

STAND ON GUARD.

Probably as a result of the agitation that has been carried on in Victoria for some days with reference to pilotage matters and the effect of present regulations upon the shipping business of this port, it is announced that the pilotage boards of Vancouver, Nanaimo and Victoria are to meet in joint session here some time during the present week. The business that will be brought before the meeting has not been definitely announced, but it is presumed that the question of amalgamation of all the boards and the conduct of operations from a common centre will be taken up and acted upon. The advisability of changing the method of taxing the costs of pilots' services will, it is said, also be the subject of discussion. As these are matters vitally affecting the mercantile interests of Victoria, the proceedings will be watched with considerable interest and curiosity.

There is not the slightest doubt that the commissioners representing Victoria at the conference will jealously resist any suggestion of action that would be likely to prove inimical to the present status and future prospects of this port. They are aware that previously attempts were made to induce this city to surrender its pilotage autonomy and merge its authority in a common board representing all the ports in our southern British Columbia waters. The suggestions were invariably resisted for reasons that are probably quite as important to-day as they were years ago. With our natural advantages of position we can obviously have little in common with ports situated practically on the limits of deep water navigation, and which can only be reached after hours of steaming through intricate channels, passages which are often obscured by fogs and rendered dangerous by treacherous currents. If it should be proposed as one of the conditions of amalgamation that a common tariff shall be imposed or that any system should be adopted that would deprive us of one title of our natural advantages in location, there is little reason to doubt that our representatives will strenuously object.

We understand that while there is a disposition to meet the sentiment of the business community of this port regarding the imposts upon shipping by concessions in one direction, increased disabilities are to be applied in another. It has been suggested that pilotage fees based upon tonnage are to be substituted for the present tax imposed upon draught. That would be a direct discouragement to the docking at Victoria of the large steam vessels which are now being placed in service in all the deep waters of the world.

BRITAIN AND THE PREFERENCE.

Lord Minto has undertaken to enlighten the minds of the electors of Great Britain upon a subject of particular interest to the people of the Empire at large. Whatever the reason, there is no doubt of the fact that the average voter of the Mother Country is groping in a fog as dense as any that ever fell upon old London with respect to the attitude of Canada towards preferential trade. Our late Governor-General has undertaken to set their minds working upon a new and more reasonable basis. Lord Minto has undertaken a very heavy job. The opposition to the Balfour government has sedulously and assiduously cultivated the idea that Canada, as the pioneer of the preferential trade movement, asks the British workman, and the consumer who is not a workman, to consent to the imposition of a tax which would increase the cost of the necessities of life. The Briton thinks he bears a very substantial rate of taxation at present, and he does not propose to endure any heavier burdens if the turning out of the government will prevent it. It is just as certain as anything political can be that the Balfour administration will be cast into opposition on the first opportunity and the Conservative party given time and leisure in opposition to elucidate exactly what it does mean by Imperial preferential trade.

A RAILWAY POLICY AT LAST.

We regret to have to report that the responsibilities of office appear to be exercising a deleterious effect upon the character of Premier McBride. There is no occasion for a smile, we can assure our readers, at the suggestion that the character of the Premier as a public man is susceptible of deterioration. It will be remembered that at a dinner a few months ago the Premier announced that a comprehensive railway policy had been agreed upon by his government, and that this policy would have a stimulative effect upon business in all parts of the province because it would be applicable to remote parts as well as to established centres.

The policy, we infer, was laid before a caucus of government members Tuesday. It was "comprehensive" in the extreme. It covered as with a blanket all sections of the province. We have been giving some attention to the matter, and our estimate is that more than a dozen schemes were laid before the gathering which holds the prosperity of British Columbia in the hollow of its hand. There may have been the unlucky number of thirteen of them; may have been sixteen or seventeen railway policies submitted. When so many promoters are anxious to step in and do us

nothing but good a few schemes more or less is an insignificant matter. But the disquieting feature of the business lies in the fact that the Premier has not made up his mind upon the question of a policy himself. He did not select the projects that seemed worthy of the serious consideration of the government and tell his supporters that he proposed to push them through the Legislature. He brought the collection in his hat, dumped them on the table, and said: "There, gentlemen, is our railway policy. Concealed somewhere in that collection is an enterprise that will make this vast province boom. Take your choice. Pick it out if you can, and carry it through the House if you have the ability. As for me, I wash my hands of the whole business. I throw the responsibility upon you. My colleagues and I have all we can attend to in steering the government ship clear of the shoals with the assistance of the men at the wheel."

