The Colonist.

FRIDAY, NOVEMBER 16, 1900.

WELCOME HOME.

The Colonist extends a cordial welcome to the returning Victoria boys, who will arrive to-night from the scene of war in South Africa. Though the reception which they will receive will not be of an elaborate character, it will none the less be a manifestation of thorough appreciation on the part of the people at their patriotic conduct in rushing to the assistance of Great Britain when she was menaced by the scowls of grim-visaged war in South Africa. It seems but a few days ago since they have left us—yet here they are back again, after having passed through a most arduous campaign and acquitting themselves most nobly. Some of those who were their companions when they started for the front, have, alas, paid with their life's blood the price of Empire. Such are the fortunes of war—but to those who are returning unscathed from the conflict, we say, a right royal welcome home.

THE FERRY BY-LAW.

The vote on the Ferry by-law is to take place on the 29th instant, so that the discussion will be short. Doubtless it will also be sharp, for there is some opposition to the scheme from quarters whence a stiff fight may be expected, although it will not be a reasonable one. The city council has endeavored to protect the city's interests in every way in framing the contract with the Trustee, and the result is an agreement which leaves nothing to be desired in the way of safeguards. We do not believe there is the least likelihood of any proposition for connection with the Mainland being submitted to the city on such favorable terms, if this one is rejected.

Some of the opponents to the project take the rather absurd position that what is asked is too little. Said one of them yesterday: "If $100,000 a year were asked there would be some sense in considering it, but it is no use talking about a matter only involving $15,000 a year," and he went on to talk about not hampering the city's future action with anything of this kind. There is nothing in such an argument as this. There is not the least probability that the city will be asked to give $100,000 a year to any project, or that the ratepayers would agree to do so. We do not think that $15,000 a year is the limit of their possible contributions towards projects of this nature. Indeed, we fully believe that the effect of this bonus will be such upon the business of the city that the ratepayers will be more ready than they are now to assist meritorious projects; but there is no use in talking about giving any concern a bonus of $100,000 a year, because at present the ratepayers simply would not stand it. At the Theatre meeting Mr. Barnard spoke of being ready to support a subsidy of even $100,000 a year if it would secure the building of a railway to the ocean wharves. We do not know what it would cost to build a railway from the Market Building to the Outer Wharf, but the difference between $100,000 and $15,000 a year is $85,000 a year, which is more than 4 per cent. upon $2,000,000, and we fancy that the ratepayers would not be willing to give any such sum of money to secure the building of not much, if any, more than a mile of railway.

We shall take up this question in all its details during the time which is to elapse before the day of voting. At present we wish to point out that under the proposed by-law the responsibility of the city is limited and conditional. An effort has been made to make it appear that the city may be called upon some day to operate the ferry and railway. This is utterly absurd. The city's liability ends when it has paid its $15,000 a year, and it only pays this for service actually rendered. If the service provided for in the by-law is not rendered, the city will never be called upon to pay a single dollar. If it is rendered for a time and then stops, the payment stops. This conditional and limited liability of the city is an element of the agreement, which must surely commend itself to the ratepayers.

It is a matter of great surprise to us that any one should suggest that the proposed railway will not pay. The Fraser valley contains a vast area of exceedingly valuable land. There is none more fertile in the world. It is bound to be all utilized at a very early day. The growing demand of the Yukon market will of itself lead to the rapid expansion of agriculture in that part of the province. By this railway Victoria will become the headquarters of the trade to be developed in that magnificent region. If not a ton of through freight from the East shall ever come over the ferry; if not a carload of freight shall ever go over it from Vancouver Island, the railway would be worth what it will cost the city, simply to have it open up and make tributary to Victoria the finest agricultural district on the whole Pacific Coast. Dismiss every other consideration, if you please, regard the project simply as one for a railway through the middle of the great Delta country, Surrey and Langley, and it is worth $300,000 to the city to have such a connection, even if the money had to be paid out in a single sum, instead of being extended over twenty years. Smaller cities than Victoria have given greater bonuses proportionately for less important projects, and found it pay. But the scheme is more than a local project. It is more than an enterprise that will give connection with the Great Northern railway. It is the beginning of an enterprise that we have all so much desired, namely, a railway from the Coast to Kootenay. Build the line to Langley, as is proposed, and how long will it stop there? Not long, certainly, for the rich district of Chilliwack would of itself ensure its extension. From Chilliwack across the mountains into the Similkameen country is not far, and the gap would soon be closed by rail. So in voting on this by-law the ratepayers are dealing with a matter of far-reaching importance.

The people of Victoria ought to endeavor to realize that the project now before them will be the beginning of an era of progress, if they only rise to the occasion and close with the offer. If they decide otherwise, if they let this opportunity slip, they may have to wait a long time for another. They ought not to let themselves be deceived by those who tell them that, although they cannot support this proposal, they will support another. The identical opposition, which is directed against this, will be directed against any effort to connect this city with the Mainland by a railway ferry. If a company were to propose to make the connection for nothing, there are people in this city who would oppose it, and they are not in the transportation business either. Depend upon it, there is more than the ferry scheme at stake in this matter. There is the greater question whether Victoria shall awaken and go to the front in competition with other cities on the Coast, or shall be content to remain a laggard in the race, which means the loss of business and prestige. Therefore we hope that the ratepayers, now that a by-law is before them which safeguards their interests in every possible way, will show themselves alive to their opportunities, and give it the necessary support.

THE RETURNING SOLDIERS.

