British Columbia and demand a subsidy for beginning construction at this end at the same time as at Winnipeg. It is true that Hon. Mr. Prefontaine, Minister of Marine and Fisheries, when on the coast, announced that construction would begin at this end of the line; but it is evident he had no authority for making the statement, as Mr. Hays, who followed a few days after the Minister's visit, absolutely refused to confirm it. There is the very best reason to believe that the Grand Trunk Pacific has not the slightest intention to do anything of the kind unless a subsidy is obtained from the Province for the purpose. Regarding such discrimination as to the treatment between the East and West, readers can form their own conclusions. It is part and parcel of the situation in our relations with the Dominion Government, which is one of the most vital issues in this campaign.

THE ONLY SURE REMEDY.

Apart altogether from the element existing in every party which desires to see the government to which it is opposed ousted in order to make room for friends, there is in Canada, and especially in British Columbia, a large and growing element honestly and conscientiously opposed to the present government owing to methods which have been pursued since coming to power in 1896, and to a violation of pledges upon which the Liberals secured office. There can be no question about it in the mind of any person versed in Canadian affairs that the general tone of politics has lowered, that corruption and political immorality, though perhaps not greater in individual cases, has been systematized and enlarged to a degree that never existed before in Canada—has in other words, come nearer the Tammany standard of the United States—and that the money power in influencing the legislation and administration of the Dominion has increased in an immeasurable degree.

This might not have been a matter for so much comment had the Liberals not gone into power expressly on the understanding that abuses and evils which they themselves condemned would be remedied. This is one of the principal issues of the campaign—a higher standard of political morality. Our leader, Mr. Borden, stands for that. He not only stands for it as a theory, but has demonstrated it in his own personality, his political record and his purpose in life. We claim on this issue alone that the Liberal government has forfeited its right to the confidence of the people and should be turned out.

If it should ensue that a Liberal-Conservative government will be equally corrupt and untrue to promises, then it is the duty of the electors to turn it out, too, at the next opportunity. The punishment should be ejection from office so that Governments may understand that they cannot promise and profess one thing and do another in office—that they cannot with impunity violate principles which they themselves professed to teach the people to regard as sacred in the interests of the commonwealth.

NOT A FICTION.

Ottawa Citizen.

Sir Howard Vincent, the veteran champion of British preferential trade, is not to be deceived by the fiction that the Canadian Liberals are opposed to this policy.—Toronto Star.

He could not have come to the conclusion that it was a fiction by reading the editorials in the Star and Globe opposing and ridiculing Chamberlain and his utterances without a British tariff and the Canadian free-traders-by-choice and protectionists-by-force-of-circumstances have been doing their little best with Bengough cartoons and their own little lead pencils to thwart the initial move in Chamberlain's objective.

"Yes," said the fireman, "there were two men in the building playing chess, and one of them is in the ruins yet. We couldn't get him out."

"Why, how was that?"

"He insisted that it wasn't his move."—Philadelphia Press.

MR. BORDEN'S ANNOUNCEMENT.

The most important announcement that has been forthcoming during the present election campaign, and, so far as the interests of the Province of British Columbia are concerned, the most important for years, has been made by Mr. Borden, the leader of the Liberal-Conservative party in Canada. It is in the nature of a despatch received from the leader to Colonel Prior, through Sir Charles Hibbert Tupper. In view of the statements assiduously circulated locally among the electors, Colonel Prior telegraphed to Sir Charles to obtain an explicit statement in regard to two matters—the construction of a transcontinental railway and Better Terms for British Columbia—and upon both points the reply is definite and satisfactory. In a letter from Sir Charles to Colonel Prior, he says that "it should be an effective answer to all who had any doubts as to his policy with respect to the immediate construction of the transcontinental railway, and fair treatment of this Province with respect to our financial relations with the Dominion. It is quite clear that the eastern, middle and western sections will, and should, be simultaneously dealt with." The despatch is as follows:

"Toronto, Ont., Oct. 10, 1904.

"Hon. Sir Charles Hibbert Tupper, K. C.,

"President Conservative Association, Vancouver, B. C.