We cannot but again commend the Hon. Richard McBride for the admirable discretion he has displayed. Nor can we refrain from congratulating the members of the government party upon the astuteness of the leader they have chosen. They may not secure for their different important sections of the country the railway facilities of which the said districts are reported to be in dire need, but they can contemplate with pride the fact that the Premier and his ministers are worthy of honor, salaries and travelling expenses. They have been entrusted with the important task of selecting a railway policy for the government. What more could their lips ask or their hearts desire. If they cannot agree among themselves surely that is no reason why they should turn around and vote the government out. That would indeed be an act of black ingratitude. We have a suggestion to make, and there appears to be no possibility of a harmonious settlement. Put all the schemes submitted in a hat and let the Honorable the Chief Commissioner of Lands and Works pull out the winner.

THE LEGISLATURE.

It has been suggested that the members of the Legislature should be subjected to the treatment accorded a jury sitting on a case long drawn out by the tortuous methods of learned counsel. As soon as the speech from the throne has been read, the representatives of the people should pass under the care of a corps of officials and be rigidly guarded day and night until, after careful and independent consideration, they have disposed of all the business of the province.

The idea is a good one and worthy of all acceptance. The government is at the present time completely tied up in the hands of the contending interests which are clamoring for a division of what remains of the valuable provincial assets. The members are divided in their opinions as to what shall be given the G. P. R., what shall be bestowed upon the G. T. P., and what shall be granted the various other interests that are merely corporations in embryo. There are caucuses almost nightly, at which but little progress is made, as can be judged from the disposition of members in the House.

Practically no business was transacted yesterday. There will be none done to-day, in all probability. It may be the intention of the government to hold its supporters up until they are wearied and disgusted, and will consent to the passage of the estimates and to prorogation. But whatever the strategic purpose of the Premier, it is clear that the conditions which obtain here, with an administration "held up" on the one side by representatives of corporations and on the other by extremists possessed of neither common sense nor judgment, are a scandal and a disgrace. Unfortunately there is no prospect of relief, because only a complete clean-out of the whole nest of parasites which infests alike the Legislative chamber and its lobbies will be effective. There is no chance for the people to apply a remedy. The government and its supporters, real and nominal, know too well what would happen in the event of dissolution.

HE FEARS NO FOE.

The Toronto Star pertinently asks: "Is Canada going to exclude Japanese from settlement in this country? If so we should quickly get Esquimaux in order, for if we put this affront on Japan we may have to thrash the nation that is whaling Russia." Even President Roosevelt does not feel disposed to apply his big stick to the backs of the Oriental conquerors of the Slavs. A few solitary politicians in the United States have protested that laws should be passed prohibiting the entry of Japanese into the country, but the President has given no sign, and Congress has remained discreetly silent upon the subject. There is but one potentate on earth who has not been awed by the prowess of the men of the new power. And we are not quite sure that he is so eager to bid defiance and give cause of offence as he was a few months ago. We refer of course to the valiant and resourceful Premier of this province, who rose in the majesty

of his wrath on numerous occasions and protested against the arrangement under which the immigration of Japanese to this province had been restricted. Neither the newly-acquired standing of the great Oriental fighting nation nor the alliance into which the said nation had entered with Great Britain affected the fighting blood of the McBride. He would have defied all authorities, federal, Imperial and Oriental; he would have torn up the constitution and scattered its fragments to the winds; there was nothing too theatrical for the champion of British Columbia labor to attempt in order to demonstrate his devotion on paper to a sacred cause, only a few short months ago. "What can be the cause of such a marked decline of enthusiasm? Surely the sturdy descendant of a renowned fighting stock has not been awed into silence by the practical demonstration the allies of Great Britain have given of their capacity to compel justice and fair treatment from the most potent and powerful of the great fighting nations. Possibly we have wronged the honorable gentleman. The Legislature of which he is given the credit of being the leader may yet be asked by him to express by resolution its contempt for the Japanese and to protest against the puny Oriental being granted privileges which should be specially reserved for the superior Occidental."

