The Colonist.

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OUR FRUIT IN LONDON.

Another gold medal for British Columbia fruit, and this time it was won at the Exhibition in London. This is a great triumph. The enterprise of the provincial government has met with a degree of success that is unequalled though not unexpected. We congratulate the Minister of Finance and Agriculture upon the high honor he has been able to win for the province; but still more do we congratulate the people of British Columbia upon this demonstration of the value of one of its greatest resources. The fame that will accrue therefrom cannot be measured.

THE TARIFF CHANGES.

The proposed tariff changes are necessarily more within the domain of specialists than that of the general public. Unless one knows the cost of production, and the dangers of unreasonable competition from foreign factories, it is impossible to attempt anything like a discussion of a tariff schedule with a hope of casting light upon disputed points. What occurs to us at the present time is that the proposed third table is going to be fruitful of embarrassment and possibly of mischief to Canadian commerce and industry. The authority proposed to be conferred upon the Governor in Council seems very large, and Parliament is asked to delegate to the ministry powers, which are really legislative. This is antagonistic to the principles of administration for which the Liberal party used to stand, but the public have grown so accustomed to changes of that character, that one more or less will not surprise anybody.

As to the tariff itself, it would puzzle any one to point out wherein a line can be drawn between the two parties. When the Conservatives were avowedly protectionist and the Liberals claimed to be advocates of free trade, there was no difficulty in laying down a line of demarcation; but Mr. Fielding's speech on the introduction of the tariff is very much more protectionist in spirit than was that of Sir Leonard Tilley when he introduced the National Policy tariff in 1889. Mr. Fielding has seen a great light. He journeyed throughout the Dominion; he met all sorts and conditions of people and discussed the tariff with them, and the result is that he has become frankly protectionist. It is true that he qualifies his attitude by using the adjective "moderate," but this is a very elastic word. We have not the slightest doubt that those United States industries, which are sheltered from competition by a duty that absolutely bars out every kind of competition and enables them to charge what they please for their products, while putting them upon the bargain counter in foreign countries, would claim that they only have moderate protection. It has taken Mr. Fielding ten long years to live down the platform of "free trade as they have it in England;" but he has managed to escape from everything except the memory of it, and one can readily call up a picture of his genial smile when he is reminded of the former attitude of himself and his party. Thus it has come about that the policy of Sir John Macdonald governs Canada to-day, as far as is possible, in view of the mistakes and experiments of a Finance Minister whose ideas have been constantly undergoing a process of conversion. It is safe to say, speaking generally, that the tariff is out of politics as a general issue. Undoubtedly special issues will arise out of specific provisions, and some of these may be of sufficient magnitude to sway the electorate, but the general principle has been settled. Canada is to remain a protectionist country in principle at least. How far this principle will be carried out by the Customs Schedule is another matter, which can only be decided by local or expert considerations; but from present indications there is reason to suppose that it will be muddled.

THE COAST PATROL.

The statements made in the House of Commons by the Minister of Fisheries in regard to the suggested road along the Vancouver Island shore of the Strait of Juan de Fuca, so as to permit of a coast patrol and the forwarding of relief to distressed mariners, as well as to enable persons, who have been cast ashore to reach safety, leave the matter in a somewhat hazy condition. We gather, however, that the Minister is in doubt as to the value of the proposed road, and thinks that under any circumstances the provincial government ought to contribute towards its cost.

On the first point the Minister is probably not expressing his own opinion. There is no reason why Mr. Brodeur should have an opinion on the subject that would be of the least value. He is not a mariner and has never examined into the locality, so that if he should essay to give his own conclusions they would necessarily be of no force. He probably only repeated to the House of Commons what his official staff told him. As far as these gentlemen are concerned the value of their views is very slight. Col. Anderson is the only person from Ottawa who made any pretence of investigating the feasibility and utility of the proposed work. It was known in Victoria that he would make an adverse report, or at least that if he made any kind of a recommendation it would be a half-hearted one. It was known that he proposed to set up his views, formed by a casual visit to the locality on a fine summer day, against the opinions of seafaring men of years of experience, and of all those who have to do with that part of the coast either from the sea or shore. We do not know what the Minister's idea of practical utility may be, but we do know that if he should happen to be cast ashore somewhere between Carmanah Point and Cape Beale, and after he had dragged himself up the cliffs had found that impenetrable brush and unfordable streams separated him from safety, he would come to the conclusion that a road, or even a traversable trail, would be of a great deal of practical utility. We have no patience to argue this question of utility further.

