The Colonist.

TUESDAY, OCTOBER 18, 1904.

The Colonist Printing & Publishing Company, Limited Liability.

No. 27 Broad Street, Victoria, B. C.

A. G. SARGISON, Managing Director.

THE DAILY COLONIST

Delivered by carrier at 20 cents per week, or mailed, postpaid, to any part of Canada (except the city) United Kingdom and the United States, at the following rates:

One year	$5 00
Six months	2 50
Three months	1 25

SEMI-WEEKLY COLONIST

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Sent postpaid to Canada, United Kingdom and United States.

MISRULE IN THE YUKON.

The interview, which appeared in the Colonist yesterday morning with Mr. C. M. Woodworth, is worthy of perusal by every elector. Mr. Woodworth is and has been a prominent barrister in Dawson City. He is a man of good standing in every respect, and, therefore, his statements can be accepted with confidence. He is not a political agitator, and apart from his desire to see the country properly governed, has no axes to grind. Moreover, Mr. Woodworth has documentary evidence in his possession to prove every statement he makes. Mr. Woodworth by letter and personally laid the grievances before the members of the government at Ottawa. He was referred to Mr. Sifton as head of the Interior Department to whose tender mercies the good of that country has unfortunately been committed. Mr. Sifton, although he stayed a week or ten days in the shadow of the Minister's office, refused to see him, and issued orders to his clerks that Mr. Woodworth was not to have access to documents, letters or papers of any kind, or to have copies of the same. He was even refused copies of the Orders-in-Council under which the country is governed. Mr. Sifton has the most perfect system of communication with the Yukon, almost daily advices, and is, therefore, in a position to circumvent all comers, who seek redresses or reform. The revelations made by Mr. Woodworth are simply a confirmation of the more general complaints which have been so frequently made and without avail. Yukon is, in an enlightened age and under responsible government, almost exactly in the position of the remote provinces of Russia in which Heaven and the Czar are very far off, and the local autocrat is supreme. The Siftonian clique, which is responsible for this state of affairs, is rapidly growing wealthy. Some of the circle are alleged to be millionaires, and have palatial residences, private yachts, well-stocked tables, summer houses and all the other paraphernalia incident to opulence. The $250,000 which was screwed out of the liquor business, at the rate of from $2 to $8 per case for "rake off," went somewhere and to some one. Can we guess where? The prospector and miner, on creeks affected by concessions, have been worried by vexatious lawsuits about water rights and the like until they have left cursing the country and the government and all their works. The whole territory is in a state of uncertainty as to what the Government will do next, as every mining claim in the country can be attacked on some pretense. New regulations in the interest of the clique are being issued from time to time. When men like Mr. Woodworth leave their business and their interests and go out of the country there is something very rotten in the state of affairs. He is only one instance in thousands. A population of 20,000 has dwindled to about four or five thousand, despite the fact that the country under proper government would have just entered the initial stages of development.

What all this means to British Columbia and the rest of Canada is shown by Mr. Woodworth in the following taken from his interview:

"Now this has an application to Vancouver and Victoria. Hitherto we have tried in vain to show you people that the misgovernment of the Yukon concerned them, but in vain. The value of the Yukon imports for the year 1903 was a little short of six millions of dollars. That being undoubtedly so, the value of the imports for the ears 1899, 1900 and 1901 must have been from eight to ten millions of dollars annually. If the Dawson Board of Trade and citizens' committee were correct in saying that save for bad government the Yukon would have had a population of a hundred thousand, you can see that decent administration would have raised Yukon imports to between thirty and fifty million dollars annually. This trade should naturally be carried on through Vancouver and Victoria. Canada's total exports to the United States, apart from Yukon gold, was about fifty million dollars annually, or but little in excess of what should be the normal value of Yukon imports. Yukon pays for her imports in gold; United States by barter. Any two Canadian cities would be rich if they controlled the whole of the export trade to the United States. Vancouver and Victoria are being robbed of a better trade in order that Sifton and his minions may despoil a golden territory, drive the inhabitants out and grow rich. Canada's best but not largest trade should be the Yukon. The largest trade of her Pacific coast cities might in point of profit, at least, be the Yukon trade. What are you going to do about it?"

OUR TREATMENT BY THE DOMINION.

It has been pointed out that Colonel Prior on several occasions drew the attention of the House of Commons to the large payments by the Province on account of the Dominion for which no adequate return had been received.