An interesting survey of trade disputes in the United Kingdom during 1904 has just been published by the Labor Department of the British Board of Trade. The numbers of disputes, of workpeople affected, and of working days lost were the smallest on record. The number of workpeople involved was less than one in every hundred of the industrial population, and even this small percentage would be still further reduced if agricultural laborers and seamen were included. There were during the year 334 disputes, in which 83,922 workpeople were affected. The coal mining industry provided nearly one-third of the number of disputes, and more than one-half of the total number of workpeople involved. These figures, however, compare favorably with those for 1905, when the number affected was larger by one-half, and the aggregate duration more than twice as long. Next in importance came the building trades, with 88 disputes, involving 8,678 workpeople. Questions of remuneration were the most frequent causes of disagreement. Of the 334 disputes recorded, 220 came under this head, and affected 55,955 workpeople, or 67 per cent. of the total for the whole year. Refusals to work with non-unionists and other questions of trade union principle accounted for only 15 disputes, affecting 8,520 workmen. As regards the results, it appears that 58 disputes, directly affecting 15,338 persons, were settled in favor of the workers; 161 disputes, affecting 21,352 persons, in favor of the employers, and 105 disputes, affecting 16,229 workers, were compromised. Most of the disputes were settled by direct negotiation. Of the 334 disputes recorded, only 23, involving 5,902 workpeople, were settled by conciliation and arbitration.

ACCIDENTS IN COAL MINES.

To the Editor:—I would crave a small space in your valuable paper to call the attention of the public of British Columbia to the alarming rate of fatal accidents in the Crow's Nest coal fields during the year 1903, according to the returns of the Crow's Nest Pass Coal Company, Limited, and the British Columbia government. The following table shows the rate of fatalities in the two competitive states (Washington and Montana) and also in the chief bituminous coal fields of the States:

Table with columns: State, Men Killed, Per 1,000,000 of Population, etc. Includes Washington, Montana, Penn. (bitum.), W. Virginia, Illinois, Crow's Nest, and Coal Fields.

If we compare the rate of accidents in the Crow's Nest coal fields with all the coal fields of the Old Country and the United States, we find that the rate is more than double the rate in the countries mentioned. When we consider that 1903 was just an ordinary year as far as accidents were concerned and that 1904 is far worse than 1903, I think that all sensible and humane persons will admit that it is time that something was done to increase the safety of our mines.

THE RUSSIAN LOAN.

Paris, March 14.—Inquiry to-day at three banks principally interested in the proposed new Russian loan, brought the response that they had been ordered to postpone the issue. A representative of one of the banks said the postponement was for such an indefinite period, that it was not likely the issuance would occur for some time to come. The postponement was attributed to the uncertainties of the war situation.

NORTHERN SALMON HATCHERY.

To the Editor:—I have put out into the river three-quarters of a million of young sockeyes, and will have liberated another three million young ones in a few weeks, and I expect to leave the hatchery for Port Essington on or about the 1st of April. Such were the words

of Mr. Thomas Whitwell, the officer in charge of the Lakelse hatchery on the Skeena in a letter dated the 11th of February. As there had been so many different reports circulated, Mr. Whitwell enclosed testimonials, signed by a number of visitors at his hatchery, to the effect that the trout in the hatchery were all fitted to their full capacity with young fish; he also stated that no trout could now be seen anywhere in the Lakelse river, and that all the young fish were exceptionally vigorous, due to the clear, cold mountain water used for hatching the ova.

He reports the weather below zero, but an abundant supply of water. The new dam which the department constructed last summer has withstood the highest freshet and is giving entire satisfaction. Good news indeed. The dam had been the hoodoo of the hatchery for the last two years. The good reports now at the close of operations for the past season prove the hatchery a complete success and one of the most satisfactory and economically operated hatcheries in British Columbia. It is only a pity that its capacity is not 10,000,000 ova instead of 3,750,000. I have only considered that the conditions on Lakelse lake are the most favorable on the whole watershed of the Skeena river for a successful hatchery. A good deal of experience has now been obtained regarding the climatic conditions in the Skeena district which will be of the greatest advantage to the department of fisheries in building new hatcheries in this northern country. Zero weather for three months in winter and great freshets during the rainy season are serious matters in providing a steady supply of cold, clear water, free from vegetable matter and fungus. Mr. Whitwell deserves great credit for his untiring efforts to make the hatchery a success, and those interested in the fisheries of the Skeena should not think lightly of the great sacrifices made by such men and the difficulties they have to contend with in the wilds of an almost inaccessible district.

NEW BUNKERS FOR C.P.R. ON RESERVE.