"In reply to your enquiry, permit me to outline the salient features of our transportation policy. We will immediately undertake the construction of a transcontinental railway to the Pacific as a government work. To this end we shall vitalize all the powers of government and the financial strength of the Dominion. For obvious reasons the utmost expedition will be employed; in the first place, to satisfy without delay the need of our Great West, in the second place to curtail cost in the important matter of interest upon outlay during construction. To ensure early completion, every section of the railway will be undertaken as rapidly as, with all the resources of government, surveys can be made and contracts entered into. Wherever it may be to the public interest we shall not hesitate to exercise for the acquisition of existing railways the same powers of compulsory purchase which are possessed and exercised by railway corporations for acquiring the property of individuals. We shall supplement our railway policy by such improvement of our canals and waterways, and of our harbors as will bring all up to the highest standard of the day and to the full needs of the country.

"We fully realize that the people, confident of the future of this Dominion, do not fear any reasonable expenditure of money, wisely made, which may tend to the development of our country and to the greater prosperity of its inhabitants. We also propose to put an end to the scandalous waste and extravagance which are incident to the present administration of Government Railways, believing, as we do, that their honest management under a Commission would make these railways at least self-sustaining, and would afford better accommodation to commerce, and more equitable conditions in every respect than now exist. Let me also say that I have given much thought to the conditions in British Columbia, which, in your opinion, call for special attention in considering the Financial relations between the Dominion and that Province. You claim not only that these conditions are exceptional and peculiar to the situation and physical character of your Province, but also that they are permanent in their nature. In my opinion they are such as to demand immediate enquiry and investigation, to the end that any injustice clearly established may be immediately relieved.

"R. L. BORDEN."

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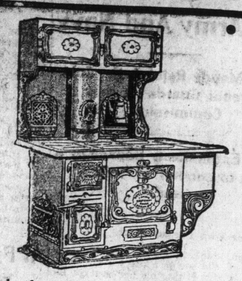

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Rolled oats, B. & K. per 7-lb sack	4
Flour—	25
Hungarian, per bbl.	$6.35
Hungarian, per sack	$1.65
Pastry Flour—	
Snow Flake, per sack	$1.55
Snow Flake, per bbl.	$5.60
Three Star, per sack	$1.57
Three Star, per bbl.	$5.60
Drifted Snow, per sack	$1.50
Drifted Snow, per bbl.	$5.60
Feed—	
Hay, Island, per ton	$16.00
Hay, B. C., per ton	$14.00
Straw, per bale	75
Wheat, per ton	$37.00
Middlings, per ton	$26.00
Bran, per ton	$25.00
Ground feed, per ton	$28 to $30
Vegetables—	
Cabbage, per lb.	3½
Cauliflower, per head	10
Tomatoes, per lb.	5
Cucumbers, per doz.	25
Onions, 6 lbs.	25
Carrots, per lb.	2½ to 2
Beet root, per lb.	1½ to 2
New potatoes, per 100 lbs.	$1.00
Eggs—	
Fresh Island, per doz.	45
Manitoba, per dozen	30
Fresh cream, per pint	25
Cheese—	
Best Ontario Cheese, per lb.	20
California cheese, per lb.	25
Canadian, per lb.	20
Butter—	
Manitoba, per lb.	25
Best dairy, per lb.	25
Victoria creamery, per lb.	30
Cowichan creamery, per lb.	30
Delta, per lb.	30
Fresh Island	25
Poultry—	
Apples (Island), per box	$1.00
Pears, per box	$1.00
Prunes (local), per lb.	5
Muskmellons, each	12
Currants, per lb.	10
Cooking figs	10
Figs, lb.	10
Valencia raisins	20
Lemons, California, per doz.	20
Cocoanuts, each	25
New dates	10
Beans, per lb	12½
New cleaned currants, 3 lbs. for	60
Best Sultanas	25
Table raisins	20
Bananas, per dozen	25 to 35
Oranges, per dozen	25 to 35
Poultry—	25 to 40
Dressed fowls	20 to 23
Fish—	
Smoked salmon, per lb.	15
Spring salmon, per lb.	10
Cod, per lb.	8
Halibut, per lb.	8
Smoked Halibut, per lb.	12½
Halibut, frozen	6
Flounders	6
Finnan Haddock, per lb.	15
Crabs, per doz.	50
Salt mackerel, each	15
Salt cod, per lb.	12½
Salt tongues and sounds, per lb.	7
Salt Holland herring, per keg	$1.50
Salt salmon, each	15
Salmon trout, per lb.	12½
Meats—	
Beef—	
Mutton, per lb.	10 to 18
Hams, American, per lb.	8 to 15
Bacon, American, per lb.	22
Bacon, rolled	22 to 27
Pork, per lb.	16
Coal Oil—	10 to 15
Pratt's coal, oil	$1.50
Eocene oil	$1.60