To show that our representatives both in the Senate and Commons were alert in the matter, Senator Macdonald in 1900 made a speech, from which the following statement is taken:

The comparison is made between Nova Scotia and British Columbia as being the two Provinces most similar in the natural products of the mine, forest and fisheries, although the former has nearly three times the population of the latter. The volume of commerce shows, by taking the shipping of the two largest ports in the Dominion—Quebec and Montreal—how British Columbia stands by comparison. The tonnage of those two ports last year—ships with cargo and in ballast from all parts of the world—was 1,767,190 tons, and of five ports in British Columbia 1,867,604, showing a difference in favor of British Columbia of 100,104 tons.

Exports for year ending June, 1899—	
Nova Scotia, exports	$11,480,120
British Columbia, exports	14,749,032
Difference in favor of B. C.	$ 3,268,912
Imports for year ending June, 1899—	
Nova Scotia, imports	$7,425,140
British Columbia, imports	8,687,432
Difference in favor of B. C.	$1,262,292
Revenue from all sources for year ending June, 1899—	
Nova Scotia, revenue	$ 900,218
British Columbia, revenue	3,184,023
Difference in one year in favor of British Columbia	$1,283,805

Senator Macdonald also referred to the amount of business done in money orders. He called attention to the short-sighted policy of the Government and its unjust and unfair treatment of British Columbia, which had been contributing in the ratio of three to one as compared with other Provinces. In the previous year, he pointed out, that the Province contributed nearly two millions in excess of what it received for all purposes.

In the same year Colonel Prior presented a similar set of figures to the Commons. Our Liberal friends are open to the challenge to show wherein their representatives ever championed the cause of British Columbia for better terms.

Mr. Geo. Riley and Mr. Macpherson, of Vancouver, are just now running races with each other to show how much each has done for his respective constituencies in the way of dredges, and sidewalks, etc., etc., but while all the appropriations put together would not exceed a few hundred thousand dollars, they have watched on an average over $1,500,000 go to the Dominion annually, for which we got no return at all. Little thanks to Mr. Riley or Mr. Macpherson or the Liberal Government for a few sops back out of the millions we pay to the Dominion Treasury. We have been fed by these worthies through a spigot, while the bunghole is wide open. That is the character of the statesmanship for which our admiration and support are asked.

HON. MR. BLAIR ON THE GRAND TRUNK PACIFIC.

This is what Hon. A. G. Blair said in his speech in Parliament about the Government's Grand Trunk Pacific scheme:

"I maintain that there is no necessity, there is no reason, there is no justification, there is no object, good, bad or indifferent to be attained. Yes, it is absolutely useless. It is a total and absolute waste of public money. It is not only a destruction of the Intercolonial Railway, but it is a sheer, unjustifiable squandering of the public money."

Mr. Blair is the gentleman whom the Laurier Government recently appointed to the position of chairman of the Railway Commission, the highest salaried office in the gift of the Dominion Government. It is a position requiring special knowledge of railway matters and by appointing him to that position the Government have declared that he possessed such knowledge. Indeed, in defending his appointment to that position, Sir Wilfrid Laurier declared in Parlament that Mr. Blair was the best informed railway expert in Canada. In view of these facts, his opinion given above should be weighed carefully by every elector of this Province.

We know that Mr. Blair, while Minister of Railways, made a careful study of the question of a transcontinental railway before he wrote his famous memorandum to the Government advising the extension of the Intercolonial westward to the Pacific as a Government road. And it is worthy of note that just what Mr. Blair so ably advocated in that memorandum is what R. L. Borden, the leader of the Opposition, is asking the people of Canada to sanction and approve of by their votes in the forthcoming election. Neither Mr. Blair's scheme nor that of Mr. Borden includes the construction of a road through the rough, rocky, barren and uninhabited wilderness from Winnipeg to Quebec, nor from Quebec to Moncton, where there is already a first-class road built and owned by the Government. Well might Mr. Blair characterize that part of the scheme as "a sheer unjustifiable squandering of the public money."

What he advocated in his memorandum was the extension of the Intercolonial westward to the Pacific. This would have given that road connection with the wheat-growing districts, and also have made it a part of a vast transcontinental system. In that way the Intercolonial would have become as profitable as is the eastern part of the Canadian Pacific. Now most of the western business is gathered up by the Canadian Pacific and the Grand Trunk, and the Intercolonial gets but very little western traffic.