Before Board of Trade Railway Committee—Freight in Bulk to Be Delivered.

Before the railway committee of the board of trade, at a special meeting called yesterday, Superintendent Marpole, of the western division of the C. P. R., outlined briefly some of the plans which his company has under consideration regarding the making of a terminal here. This is the subject which citizens have been discussing for some time, but up to the present the policy contemplated in the way of carrying out further improvements in this city was unknown. The statement made therefore is very important.

HE FEARS NO FOE.

The interview with Mr. Marpole was brought about by the railway committee. They desired to know if the C. P. R. Company, after taking over the Island Railway, would afford the same shipping advantages to wholesalers in this city as are provided in Vancouver, where freight is delivered over the tramway lines to different business firms. There were present at the meeting A. J. Morley, chairman of the committee; Andrew Gray, F. Vincent and P. C. MacGregor, and on behalf of the C. P. R. Company Mr. Marpole, Engineer Cambie and Captain Troup, of the B. C. coast steamship service. The result of the interview was highly satisfactory.

SON SHOT HIS FATHER.

Auburn, Cal., March 13.—E. F. Nisson, living near Lincoln, was shot by his son last night. The statement is made that Nisson ordered his wife to milk the cow, and her shoes being bad, she declined. He then picked up a rifle and ordered her to go or he would kill her. His son then took a shotgun and fired both barrels, striking his father in the back, the charge going through his body. The man is still alive, but there is no hope of his recovery. Young Nisson is abroad that his company were simply

THE PRESIDENT'S CONTRIBUTION.

Washington, March 14.—The secretary of the treasury to-day received the following communication: "Dear Sir,—I am sending you herewith enclosed \$12,000, which is to go to the use of the United States government. Years ago I defrauded the government of that money, and have returned it all, and am paying four fold in accordance with the teachings of the Scriptures. 'The way of transgressors is hard,' and no one but God knows how I have suffered the consequences, and I would seek to do a bountiful restitution. May God pardon, while the United States government is benefitted. (Signed) 'A Sinner.' The amount, which was in currency, has been deposited in the treasury to the credit of the conscience fund."

ALL RUN DOWN Weak--Nervous--Unstrung

Thousands get run down and become invalids before they realize anything is wrong. By permitting low vitality to develop, the way is paved for fevers, pneumonia and diphtheria. To put off makes it all the harder to get well.

The time to repair the system is right now, before the damage gets any worse. The remedy is Ferrozone; it revitalizes, renews, builds up vitality that outlasts old age.

FERROZONE

Is a genuine invigorator that banishes weakness, and instills surplus force and vigor into every organ of the body. Ferrozone sharpens the appetite, produces rich nutritious blood and thereby contributes that sense of buoyancy that adds so enormously to one's pleasure and usefulness in life.

For all forms of debility, weakness, lack of blood or nerve tone, sleeplessness, tiredness and exhaustion, there is no medicine so vitalizing and potent as Ferrozone. Even one trial demonstrates its rapidity and certainty of action.

To restore the energy of youth, to get back your vital stamina and reserve force, there is positively no treatment so certain as Ferrozone. You have only to try Ferrozone to know the enormous benefit it invariably brings to all in poor health.

FERROZONE

It makes the weak strong, the sick well, and assures lasting good health and buoyant spirits.

WARNING: Beware of any substitute for Ferrozone; it alone can cure you. Sold by all druggists and chemists. Be sure the name is on the wrapper. Only in 50c. boxes containing 50 chocolate-coated tablets. By mail to any address. If price is forwarded to N. C. Tolson & Co., Kingston, Ont., or Hartford, Conn., U. S. A.

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REVIEW

ANNUAL MEETING

Generous Donations

The annual meeting of the Home-Workmen's Association was held Tuesday afternoon at the Hotel Vancouver. After a presidential address by the Rev. Bishop Perceval, the Rev. Stanley Ard, and the Rev. Dr. Campbell, the meeting was presided over by the Rev. Dr. Campbell, who, in his address, mentioned the names of the following gentlemen: A. B. Fraser, G. C. Sprague, Rev. J. McGregor, Rev. B. McNeill, Rev. J. G. Carter, and Dr. R. H. G. at the Home for the aged.

The report of the committee on the financial condition of the association was read by the Rev. Dr. Campbell. The report showed a balance of \$1,200.00. The committee also reported on the work done during the year, and on the various projects which are being carried out.

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