On the question of provincial co-operation, we would like to be informed when it came about that the provincial government was charged with the duty of providing aids to navigation, in which general class anything done for saving life in case of shipwreck comes. We do not say that the provincial government would refuse to bear any part of the cost of the much needed road. As far as we know the request for co-operation has never been made, and it is not impossible that a case can be made out, which would justify the provincial authorities in bearing a part of the expense. But we do protest emphatically upon the Dominion government seeking to cast any part of the responsibility in the premises upon the province. We go further and say that the inhumanity displayed by the Department of Marine and Fisheries in this matter is a reproach to civilization. Less than a year ago the world rang with the story of the Valencia disaster, and men's blood ran cold when they read of the sufferings of the unhappy people, as they waited on the deck of the ship, close to the shore, until death mercifully came to their relief. We were told stories of heroism and despair among the survivors who were fortunate enough to reach land, and of the almost superhuman efforts made by the men who went to their rescue. It was a ghastly story, only relieved by a few flashes of heroism, and the only comfort that we were able to find was in the hope, which we felt amounted to a certainty, that as soon as the government learned the facts, it would employ every means in its power to prevent a repetition of such a disaster. We all joined in the demand that something should be done. Liberals, Conservatives, business men, politicians, ministers of the gospel, newspaper men, boards of trade, city councils, every organization and person that could speak asked that, in the name of humanity, something should be done at once. In Parliament supporters of the government warned them that if proper means of protection were not provided and another such disaster occurred, the blood of the victims would be upon the skirts of the ministry. Nearly a year has passed, and practically nothing has been done, except to erect a temporary light at Pachena Point. The Department could not even manage to bestir itself in time to make preparations for a permanent powerful light. But the road, that was to make a coast patrol possible and to afford survivors of wrecks a chance to reach safety is not only not even begun, but not the first step has been taken towards it. In all the records of Canada there is nothing so disgraceful as this. The time has come when the whole country would be aroused to indignation as the inhuman neglect exhibit in this matter.

NORTHERN BRITISH COLUMBIA.

In treating of the advantages that will accrue to Canada by reason of the construction of the bridges to connect the Island with the Mainland, we have kept Victoria in the background, because it seemed desirable first to make clear that the work would be of general utility. In very many ways it would be of first benefit to this city, and in none more so than by furnishing direct rail communication with the northern part of British Columbia. One has only to take note of the various railway projects now before the public to see that unless this city secures direct railway connection by rail with the Mainland, it will be badly handicapped in competing for the immense business to be developed north of the line, which the Grand Trunk Pacific will follow. That railway itself will have branches extending to the north wherever traffic will warrant. The Canadian Northern will not leave the field to its rival. The Vancouver, Westminster and Yukon, an offshoot of the Great Northern, is designed expressly to tap this northern section, and the people of Edmonton look upon the field as especially their own. In view of this Victoria will be badly handicapped without direct rail communication, for it cannot hope to compete successfully by relying upon steamer transportation.

What of Northern British Columbia? It is a vast region, containing at least 100,000 square miles, and beyond it lie the valleys of the Peily and the Liard, where Dr. Dawson says a million people can be supported under as favorable conditions as exist in the northern quarter of Europe. It is true that much of our information concerning this vast region is indefinite. It is also true that concerning a large part of it we have practically no information whatever. But if we may infer the unknown from the known, we are justified in declaring it to be a region of vast potential wealth. One of the best prospected regions parts of it is that which lies about the Dease river and the headquarters of the Liard. It has not been thoroughly examined, but enough is known of it to make it certain that the mineral wealth there is enormous. One of the earlier explorers, who went out of the beaten track is Mr. John Braden of this city, and he is confident of the great potentialities of the special area now referred to. Mr. J. W. Haskins, also of this city, has spent several seasons in it, and has probably done more prospecting for minerals than any other man who has ever been there. In addition to his own researches, he has had investigations made by competent experts, and his opinion that there is a vast amount of ore, especially of copper, awaiting exploitation, has been fully corroborated. There is abundant coal in the Liard valley, and there are indications of oil in abundance. The deposits of auriferous gravels are very extensive. In the old days of placer mining many of these were profitably worked, but it is only recently that hydraulic mining has been attempted, and the results have been satisfactory. The old-time prospectors were compelled by physical conditions to restrict their investigations to a comparatively small area, and could only work rich ground. There remain extensive places, which have never been even superficially examined, and others that, while rich enough in the shallow gravels to pay, are likely to prove richer with depth, and under any circumstances to be profitable when treated hydraulically. The known agricultural area in British Columbia between the country immediately tributary to the main line of the Grand Trunk Pacific and the northern boundary of the province is not large; but there may be a great deal there that no one knows anything about. North of the British Columbia line the arable land is extensive, according to Dr. Dawson, an observer who made very few mistakes in matters of this kind. When he did err it was on the safe side. The known timber wealth of the country is fairly large. It is more than sufficient for local use, no matter to what extent development may take place, and there seems reason to believe that the amount of wood suitable for pulp that is available is exceedingly great. On the whole it is a country, which is certain to become the seat of important industries, and hence it is greatly to the interest of Victoria that direct railway communication with it should be provided.