It is worthy of note, too, that what Mr. Blair advocated in his memorandum, and what R. L. Borden now proposes is precisely what the Grand Trunk people wanted to do—to extend their system westward to the Pacific. They did not want to have anything to do with that hybrid monstrosity through the wilds of northern Quebec. They refused to build it, and would probably have refused to operate it, but Mr. Wade, one of the Nova Scotia members, told us in his speech in Parliament that they had to consent to do so or see their whole scheme defeated in Parliament by the Maritime Province Liberals. As one of the results of this hold-up on the part of the Maritime Province Liberals, Mr. Wade is now chairman of the commission for constructing this eastern section, at a salary of $8,000 a year, with a private secretary, and other accessories. On the other hand, we find the Liberal newspapers in the Province of Quebec now claiming support for the Government on the ground that "Sir Wilfrid's railway scheme means $50,000,000 to be spent in the Province of Quebec, while Borden's scheme means nothing for Quebec."

Fifty million dollars seems a good deal of money for the people of Canada to pay to enable Sir Wilfrid Laurier to carry the Province of Quebec, but that is about what this scheme amounts to, and it is difficult to understand how any man of common sense outside of Quebec can defend such a scheme. No wonder Ontario is up in arms against it. To such an extent is this the case that even Sir Richard Cartwright did not dare to show his head in his old constituency, and is seeking the seclusion which a seat in the Senate grants.

In the meantime, it might be well for patriotic Liberals in this city and Province to ask themselves if the support of Quebec is worth to the party the price Sir Wilfrid Laurier proposes to pay for it.

The Colonist is in receipt of copies of resolutions purporting to have been passed by the "Yukon Territorial Liberal Association." The one is devoted to the abuse of W. F. Thompson, editor of the Yukon Sun, the organ of the larger Liberal faction in the Yukon; the other deals personally with Mr. Laney Hibbard, who we believe to be a reputable merchant of Vancouver, but lately of Dawson. The resolutions denounce these gentlemen in the severest terms and accuse them of making maliciously false statements about the country. In other words, the crime of which they are guilty is that of criticising the Congdon administration of the Yukon, and in that respect we cannot be expected, in view of the actual state of affairs in that country, to sympathize too strongly with the "Yukon Territorial Liberal Association" in its present affliction. Moreover, we do not feel called upon to publish such libelous statements as the resolutions contain, without having some better assurance of their truth. Even if the Colonist were a Liberal paper, it would not feel justified in giving them publicity. We have seen the telegram signed by T. W. O'Brien, president, T. D. Patullo, secretary, and Elgin Shoff, treasurer, of the larger Liberal Association of the Yukon, saying that the Thompson telegram and the Hibbard interview were true in every substantial particular. These gentlemen are old-time Liberals, who probably never voted for a Conservative in their lives. They are not Sifton Liberals, however, and hence the misfortune of being under the ban of the "clique." If Liberals who criticise the Congdon administration are subject to such villification for the expression of opinion, we have an idea that the Yukon cannot be a very comfortable place for Conservatives or Independents.

AN APPEAL TO THE POCKET.

Colonel Falkland Warren, a well-known authority on military matters in Vancouver, was chairman of Mr. Macpherson's political meeting there the other evening, and he made a "few opening remarks," as is the custom with chairmen. Among other choice bits of political wisdom which he hurled at the audience was this, as reported by the Province, "that he thought it rather strange in the light of Mr. Macpherson's record that the Conservative party should have the temerity—(temerity, mark you)—to put up a man against him." This is not a new doctrine, but it is a new application of it—the right of a man being opposed because he had provided well of the loaves and the fishes at securing which he had proved himself an adept.

Colonel Warren went on to state: "He also noted the uselessness of this city sending a Conservative to Ottawa when a Liberal government was in power. He did not believe that any sane man would attempt to question the statement that Sir Wilfrid Laurier would again be seated in power, and looking at the matter from that point, if from no other, it would be foolish of the people of Vancouver to send a representative to Ottawa in opposition to the powers that are to be."