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FOR SALE—Irish setter puppies by Mickey Green; also Irish setter bitch, good hunter. Apply evenings, except Saturday or Sunday, Wm. H. Peter, Harriet road, off Burnside. an24

BORN.

ROSS—At 34 Franklin street, on the 9th instant, the wife of Mr. T. J. Ross, of a son.

CREECH—In this city, on the 11th inst., the wife of Richard Creech, of a daughter.

MOIR—At Sandon, on September 30, the wife of Geo. T. Moir, of a daughter.

MARRIED.

BURROUGHES-SNOWDEN — At Christ Church Cathedral, on the 6th inst., by the Lord Bishop of Columbia, Mr. Harry Randall Burroughes, of Burnham Hall, Norfolk, Eng., to Mrs. Snowden, fifth daughter of the late Hon. Robert Dunsmuir and Mrs. Dunsmuir, of Craigdarroch, Victoria, B. C.

DIED.

PIERRE—At his residence, 97½ Fort street, on the 5th instant, Thomas W. Pierre, a native of Washington, D. C.; aged 72 years.

LANGE—At her residence, 84½ Douglas street, on the 8th inst., Emilie M. Lange, aged 69 years and 8 months, and a native of Germany.

MACKENZIE—In New Westminster, on October 7, 1904, Duncan Mackenzie, aged 82 years 9 months, a native of Ballachulish, Scotland.

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LOCAL

(From Tuesday's Daily.)

Received Patent.—A. Taylor, of Victoria, has received a British patent on an improved bedstead construction, said to be a very clever device of much practical value.

Arrived in England.—Hon. R. G. Tatlow and Mrs. Tatlow, and Mr. A. W. H. Donaldson, Rhodes' scholar for British Columbia, were passengers on board the Allan liner Ionian, which arrived at Liverpool on Saturday.

Difficulty Settled.—The strike threatening a tie-up at Vancouver of the New England Fish Company's fleet, has been amicably settled, the new wage schedule, which caused the trouble when first submitted, being accepted by a majority of the crew.

Mineralogist's Tour.—W. F. Robertson, the provincial mineralogist, arrived at White Horse on Saturday, October 1st and inspected the various copper properties of that district. In company with W. P. Whitney he visited the Copper King and William Clark accompanied him to the Arctic Chief, the promising property controlled by Capt. John Irving.

Great Pile Driver.—The job of driving piles with the big Nasmith steam driver, commenced yesterday at the C. P. R. hotel site, and a large crowd watched with interest the operations of this latest device for speedily accomplishing the work. The top of the pile is covered with a steel cap, on which the hammer strikes. The stroke is not long, but the blow is delivered rapidly and with tremendous force and the pile disappears in the ground with astonishing rapidity.

Fine Gasoline Launch.—R. F. Stephens, the yacht and launch expert, has just completed a 25-foot gasoline launch, equipped with a 4½ horse power Fay & Bowen motor, which is equal to steam in every particular and very reliable in its operation. The craft was handed over to her owner on Thursday last, and made nine miles per hour on the trial trip and gave the best of satisfaction to her owner, Capt. J. Williams of Esquimalt. This is the second boat completed by Mr. Stephens within the past eight weeks and he is well under way with a new surf boat for the D. G. S. Quadra and has many orders ahead.

Tour of Inspection.—Frank P. Sargent, United States commissioner of immigration, accompanied by W. B. Estell, inspector in charge of the district of Washington, are here having come over on the revenue cutter Grant. Commissioner Sargent came to the Pacific coast on a tour of inspection of the immigration service.