THE BETTER TERMS ISSUE.

The history of the agitation for better terms shows that it was absolutely non-partizan until a very recent date. Hon. Messrs. Dunsmuir, Prior, Wilson and McBride all dealt with it. They all took precisely the same attitude. Perhaps some of them elaborated the case more than others, but in the underlying principle they all stood upon exactly the same ground, and this was expressed in the resolution moved in the session of 1905 by Mr. McBride, seconded by Mr. Macdonald, and unanimously adopted by the legislature, which was to the effect that permanent conditions in British Columbia entitled this province to special consideration. This was the mandate of British Columbia, which was Mr. McBride's authority for making a demand upon the federal government for special consideration. When he received the invitation from the federal Premier to attend at Ottawa, he had in this resolution the instructions from the legislature as to the position he was expected to assume. If he had taken any other course than one in harmony with that resolution, he would have assumed the responsibility of declaring that the legislature of British Columbia was not the fountain of authority in a matter of this kind, but that he was a law unto himself in respect to it. When a ministry of its own accord decides upon a line of policy, the spokesman of that ministry may vary the principles as well as the details. He is responsible for so doing only to his colleagues, and after them to the people. But when a united legislature declares that a certain thing ought to be done, no premier has the right to vary from the instructions so received, unless it is absolutely hopeless for him to secure a recognition of the principle involved, and even then, it would be his bounden duty to submit the agreement, to which he was forced to assent, to the decision of the legislature from which he received his instructions.

The principle involved in the legislative instruction of 1905 was that the province was entitled to relief of an exceptional and permanent nature. This was the underlying principle of the whole agitation. British Columbia is not hard up for a million dollars. We can get that whenever we choose to go into the market for it. What we claimed as a province was two-fold: First, that we are entitled to exceptional consideration, and, second, that as the conditions are permanent in character, the relief should also be permanent in its nature. Upon this two-fold proposition we stood as one man. The amount of relief had never been pronounced upon by the legislature, and Mr. McBride was at liberty to make the best bargain he could, as long as the conditions above mentioned were satisfied. In addition to the special claims of British Columbia, there were certain claims preferred on behalf of all the provinces, which had already been crystallized into resolutions adopted at a previous conference. Therefore, when Mr. McBride went to Ottawa he had four matters, coming within the scope of better terms, to engage his attention. These were:

The better terms proposals as they affected all the provinces alike;

The special claims of British Columbia by reason of conditions of a permanent nature;

The permanent character of the relief sought;

The amount of the relief to be obtained.

Upon the first of these propositions no difference of opinion arose. The second and third propositions were disputed. It was towards the first proposition, which was fundamental in its character, that Mr. McBride directed most of his argument at Ottawa, and after a long debate, he secured a recognition, first, from the Canadian Premier and Minister of Finance, and later, from the assembled provincial premiers, that British Columbia is entitled to special consideration on account of conditions of a permanent character. He also secured a promise of relief, but it was small and temporary only. This he refused. This he was bound to refuse by the mandate of the legislature. He appears to have obtained an informal recognition from Mr. Fielding that the relief ought to be permanent in character, and there was a gain to this extent; but the provincial premiers would not assent to the proposal that the relief should be permanent. Under these circumstances, having presented to the conference the proposals of a permanent nature, which, in his judgment, the province would be willing to accept, and receiving no consideration for them, there was nothing left for him to do but to withdraw from the conference, and as premier of the province, there is nothing left for him to do, except at the next convenient opportunity to ask the people of the province to endorse his course.

The Liberals are endeavoring to make an issue out of his line of action. To what phase of it do they object? They have a right to tell the people, if they had been astute enough to see that he had taken the only tenable position, they would have been easily able to eliminate the whole subject from the party arena; but they were blinded by their hatred and malice, and as a result have got themselves into a cul de sac. They can neither retreat nor go ahead. They have of their own motion placed themselves in such a position that they cannot ask for the defeat of the government at the polls, without also asking the people to take ground against the claims of the province as they have always been understood.

They must contend that Mr. McBride did wrong in refusing to admit that the claims of the province could be fairly satisfied by a temporary measure of relief. That is the crux of the whole matter. Every thing else is an unimportant detail. Unless they are prepared to admit this, they cannot ask for the condemnation of Mr. McBride for refusing to admit it. If they do admit it, they will go contrary to the sentiment of all the governments and legislatures, which the province has had for ten years, and contrary to the repeated declarations of their own leaders in the House and on numberless public platforms; and they will receive such a lesson from the British Columbia electorate that will leave them only the shadow of a shade of a ghost of a political party. This is the issue they have made for themselves. It is a foolish issue; it is an unnecessary issue. They might have, as we have said, eliminated the whole subject from partizan politics, but with a blind fatuousness they have not done so, and they must take the consequences.