We call attention to the fact, not because Colonel Warren uttered these sentiments, but because it illustrates a common sort of appeal to the electorate. We can understand such an appeal being made in a by-election when a government is safely entrenched in power and there are no vital issues at stake; but at a general election no man has morally the right to say that you should support so and so because his party is sure to be returned, and if you defeat him you will be punished by the loss of patronage and the "pull" you are entitled to have with the Government. It is the argument which can be expressed in dollars and cents, and constitutes not less a bribe to the electors than if the money were all counted out. One speaker at the Riley nomination meeting in Victoria expressed it in rather different way. He said they knew the Laurier Government had done well by them because they felt the jingle of the money in their pockets. A general election is an occasion when the issues, which have been created by the Government in power, or have arisen during their administration, should decide the result, and not the money the member has been able to get expended in his constituency. The degradation of politics to that level accounts for the fact that today the government has $80,000,000 appropriated to spend. It has come pretty well to this that the test of a man's ability to represent the people in Parliament is his "pull" with the Government in securing appropriations whether the works are required or not. With that standard in view every man pulls for all he can get, and the money is dissipated, not in necessary public development, but in satisfying the demands of the supporters of the Government in order that, like Mr. Macpherson, they may keep themselves square with their constituents.

DEATHBED REPENTANCE.

The Ottawa Free Press, the Liberal organ in Ottawa, which a few days ago enunciated boldly that to the victors belong the spoils, and that any government that refused to recognize its obligations to its supporters in the way of patronage, could not continue to do business, is now reading a homily to its readers on the question of purity in Ontario politics. For years the Liberal Government has been maintained in that Province by the most artful and corrupt devices. It has been supported by the Liberal press without murmur. Now that the pressure of public opinion is becoming so strong that the Liberal Government at Ottawa, which has been rewarding the chief manipulators of the machine with fat offices, because there was not room for them all in the Ontario service, is being threatened with the consequences, the Liberal organs are all at the penitent bench. Hear, for instance, the wailings of the Free Press:

"Voters will demand a pure ballot. Politicians who are indifferent to the issue in the Ontario Legislative elections will find that they have been judged and found wanting.

"In Provincial affairs in Ontario the big question at issue will be the purity of the ballot.

"The orgies of the organizers must cease, and the electors of Canada will demand that election crooks shall be placed in straightjackets.

"Clean elections we must have.

"It is time for election purity to influence and control all sections.

* * *

"The people are losing faith in the politicians of Ontario, and the cry is for a man who will act. The Man at the Head of a Business House is held responsible for the bad goods which he delivers.

"The Organizer and his Machine must vanish. His human tools have been found guilty of every unsavory political trick and device known to the knavish mind.

"The political annals of the Province bring shame to every party man.

"Since the days of William Lyon Mackenzie in Ontario, the names of Reformer and Liberal have stood for purity, for uprightness and for honorable dealings, and good Liberals will not allow their good name to be besmirched by a crew of crooks who fly the Liberal flag while concealing their own black banner of corruption."

Like Rachael weeping for her children, the Free Press will not be comforted. The difference consists in the fact that Rachael was sincere and the Free Press is not. It is too late upon the eve of an election to expect to get much sympathy or consideration. All along the line we are having promises to do better. Prefontaine in British Columbia in regard to aids to navigation and settlement of fisheries. Sir Wilfrid is going to do the right thing with the Provinces in the matter of readjusting their financial relations with the Dominion. He has also written to Mr. Haultain, Premier of the Northwest, who has been fighting for years for political autonomy in the Territories without the slightest recognition, that if the Liberals are re-elected he will enquire into the whole subject. And so it goes.

G. T. P. CONSTRUCTION.

The Nelson Daily News is really very guileless if it believes all it professes to do about the Grand Trunk Pacific Railway. It quotes what the Hon. Mr. Prefontaine said when at the Coast about construction commencing at this end simultaneously with work at Winnipeg, and it adds that "this statement has received emphatic endorsement from Sir William Mulock, postmaster-general, who in an interview published in the Toronto Globe, states that construction work will commence at the same time in New Brunswick, Quebec, Ontario, Manitoba, the Northwest Territories and British Columbia, and as the line will serve the double purpose of a local and through railway each section will be available as a local railway until they are all connected throughout and the line becomes a second great transcontinental railway from ocean to ocean, opening up a new empire of at present unoccupied territory."

Apart from the fact that Mr. Hays absolutely refuses to confirm the statement made by Mr. Prefontaine, the Cabinet Ministers evidently pretend to know a great deal more than the promoters of the railway do themselves. They say the details of construction have not been settled yet because they do not know even the route through the Rockies the road will take. We have no hesitation in remarking that Mr. Hays will not confirm either what Mr. Prefontaine or Sir William Mulock says. Such unauthorized announcements only tend to deceive the electors.