Klondike Gold.—The steamer Cottage City which arrived at Seattle on Saturday from the north brought a Klondike gold shipment valued at $200,000. She had amongst her passengers many Atlin mining operators, including W. S. Middleton, W. E. Fisher, R. A. Milk, A. J. Kappella, A. W. Taylor, W. T. White, F. T. Hamshaw and C. M. Hamshaw.

Ex-Governor Dead—Lyman E. Knapp, former governor of Alaska, and one of the best known citizens of Seattle, died at the Seattle General Hospital at 10:20 o'clock Sunday morning. He had been a sufferer for more than a year. Death resulted from an operation. Mr. Knapp was a lawyer. He was active in municipal affairs and a worker in the cause of reform. As a member of the First Presbyterian church he took a great interest in religious affairs. He was state president of the Anti-Saloon League and always a worker in the cause of temperance.

Telephone Cable. — The Blue Funnel liner Telemachus, due to arrive from Liverpool via the Orient on Thursday next has on board amongst a lot of general cargo the cable which the International Telephone Company will try to give connection between Vancouver island and the mainland. As the route has all been surveyed and every preparation made for commencing the work, the date when telephonic communication will be established cannot be far distant.

An Impromptu Bath.—While waiting the arrival of the train on the wharf at Sidney on Saturday evening Dr. Wilson, formerly night clerk at the Driard, met with a mishap which nearly resulted in his drowning. It being very dark, he did not notice where he was going as he strolled to the end of the wharf and fell overboard. Fortunately the splash was heard and Nightwatchman Fred Christensen of the steamer Victoria promptly leaped into the water and kept him afloat until a rope was thrown him, with which the doctor was rescued. The shock received from the sudden bath in the icy waters was a severe one. Dr. Wilson having been in the water nearly half an hour. Thanks to the kindly attentions of Mr. and Mrs. Jensen and Mr. Pichon of this city, Dr. Wilson soon recovered from the effects of his immersion. The gallant conduct of Christensen, who has already saved three lives at Sidney, cannot be too highly commended. But for his pluck and intelligence Dr. Wilson must have perished.

(From Wednesday's Daily.)

Travel Heavy. — Officials of the Pacific Coast Steamship Company report that travel is particularly heavy between San Francisco and Puget Sound and British Columbia ports. During the past few weeks all the steamers have been crowded. The Umatilla on her down trip this time had nearly 300 passengers.

Yukon Output.—Though complete returns are not available, the figures obtainable at the end of September show an output in the Yukon country of $8,500,000. The output for the season will reach $10,000,000 when the banks make their last shipments in October.

Britannia Hotel.—A letter was received in the city yesterday conveying the information that the new hotel being built at the Britannia mines, Howe sound, by Messrs. M. J. Conlin and W. Carse, of this city, is approaching completion and will be ready for the formal opening about November 1. It will be fitted up with every modern improvement and under the popular management of two such capable hosts, will no doubt have a prosperous career.

Presented to Museum.—At the suggestion of Rowland Machin, W. H. Aldridge, manager of the Canadian Smelting Works at Trail, has presented the display of minerals which attracted so much attention at the late exhibition, to the provincial museum. This collection of products of the Trail smelter includes bar of bullion, lead pipe, lead anode, lead cathode, yellow copper, briquettes of copper ore, concentrates, copper sulphide and other exhibits. The bar of bullion just referred to contains the following proportions: Lead, 98 per cent.; silver, 550 ounces; gold, 4 ounces.

Americans Poaching.—The Dominion government fisheries steamer Kestrel has been cruising in the North for the past month. During that time she visited Quatsino sound, on west coast of the island; the Queen Charlotte group, calling at Skidegate, Masset and other outlying harbors; also patroling Chatham sound and Hecate strait. According to information which was gathered by Capt. Newcombe on the west coast of Vancouver island, there is a great deal of poaching being done by Americans most

Montreal Gazette: Sir Richard Cartwright, we are told, "never hesitated to tell the most unpalatable truths." The latest example of his power in that direction was his exposition of party morality as exemplified in the rewarding of J. B. Jackson for suborning to perjury. Undoubtedly the Minister expressed the point of view of the baser sort of politicians; but great was the consternation on his own side of the House at his unpalatable frankness.

Caller—Will the cashier be away long? Office Boy—It depends entirely on the