THE BENEFIT TO CANADA.

It will, of course, be necessary to demonstrate to the Dominion government that the construction of the series of bridges necessary to connect Vancouver Island with the Mainland will be a work for the general benefit of Canada, before we can reasonably ask it to be undertaken, either in whole or in part, as a public enterprise. The Royal Transportation Commission was convinced of the importance of providing the shortest and best route "from the plains of Alberta to an ocean port on Vancouver Island" and so reported. The commission also recommended the government to investigate the subject. It may be presumed that the arguments and facts laid before the commissioners would, if presented to the Dominion government, carry conviction with them, if after the appointment of a commission to deal expressly with the subject of new routes of commerce, the government should feel it necessary to go behind the recommendations made by that body. It has been publicly stated that Sir Wilfrid Laurier has expressed himself as greatly impressed with the recommendation and has promised to take it up with Mr. Templeman. The commissioners did not think the agitation for the bridges premature; nor does the Premier of Canada. We shall not without direct evidence believe that Mr. Templeman holds that view. We do not believe that Mr. Templeman will come before the people of Victoria and tell them that it is premature to advocate the construction of the bridges. Until we know to the contrary we shall believe that the citizens of Victoria in presenting this great question for the consideration of the Cabinet will have the hearty support of the Minister of Inland Revenue, and that any suggestions to the contrary are due to an excess of caution, a mistaken prudence and not to any fear that he will place himself in antagonism to the wishes of the citizens. We are extremely anxious that nothing having the remotest suspicion of politics shall be connected with this matter, and we count upon the cordial and active assistance of Mr. Templeman, Mr. Smith and Mr. Sloan.

When a large public expenditure is asked for, it is right that those claiming it should show either that the direct results will be beneficial to the public treasury, or that the indirect results in the way of advancement of the public good will compensate for any financial loss. In regard to the proposed bridges both these things can be demonstrated. Accepting Mr. Bell's estimate of their cost as a basis—we believe the estimate is too high—the amount of money to be provided will be $18,000,000, the interest on which at 3 per cent will be $540,000 a year. The per capita contribution of the people of British Columbia to the Dominion in customs and excise dues alone exceeds $20. At this rate an addition of 27,000 people to the population of Vancouver Island would add to the federal revenue from this Island a sum sufficient to pay the interest on the cost of the bridges. It will not be denied that this addition to the population would take place directly as the result of the construction of the bridges. It would be realized long before the bridges were completed, when once it was known that they were to be undertaken. A single city, built up as the terminus of one transcontinental railway on the Vancouver Island coast, would contain a greater population than this, and, when the bridges are built, there will be three transcontinental lines at least, seeking the island for ocean terminal facilities. This growth of Vancouver Island population would not be at the expense of the Mainland, any more than the growth of New York has been at the expense of Boston or Philadelphia, or the growth of London has been at the expense of Glasgow. Therefore we may accept it as demonstrable that the addition to the federal revenue that would result from the construction of the bridges would more than meet the charge upon the revenue for interest upon the cost of construction.

But there is another and far more important aspect of this side of the case. The magnitude which trans-Pacific commerce will assume in the near future will be vast. None of us can grasp what it will mean. Five years ago, James J. Hill, of the Great Northern, said that in twenty-five years from the time he spoke it would equal the commerce between the opposite shores of the Atlantic. Let us concede a large margin for overestimate, and we will have remaining a volume of trade so great as to be beyond present appreciation. To this vast traffic, speed and safety will be all important. It will be handled either from the ports of Puget Sound, those on the Mainland of British Columbia, and those on Vancouver Island. All the Mainland ports, as well those south as those north of the international boundary, with the single exception of Port Angeles, are open to the objection that they are reached by channels more or less narrow and tortuous and likely to be rendered dangerous by atmospheric causes. Given ports on the ocean seaboard of Vancouver Island, accessible by direct and unbroken rail communication, and the portion of trans-oceanic commerce to which speed and safety are of special moment will seek those ports. Hence it is demonstrable that there will be built up on Vancouver Island the greatest city on the Pacific seaboard of America, a city of such population that it will contribute to the revenue of Canada over and over again every year the interest upon the cost of the bridges. We are not arguing the case in detail, but simply stating what is demonstrable.