LETTERS TO THE EDITOR.

TO THE PEOPLE OF VICTORIA AND VANCOUVER ISLAND.

Sir—May I make use of your columns in order to obtain certain information from the people of Victoria and Vancouver Island and that will be of the greatest possible use to this association and of considerable benefit to the community. Since this association has been in existence we have had many inquiries as to what openings there are in Victoria and vicinity for people with limited means, and even for people with considerable capital, and so far it has been extremely difficult to answer these questions intelligently.

I think that it is a fact that almost every new industry started in Victoria during the past few years has been successful, and there must be a knowledge on the part of many of our citizens, particularly our business men, as to what new industry could be started here with every prospect of being carried on profitably. This must apply also to the districts around Victoria. It would, therefore, help the work of this association very materially if those who are in a position to do so would answer the following questions as fully as possible, so that a comprehensive list may be sent to all those inquiring:

1st. What new industries (or businesses) are needed and can be carried on profitably in your city or district?

2nd. What existing industries are capable of development with additional capital?

3rd. What openings are available in existing industries? (a) For men of practical knowledge with some capital? (b) For practical men without capital? (c) For men with limited capital and no practical knowledge?

HERBERT CUTHBERT,
Secretary the Tourist Association of Victoria, B. C.

THE GAME LAW OF WASHINGTON.

Sir—In Progress of the 8th inst. the following statements appeared in the editorial entitled "B. C. Game for Home People":

"In their home state (Washington) no British Columbian would be permitted to enjoy the shooting without paying the price."

In your issue of the 7th inst. a correspondent invites me to look at Pierce's or Ballenger Code of the State of Washington for "an almost perfect game law."

I have this day received the game act of the said state and have read and inwardly digested the same. I like it very much, and I sincerely trust that the British Columbia legislature will not hesitate to take it as a precedent. It contains many excellent provisions for preventing the rapid extermination of game. It is most generous and liberal in its provisions to non-residents. It seems to repudiate the maxim "Soc et tuum." Let us see what the price is:

"A hunter's license (of one dollar) to be taken out in each county by any resident or non-resident. Every person must be in possession of such license at time of hunting, or taking any of the game animals or game birds, in the state of Washington."

Permit me to observe that "Bass" (not XXX) may be taken from July 1 to May 15 of the following year. This fish gives excellent sport. The statute further provides that you cannot salt Bass, perch, etc., until 1st August, 1908.

I am informed by my American legal adviser that pheasants are plentiful and can be shot in season under the said hunter's license. All the British Columbia sportsmen can safely proceed to shoot in the state of Washington without any danger to the nasal organ, provided they first pay their $1.

In my former letters I omitted to state that the British Columbia game license of $50 does not permit the licensee to take a game bird out of the province.

S. PERRY MILLS.

COL. PRIOR'S DEMANDS FOR THE PROVINCE.

Sir—You report me as having said at the Liberal meeting on Friday night that Col. Prior in 1901 asked the Dominion government for $50,000,000 to be handed over to the province. Col. Prior did not ask for anything of the kind, and I did not say that he did.

CHARLES H. DUGRIN.

October 15.

VICTORIA AS A MANUFACTURING CENTRE.

Sir—In reading the columns of your paper this morning I noticed that the secretary of the Tourist Association of this city wants information as to the different industries that need help.

Now, Mr. Editor, it would take up too much of your valuable space to discuss this matter; but if you will allow me to give a few hints on that matter I will do so in brief.

If our Tourist Association had taken stand sooner, the questions would need no comment. What has Victoria done to foster trade and manufacturing? Nothing. He says that all new industries that have started within the last few years are doing well and flourishing. What about the old? I think, Mr. Editor, that our secretary has not acquainted himself with the manufacturing difficulties that have come up in late years, but has thrown all energies in the tourists, while our mechanics are suffering at home.

Sir, it is all very well to travel and preach about the beauties; but what has been done to keep our shops and men in employment? Look at our wonderful resources, looking for capital, anything and everything. Gentlemen have come here looking for investment, but what has been the result? Gone away disgusted.

First question—What new business could be carried on profitably. That is a big word, and somewhat has been solved.

Second—What existing industries are capable of development? Answer—Look around and existing evidence will show.

Third question is too absurd to answer, as the existing circumstance is too glaring to the man of capital.

I would suggest, Mr. Editor, that the Tourist Association call a meeting of good, common sense men (mechanics)—not men who have been brought up in luxury and offices, but men who have had practical experience, and men who have no axe to grind. Then you will find that there will be no need of inquiry as to our needs.

Not long ago it was mentioned that Victoria was to be kept for a tourist resort. I am pleased to see our association open their eyes to the need of factories and help our people that are here as well as those to come.

I will now thank you for the space and trust that at no distant date we will see Victoria a large manufacturing centre.

JAMES TOWNSLEY.

WHAT LIBERAL-CONSERVATIVES STAND FOR.

Sir—I have read a long letter from Mr. Lugrin appearing in the Times the other evening, being a critical review of a pronouncement of the policy as advocated by the Liberal-Conservative party, and, especially, the matters that have most interest for the electorate of British Columbia, by Sir Charles Hibbert Tupper.

Mr. Lugrin, by casuistry, endeavors to obscure the points so strongly made by Sir Charles Hibbert Tupper, but it is a course that will not avail the Liberal party. The electors of Canada have at last awakened to the true policy of the Liberals, a policy not of living up to professions or high ideals, but, a policy of holding office at all hazards.

Unquestionably, the proper policy for Canada was a protective policy, a policy evolved and created by the genius of the Liberal-Conservative statesmen of the time—the Liberals opposed it. The Liberals, however, notwithstanding their free trade professions, have maintained the policy, but, unmindful of the principles of it, are neglectful and, apparently, incapable of properly adjusting it to the changing conditions. We witness the tariff wall of the United States raised higher and higher. We had the McKinley wall, but, now, the Dingley wall, and higher still is the fence. The Liberal-Conservatives say make our fence of equal height. The Liberal-Conservatives say the protection to "home industries" must be adequate protection. The Liberal-Conservatives also say that the next transcontinental line of Canada shall be a "national railway"; the telegraph service also will be a "national telegraph." Canada has advanced from the experimental stage. Such was the position when the C. P. R. was built, but that is not the position today. The Liberal-Conservative party today is as virile as it was in 1878 and 1881, when the National Policy and the C. P. R. were grappled with, and it is today the party to which the great mass of the electorate of Canada look to advance Canada into that further stage in her destiny that the circumstances of the time and her national status warrant. The time for paying tribute to the watered-stocked railway corporations is passed; the people will own the great systems of railway; and it will be possible to have intercommunication between the provinces at such rates as will tend to and carry establish that homogeneity amongst the people of Canada, so much to be desired; but so long as the prohibitory rates exist, this desired end cannot be. Witness the condition of affairs today in Belgium, where there is an admirable system of railways owned by the government, and for what is but $8 in our money a passenger may for a fortnight continuously travel with first-class accommodation. Consider the revolution that this, or anything approaching this, would create in the development of Canada.

I have thought that the electors would not object to what I consider an impartial statement of that which the Liberal-Conservative party is advocating and will stand for at the polls on the 3rd proximo.

A. E. McPHILLIPS.

Victoria, B. C., October 14, 1904.

FROM THE BRITISH COLONIST 1859.

October 16.

It being contrary to custom, if not to law, to work on Sunday, the launch of the new steamboat was deferred till 2 p. m. tomorrow.

Yesterday the much-talked-of duel assumed first a triangular character; late in the day, however, it took a quadrangular form.

At the last sitting of the assembly, Mr. Skinner gave notice of a bill for the incorporation of a gas company.

On Saturday night last ice was formed a quarter of an inch thick.

T. Harris, Esq., has received the following letter from Rev. Edward Cridge: "I beg to acknowledge through you the receipt of the sum of fifty-eight pounds (£58) as a donation to the Royal hospital from the patrons of a ball lately given at Victoria, in aid of that institution. While feeling it necessary to ask permission to request that no inference be drawn from this acknowledgment as to any opinion of mine personally on the general subject of such entertainments, I have at the same time, as secretary to the committee, to acknowledge the kind interest thus manifested in the welfare of the hospital and the liberal support contributed to its funds at a time when so much needed."

SEEKING SAFE REFUGE.

Montreal Gazette.