From the foregoing it is evident that not only will the Dominion not be under any financial burden because of the cost of the bridges, but on the contrary it will be a direct gainer to a large amount every year. If we take up the matter of indirect benefit, we are upon a field vastly more comprehensive, and while it is easy enough to say something about it, no one can fully do it justice. By the construction of this all-rail connection, and by this alone, can Canada hope to secure upon her own territory the chief centre of trans-Pacific commerce. Whatever argument on the score of national prestige has been or can be urged in favor of federal aid to the building of transcontinental railways applies with equal force to the desirability of securing for Canada the prestige of the greatest Pacific coast city. It is demonstrable that given the means of reaching our true ocean ports, all railway lines on the continent, competing for Oriental trade, will be compelled to seek access to it. Vancouver Island is the vestibule of North America, and through it a vast commerce will pass, once we have made the way clear for it. For the prestige of Canada, for the prestige of the British name, no means should be left untried to bring about so desirable a consummation. Of itself this is enough to make the proposed undertaking worthy the attention of all Canadians. By this work and in no other way, can the culmination be put upon all plans for transcontinental highways that have received the sanction and assistance of Canadian governments. It will be the culmination of the Canadian Pacific enterprise; it will add vastly to the value of the Grand Trunk Pacific project. Without it the National Transcontinental Railway scheme, which is the statutory title of the enterprise originated by Sir Wilfrid Laurier, will be incomplete. In this way and in no other way can the provinces of Central Canada fully derive the advantages accruing from the splendid strategic position of Vancouver Island and the immense wealth which bountiful nature has endowed it with. We repeat that we are not now arguing these things, but only stating them. The time for detailed argument will come later. All we seek today is to concentrate public attention in the close way upon this far-reaching project.

The Times says that the Colonist misunderstood its position on this question, and that the misunderstanding was caused by the omission of the word "not" from its article. We are glad to know it. We admit frankly that the Times' article seemed inconsistent with itself, but we had no means of knowing that it was the victim of a typographical error. We are glad to be told that the Times is second to no one in its desire to promote the welfare of Vancouver Island, and while we regret that it is unable to treat this question without a sneer at the provincial government, we shall labor on in the hope that it soon will see its way clear to discuss it strictly upon its merits.

RAIL TO THE MAINLAND.

It is with very great regret that we find the Times unwilling to assist in the advocacy of immediate steps towards bringing about construction of all rail connection between Vancouver Island and the Mainland, but on the contrary is making a determined effort to check any effort that may be put forward in that direction. Our contemporary tells us that it is not sure that even if one railway company were asking an all-rail line at a Vancouver Island seaport, the matter would be of sufficient importance to compel the Dominion government to take it up. It thinks we do not know enough of the Canadian Pacific's plans, and that the Canadian Northern and the Grand Trunk Pacific have too much in hand to give Vancouver Island any consideration. If these are our contemporary's views, it is right perhaps not to indulge in "framing fancy pictures drawn almost wholly from the imagination," but may we venture to ask it not to throw cold water upon the efforts of those who believe that something can be done without waiting for the action of the railway companies? Our disappointment is greater than we can express. The Colonist does not deny that in its anticipations of the future of Vancouver Island it has drawn pictures from its imagination. This may be a very reprehensible thing to do. We cannot all be always so very wise as to keep imagination in check. But we commend our severely practical contemporary to the utterances of a gentleman, for whose views and for whose treatment of public questions it probably has a degree of respect, which the Colonist has no right to look for from it. We refer to Sir Wilfrid Laurier, and the observations made by that gentleman, which we would like the Times to read, will be found in one of his speeches on the National Transcontinental Railway Bill. On that occasion, Sir Wilfrid gave full rein to his imagination. In fact he put that measure through Parliament by the sheer force of his imagination. Mr. Blair opposed him with hard facts, or what he claimed were facts; Mr. Borden and his colleagues in Opposition opposed him with strenuous criticism. But the Liberal leader scarcely deigned to consider anything except the picture, which his imagination had called up of a new railway extending from the Atlantic to the Pacific broadening Canada and furnishing a new outlet for the products of Central Canada. The people followed Parliament. It was useless for the Conservative speakers and press to discuss the hard and prosaic facts of the case. Sir Wilfrid's picture had fired the imagination of the country, and the result was seen in the last general election. That remarkable Liberal victory was not an endorsement of the scheme for the construction of this railway in its details. Little cared the people for details. They saw only the picture which the Premier of Canada held up to their gaze, and they voted for that. Or will our contemporary care to go back a little further? Does it recall how the Liberals refused to give rein to their imagination when the policy of constructing the Canadian Pacific Railway was proposed? Sir John Macdonald had a statesmanlike imagination. He could draw pictures as striking as the best that Sir Wilfrid Laurier has ever given to the people of Canada. His picture of a United Canada, and later his pictures of a Canada prosperous under a National Policy caught the public fancy, and the result was that he consigned the Liberals to the cold shades of opposition for eighteen years. Will it go back further still? Will it pick up the reports of the speeches of those masters of eloquence, who led the provinces into Confederation. Let it read the words of Howe, Brown, Tilley, Mitchell—we mention only Liberals, and tell us what it thinks of the manner in which they drew fancy pictures from their imagination. Let us assure the Times that the most tremendous force in public life is "fancy pictures drawn mostly from the imagination" and we ask it once more to allow its own fancy a little play and devote some of its energy to bringing about the important enterprise which we all have so much at heart.

We repeat that our disappointment is keen. If an effort is made to interest Eastern public men in this great work, if the matter ever comes up in Parliament, there is danger that the Times will be quoted in evidence that among one section of the people of Victoria there is an opinion to the effect that agitation for an all-rail line between the Island and the Mainland is premature. This will be unfortunate. It is difficult to interest the East in our affairs, when we are unanimous; it will be very much more so when we are divided. The extraordinary thing about the matter is that the Times has chosen to set itself up against the Transportation Commission, the Board of Trade, the City Council and all the prominent business men in Victoria, who have been invited to speak upon the question. What is the explanation of the extraordinary state of things? An effort is likely to be made to induce the proprietor of the Times, the Hon. William Templeman, representative of Victoria in the House of Commons, to interest himself in urging this undertaking upon the consideration of his colleagues in the government, and to get Messrs. Smith and Sloan, representatives of the other Island constituencies, to bring the matter up in the House. Does the Times propose to prevent this as far as its influence extends?

"We must possess ourselves in patience" says the Times. Did the people of Victoria possess themselves in patience when they saw a prospect of securing a seat in the cabinet for the Hon. Mr. Templeman? Not so. They took every opportunity, in season and out of season, to urge it upon the attention of the Prime Minister. Did the people of Victoria possess themselves in patience until the Canadian Pacific got ready to build a tourist hotel? By no means. They kept agitating until they succeeded, although at the outset they were told flatly that the company would do nothing of the kind. But in this matter we are told that "we must await the development of the Island, the development of Oriental trade, the evolution of shipbuilding on the Pacific to the point it has already reached on the Atlantic, the development of railway competition." When these things have happened, which may be in a half century or so, and after trade has become set in certain channels, and great cities on the Mainland have risen to control the political situation, then and not till then will the Times consent to assist in agitating for rail connection with the Mainland. We shall have to endeavor to get along without its co-operation. May we venture to hope that we will not be handicapped by its opposition?

The Toronto Globe has a spirited editorial on manning the lifeboat. It has no reference, however, to the valuable craft which is located here or hereabouts.

We reproduce this morning the opinion of Mr. W. J. Taylor, K. C., city barrister, on the construction of the law regulating the franchise at the municipal election. This opinion will doubtless govern the election.

We have had two letters relating to that "prayer chain," in both of which we are informed that Bishop Lawrence, of Massachusetts, the only Bishop Lawrence in the United States, has repudiated several times any connection with the affair. It is not necessary to print the letters, but we thank our correspondents for writing them.

A Victoria man who has recently been in Saskatchewan and Alberta, says that wherever he went he heard of this city, which is of all places most talked of in the Central Provinces. Those timid people, who think the city is now in the throes of a boom, that is sure to collapse in the course of a week or two, simply do not know what good has been done during the past few years by the advertising which Victoria has received.

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We have just renewed our stock of Rackman's (Norwich, Eng.), Celebrated Dog Medicines—the kind with fifty years of use behind them. RACKHAM'S DISTEMPER BALLS; RACKHAM'S JAPANESE WORM BALLS AND POWDERS; RACKHAM'S TONIC CONDITION BALLS; RACKHAM'S KATALEPRA for RED MANGE; RACKHAM'S PURGING BALLS; RACKHAM'S DIARRHOEA BALLS. 35c. per package, or 37c. postpaid.

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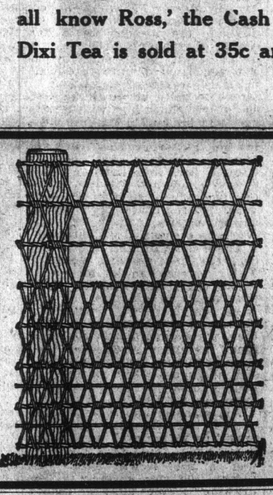

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The very great success of the Anti-Tuberculosis fair must have been exceedingly gratifying to Dr. Fagan and to the ladies who worked so long and faithfully in arranging and conducting it. As will be seen by an item in another column, the Victoria branch of the local society is taking a very important step towards ascertaining the number and conditions of sufferers from tuberculosis in this city.

Births, Marriages, Deaths

BORN

TODD—At Pine street, Victoria West, on December 3rd, 1906, to the wife of J. Todd, a daughter.

PEDEN—To the wife of A. Peden, on the 1st inst., a daughter.