Since the parliamentary elections of 1904 became a certainty, the following Liberal members of the House of Commons have been appointed to places of emolument in the gift of the government:

Mr. T. O. Davis—A senator.
Sir Richard Cartwright—A senator.
Mr. J. H. Ross—A senator.
Mr. D. A. McKinnon—A lieutenant-governor.
Mr. B. Russell—A judge.
Mr. Aulay Morrison—A judge.

By the Aberdeen rule, approved of by Sir Wilfrid Laurier, the nominations of a defeated government are not to be sanctioned. It looks as if the parliamentary office-seekers of 1904 had determined to take no chances of being caught out in the wet.

As well try to make black white as to try to explain away the record of the Liberal Government at Ottawa. In fact, the Liberals may be fittingly described at the present moment as the party of Apologists. It is a difficult role to play when the people will not forget.

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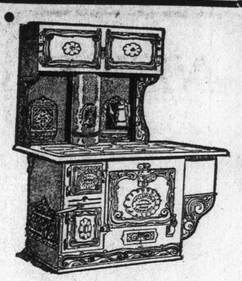

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POULTRY AND LIVESTOCK.

FOR SALE—Young pigs for sale. John Turner, Royal Oak. o23

FOR SALE—Three fine Jersey cows, two heifers. Apply F. Berryman, Prior street, Work Estate. o23

FOR SALE—Good driving horse for sale. Apply T. F. Barrett, Mount Tolmie P.O.

FOR SALE—A Holstein heifer calf, one week old. Apply 111 North Pembroke street. o16

FOR SALE—Horse for sale at 152 Yates street. o15

FOR SALE—Six Minorca cockerels. Duncalfe, care of Victoria West P. O. o15

FOR SALE—A well bred sable collie pup. E. Dickinson, 26 Henry street. o11

FOR SALE—Cheap, first-class family cow, Jersey, or would exchange for general purpose horse. Apply 144 Fairfield Road. o11

FOR SALE—Six grade Jersey heifer calves, 5 months old. J. D. Reid, Metchosin. o11

FOR SALE—Minorca pullets, $10 dozen; Minorca-Orpington pullets $9 dozen; Orpington hens $1; also cocker spaniel, broken, $10. Miss Exley, Sidney. o11

WANTED—Pomeranian bitch. State age and price. Box 484 Calgary, Alta. o6

WANTED—200 pullets; state when hatched. Cameron, 19 Catherine street, W.

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. o sa24

It would seem impossible that the provincial government can survive the later revelations in North Renfrew. The confession of Mr. Hale that $40,000 were spent by the Liberals in the contest must startle and shock the community. It is the crowning charge in the indictment laid at the door of the politicians in Queen's Park and the final demonstration of the necessity for a change of government in this province.

The force of public opinion in favor of the scheme of Mr. Borden for the building of the new transcontinental railway, will not be stayed by styling its supporters "Populists."

LOCAL

(From Friday's Daily.)

Advertises Victoria.—The article descriptive of Victoria, written by Herbert Cuthbert, secretary of the Tourist Association, and appearing in a late number of the Farmers' Advocate, has been reproduced by the Canadian Gazette, published in London. This constitutes a splendid advertisement for this city.

Cariboo Consolidated. — The Colonial Goldfields Gazette (London), in its issue of Saturday, October 1st, has the following: "The proposal to amalgamate the Gold Lands Corporation and the Cariboo Consolidated is one which the shareholders of both companies should sanction in their own interests. The capital of the new company, the Cariboo Consolidated, Limited, will be £200,000, whereas the present capital of the two companies is just double that figure. The Lightning creek property is approaching the producing stage, and the suggested liability of 3s. per share should be sufficient to place the company in a dividend-earning position."

Machinery for Australia. — When the Canadian-Australian liner Aorangi sails on Friday for Sydney, Honolulu, Suva and Brisbane, she will take out a cargo of a little over 2,000 tons, and she will leave some hundreds of tons behind her. Among the cargo of the Aorangi will be large consignments of Canadian argicultural machinery. These shipments all come from Eastern Canadian manufacturers, which have been shipping to the antipodes for years past. Just at present there is something of a rush in these shipments by reason of the fact that harvesting will commence in Australia in December, and at the present time there is every promise that the crops will be large.