MARRIED

GREGORY—ST. BERNARDS-BRYAN—At Victoria, B. C., on November 27th, by the Lord Bishop of Columbia, assisted by Rev. E. G. Miller, Stephen Ernest Vincent Gregory and Miss Dorothy Florence St. Bernards-Bryan.

MUNRO—de HULRY—At Christ Church Cathedral on October 31st, By Rev. Canon Beanlands, William Munro to Miss Emily Orba d'Hulry.

DIED

PHIPPS—At Carberry Gardens, on November 29th, Major Charles Edmond Phipps, late Scots Guards, 29th Foot and 18th Royal Irish, son of the late Sir Charles B. Phipps, K. C. B., and grandson of the 1st Earl of Mulgrave.

NOTICE

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With to inform their numerous patrons that they have in stock a full line of

Satin Finish English Enamel and American Onyx Tiles

The Latest Old and New Styles in Mantels. Full Sets of Antique Fire Irons and Fenders

Copied from designs that were in use during the 17th century.

We also carry Lime Cement Plaster of Paris Building and Fire Brick, Fire Clay. Please call and inspect our stock before deciding.

RAW FURS

Otter, Marten and all raw furs wanted. Write for special price list and instructions for shipping direct to us.

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Select High-Class BOARDING College for BOYS of 8 to 15 years. Refinements of well-appointed Gentleman's home in lovely BEACON HILL PARK. Number limited. Outdoor sports. Prepared for Business Life or Professions or University Examinations. Fees inclusive and strictly moderate. L. D. Phone, Victoria A748.

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To every graduate. Students always in Great Demand.

Commercial, Pitman and Gregg Shorthand, Telegraphy, Typewriting (on the six standard makes of machines), and Languages, taught by competent specialists. H. J. SPROTT, B. A., Principal. F. A. SCRIVEN, B. A., Vice-President. L. M. ROBERTS, Gregg Shorthand. H. G. SKINNER, Pitman Shorthand.

LOST

LOST—On Nov. 16th, lemon and white Setter, answering to the name of "Ranger." Notify Mrs. Frank Campbell, 73½ Government street. d4

MISCELLANEOUS

YOU WILL LIKE IT — French violets, dainty perfume powder, beautiful packet; holiday gift. Try one, 10 cents. Boston Chemical Co., Bridgeport, Conn. n28

HELP WANTED-MALE OR FEMALE

WANTED—Men and Women to learn barber trade. Wages while learning. Eight weeks required. Catalogue free. Moler Barber College, Carral street, Vancouver. n13

HELP WANTED

$12.00 PER WEEK, BOARD AND EXpenses to person of energy and good character. The John C. Winston Co., Ltd., Toronto. s29

WANTED—For the new year by the School Trustees of the Municipality of North Cowichan, three trained certificated teachers at $50 per month. Applications with copies of testimonials to be addressed Jas. Norcross, Secretary, Duncan. n30

POULTRY AND LIVESTOCK

FOR SALE—Shetland pony, cart, harness and side saddle. Apply 73 Menzies St. o11

FOR SALE—Fresh cow and calf; good milker. Apply 145 Superior Street. o12

WANTED—Pullets; 150 or less; any good laying breed. George Barnard, Millstream.

SHROPSHIRE RAMS—A limited number of good range rams on hand, also some well grown ram lambs. G. H. Hadwen, Duncan.

FOR SALE—Span farm horses, wagon, harness, few good roadsters, buggies, carts and wagons; house and acre land; five room house to let, centrally located. Apply I. J. J. Fisher, Carriage Shop, Store street. o11

FOR SALE—First class heifer, just fresh, very gentle; also family cow, good milker, gentle. Can be seen after 3 p. m. Beeesmyer, Fraser street (take Esquimalt car). s18

WANTED—Horse, buggy and harness; parties having same to dispose of please communicate. Inquire Box 451 Colonist. State full particulars and lowest price.

WANTED—Young boar fit to serve. Give age, weight, breed and lowest price. Address J. D., Cobble Hill, E. & N. Ry. n20

FOR SALE—Lot of Nice Jersey Heifers. Lukes, Gordon Head. n23

Notice is hereby given that 30 days after date I intend to make application to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on Salmon River, Sayward District, Vancouver Island: Commencing at a post planted at the S. E. corner of the N. E. ¼ of Section 4, Tp. J., Sayward District, thence N. 80 chains; thence W. 80 chains; thence south 80 chains; thence E. 41 chains; thence S. 20 chains; thence E. 40 chains to place of commencement.

EDGAR C. STOWE,
Locator.

BRUSHES

For the Teeth
For the Hair
For the Hands
For the Nails
For the Bath
For the Clothes
For the Hat

A large variety of styles and prices, excellent values, all of them. Glad to show them whether purchase is made or not.

SEE WINDOW DISPLAY.

CYRUS H. BOWES
Chemist,
98 GOVERNMENT ST.,
Near Yates Street.

ANNUAL MEETING
COUNCIL OF W

To Take Place on Monda
at the Carnegie Libr
Building

SPECIAL SERVICE IS A

Preliminary Meeting to Be
Christ Church Cathedral
Saturday Afternoon

The twelfth annual meeting
Local Council of Women of Vic
Vancouver Island will take
Monday next, and will be he
Carnegie Library building. It
decided this year to resume th
custom of holding a special se
all interested in this work, pr
to the meeting, and this has b
for Saturday afternoon, at 3
Christ Church cathedral. It
that this devout custom will b
on, year by year, and held with
sent of the various ministers,
city churches in turn. Thoug
selfish work is, in itself, in s
consecration, the "outward s
those engaged do earnestly rel
from whom all good things
is essential, both as an exam
reminder; and an invitation
this service is extended to all—
er work, or pray, for the cou
dertakings. The sessions wil
two days, commencing on M
10 a. m., and during that ti
matters that should command
interest and attention of the wo
the mothers of Victoria, will
for discussion. Is it too much
therefore, that every woman w
ing her sense of citizenship, de
general welfare of the commu
having a care for the future
which her children are to inher
attend these sessions, and, by
ence and intelligent interest,
support to all those efforts w
been instituted by the Woma
cil in connection with the c
welfare?

A good deal has been said,
and against woman, in public
during the last twenty-five year
earned her place as a great a
dable power for good, in all de
of public service and social
this, not by violent methods;
due influence, or noisy interfer
as a mediator, a moderator, a
all, as a great, educating energ

It has been said of one wh
cently passed away, but who
called the pioneer of rational
for women, that "she was alw
ing—always preserving an op
and ever ready to consider new
proved conditions," (and this a
1846 A. D. when geometry w
ered an "indelicate" study for
or sex) No better attitude c
could be recommended today
would be well indeed that a
study to adopt it; for Victor
persuing, at the present m
period of surprising material p
bringing with it the promise
creasing population and a wid
tunity for developments and
success. But with these oppor
ditions, let the women of Vic
also to the building of the cit
be on the eternal plan of "equa
tion," and that it be lighted a
within!"

A just expenditure of
and enlightened reception of pr
methods in education, a courage
sition to all that promotes corru
indolence, and, above all a cont
ognition of the obligation of th
to the child, are all questions of
and may not be treated conten
by any Christian woman. Fo
inity, in re-stating the stan
woman, set no limit upon the
her growth, or the compass o
fluence, and it is just as woma
the Pagan ideal, and adopts th
ian philosophy, that she rea
right attitude in community,
life; forswears, once and for all
ness and indifference, and k
she is called to be the "Mother
Every woman may remember
to heart, this pathetic little
which, in its simple directness
alike the essence of Christian el
and of every creed, "I shall pas
this world but once. Any go
therefore, that I can do, or a
ness that I can show, in any h
lation, let me do it now.
defer it, or neglect it, for I
pass this way again!"

The programme to be follow
appended:

Morning Session.
10 a. m. to 12.30 Noon.
Silent prayer.
Appointment of press secretar
Reception of new societies.
Roll call.
President's Address.
Correspondence.
Appointment of returning of
tellers for the ballot.
Financial statement.
Appointment of auditor.
Reports of affiliated societies.
Voting for officers by ballot.
Adjournment.

Afternoon Session.
2 p. m.
Minutes.
Roll call.
Declaration of election.
Annual Report.
Report of annual meeting of
Council of Women of Canada,
the work of the standing committ
Resolution I.—Proposed by th
Aid of St. Andrew's Presbyterian
In view of the widely felt and
creasing scarcity of domestic se
Resolved, that the Local Counc
men endeavor to establish in Vi
Emigration Bureau and House,
purpose of inducing women, suit
domestic service, from Great Br
other points, to come to British
Moved by Mrs. Macfarlane,
by Mrs. Miller.
Report of emigration committ
Perrin.
Resolution II.—Proposed by
man's Auxiliary of the P. R. Jub
pital and Daughters of Pity:
Whereas the urgent need of a
ward at the Jubilee Hospital has
recognized,
Resolved, that the continued co
of the Local Council of Women b
to secure the early establishmen
same.
Moved by Mrs. Hasell, seconded
Griffiths.
Report of the Woman's Auxilia
P. R. Jubilee Hospital.
Report of the Daughters of Pit
Paper—"The Local Council in
nicipality," by Mrs. Boomer, Lon
Read by Mrs. Birch.
Resolution III.—Proposed by th
T. Ussher.
Resolved that the Local Council
men request the city council to p
law causing the proprietors of s
remove all screens, blinds and
from bars.
Moved by Mrs. McNaughton, sec
Mrs. Wm. Grant.