Visitor's Impressions.—Interviewed at Montreal on his return from the West, G. E. Whitney, manager of the Dominion Express Company, said of the trip up the coast to Port Simpson: "One of the things that impressed me most was the vastness of the forest. Everywhere a man might look from the boat he would see trees, trees, trees. The mountains look like great banks of foliage. I was told that lumbermen are only cutting down what can be easily got out, but in time, when lumber is scarce in other parts of Canada, the forests on the Pacific coast will be resorted to. Lumbering then will become a lively industry, undoubtedly." Mr. Whitney remarked that it was a matter of general conversation on the coast that pulp mills were to be built up near Port Simpson. He thought the region good for such mills.

Speculators Active.—Advices from the north are to the effect that not in the least discouraged by the fact that the Grand Trunk Pacific Railway may select any one of half a dozen sites other than Port Simpson for the railway terminus, people are still investing heavily in land in that vicinity. The port boasts two steam launches, and for the past month these have been in constant use by land-seeking parties. Great secrecy is always maintained by intending locators as to their destination, and the men in charge of the launches are forced to "go it blind" until after the docks are left. On the return of the launches to town the boatmen are always besieged for information as to where they took this or that party, and in some instances fairly large sums of money have been offered for this information. Nine times out of ten there is a rush in the wake of land locators, and as a result a great amount of staking has been done in this vicinity and in Works canal.

Building Stone.—Herbert Carmichael, provincial assayer, is in Nanaimo district for the purpose of examining the stone quarries. He will make a report on the suitability of the stone for building purposes. He visited the Tyee smelter on his way up the line.

Naptha Launch Tour.—The naptha launch Pioneer arrived in Nanaimo Wednesday morning with a party of Mount Vernon, Washington, men on board, Messrs. E. C. Million, W. Dale, J. A. Munch, J. W. McCreary and Dr. F. B. West, who are out on a pleasure cruise along the coast and expect to spend the next two or three weeks exploring the beauties of the Gulf.

Chinamen Drowned.—Two Chinamen named Ing Ou and Fin Yew were drowned on Wednesday at Haslam's sawmill, Nanaimo. They were both old employees of Mr. Haslam and were sent out early in the morning to take some chains out of the boom binder logs and that was the last that was seen or heard of them until they were dragged out of the water by drag hooks about 4 o'clock in the afternoon.

Mount Sicker Siding.—On Tuesday last an accident occurred at the sawmill at Mount Sicker Siding, owned by Mr. Frank Lloyde. The engine took fright at something evidently, as it started to run away, and during its mad career it was impossible to distinguish a two-inch plank from a pulley wheel. However, no one was hurt, which is a miracle.

FROM SATURDAY'S DAILY.

Noted Missionary.—Next week Rev. Dr. H. Grattan Guiness, who ranks high among the missionary workers in London, Eng., will visit Victoria. He will address a mass meeting at the Calvary Baptist church on Wednesday evening. Preparations are being made by Rev. Mr. Vicnert and others to tender Dr. Guiness a fitting reception.

The Assay Office.—During the progress of the Board of Trade meeting yesterday afternoon, Mr. Shallcross informally called the attention of those present to the fact that he had been informed that no less than 150 miners' certificates had been cashed at the assay office. He regretted that the Dominion government had not seen its way clear to renew its annual grant this year in maintenance of the office. Strong representations had been made the government on the point, but with no avail.

Delegates to Vancouver.—The following representatives of Court Northern Light, A. O. F., will leave for Vancouver on Tuesday to attend the session of the high court, accompanied by the D. C. R., Bro. Forester, of Nanaimo; F. Carne, jun., and A. E. Greenwood, from Court Vancouver; S. R. Redgrave and W. F. Fullerton, from Court Northern Light, and P. T. James, from Court Victoria. During the evening's business at the last regular meeting a P. C. ranger's jewel was presented to P. C. R. Bro. Hancock for having occupied the P. C. R. chair on three terms during his membership in the court.

Soon Begin Construction.—W. W. Belvin, president of the American British Finance Company, which has acquired the Port Angeles Eastern railroad, has left for the East to make arrangements for the extension of the line from Junction City to Portland. He will be absent several weeks, and expects, when he returns, to commence construction operations on the extension. He announces that the road will be completed within a year. Gen. Metcalfe, the general attorney for the new owners of the Washington road, has been left in charge of the company's interests, and with the assistance of Attorney Trumbull, will look after the matter of securing a right-of-way between Olympia and Fulton. Mr. Belvin and Gen. Metcalfe are both enthusiastic over the prospects for the develop Mo