The Patriotic Committee, after consideration, have decided that the reception to the members of the First Contingent, who will return to-morrow, shall be informal, or nearly so, reserving the chief effort of the citizens for the occasion when all are home again, when some function can be arranged which will include all the surviving members of the Contingent from Victoria. There will be an informal reception at the steamer, which will arrive at 7:30, after which the men will march to the Drill hall, where a short address of welcome will be given by His Worship the Mayor, and His Honor the Lieutenant-Governor will also say something appurtenant to the occasion. That the people, upon whom alone the occasion depends for success, will turn out in great numbers may be taken as a matter of course. The ceremony will be brief. Let every one remember that these are some of the men of whom Gen. Smith-Dorrien, under whom they fought, said: "I feel that any credit I may have gained in this war, I owe largely to the splendid way the Royal Canadians served under me. I shall always hope for the time when I shall have the honor of commanding them again. There are no finer or more gallant troops in the world."

ADVERTISING THE CITY.

The Colonist thinks it opportune to state that in its opinion the City Council might with profit give greater consideration to the question of bonusing publications which are alleged to be of benefit in advertising the city. On numerous occasions during the past year shrewd canvassers for outside publications have applied to the council for aid in getting out some special edition of some sort; and in most instances they got the money. The investment which the city made in the "Special Victoria Edition" of the San Francisco Wave was a rank failure. At the last meeting of the city council a grant of $200 was made to the British Columbia Mining Record, as aid in getting out a special Christmas edition. This will no doubt prove to be money well expended, as the Mining Record is a journal of repute and has a wide circulation abroad. But what we want to get at is this—and it was stated very clearly and emphatically by Mr. McQuade at the Board of Trade meeting yesterday—the very best form of advertising is to be had through the utilization of the daily newspapers. This is so patent to all who give the matter a moment's thought that it seems superfluous to make the assertion. But it seems that a large number of people will not learn—they will continually tinker with dodgers, "programmes," "special editions," guides, etc. The rankest fake finds a victim. The man who said, "There's a sucker born every minute, and none ever die," must have been one who peddled around an advertising fake and made a barrel of money.

Think of what work the newspaper is doing. Day in, day out, it devotes its energies to the upbuilding of the city in which it is published. The editor seizes on every little scrap of news which tells of his city's advancement, and writes articles directing attention. The work of "advertising" goes on unceasingly. Yet public bodies are not continually pestered for bonuses—the newspaper is content, under ordinary circumstances, with the patronage extended to it by people who think they can use its advertising columns with advantage.

All this is not said with the object of bringing into question the benefit which the city will reap from encouraging with monetary aid such publications as the British Columbia Mining Record in its special Christmas edition, and the Board of Trade report, which is to shortly appear with a very excellent illustrated article dealing with Victoria attractions and advantages. We have been led to make these remarks because we think it well that the board of aldermen should know, and the public should know, that the newspaper has a certain claim for consideration when the public treasury is opened with the object of purchasing a quantity of advertising.

IN SOUTH AFRICA.

The operations in South Africa are of a character that was to be expected. The Boers are still deceiving themselves with the hope that something is going to happen that will compel us to leave the country, but every day their resistance is less serious. Small skirmishes will continue for some time yet, but the burghers will soon grow tired of fighting. The subdivision of the commandoes into marauding bands, confining themselves to special districts, is the last step towards a complete collapse of resistance of any kind. It would be a mistake to suppose that the Boers think they are fighting for freedom. What they wish to preserve is their semi-barbaric fashion of living and their peculiar institution of slavery. They know that under British rule there will be equal rights for the black population, and that the conditions existing in the old days, when the Boer farmer was a half-civilized slave-owner, has come to an end. The burghers in the cities have given up the struggle, for they know how hopeless and senseless it is.

IN CHINA.

The Anglo-German agreement has brought fruit very quickly and will undoubtedly lead to an early settlement of the Chinese problem. Novoe Vremya, which is, perhaps, the leading newspaper of Russia, says that the estrangement between that country and Japan will only be transient. This was the most serious phase of the Oriental trouble, and, if it is disposed of, there is no reason why permanent peace should not be established.

In view of the early settlement of matters on the other side of the Pacific, it behooves the government and people of Canada to take steps at once to benefit by the market that will be opened there. We have on former occasions referred to the utter disregard of the Oriental trade by Sir Wilfrid Laurier's ministry, pointing out that the initiative taken by Sir Mackenzie Bowell was not followed up. This was one of the grounds upon which, during the recent election campaign, we claimed that the government was not entitled to support. It is to be hoped that there will be a change at once, and that Canada will not be a laggard in reaping the results of the open door in China.

"THE COMING LAND."

Above is the title of a book of 96 pages profusely illustrated and devoted to British Columbia. The editor, Mr. Arthur V. Watts, says it is "an independent description of British Columbia, its districts, cities, industries and resources in the year 1900." It contains a great deal of very valuable information. The chapter devoted to Victoria is very satisfactory and correct, although it will be news to most Victorians that Mr. James Dunsmuir lives in "Dunsmuir Castle." We think the editor might have made a little more of Esquimalt. He does Victoria the justice to say that its climate is the best to be found in the province, and that the city is by far the most popular place of residence. In a brief paragraph he expresses his appreciation of the surroundings of the city. On the whole, the book reflects much credit upon its compiler, as well as upon the printers, the News-Advertiser Co.

FUMIGATION OF LETTERS.

The Council of the Board of Trade yesterday took up the matter of fumigation of the letters received from Seattle and San Francisco. The Council confessed itself at a loss to know how to approach the subject, for it is something about which there is no more information before the Board of Trade than before any one else. The feeling was that the practice ought to be discontinued, unless some valid reason exists for continuing it, and it was also felt that, if there is a need of disinfecting the letters, the precautions ought to go very much further. We fancy that we express the opinion of those who have to handle the mail when we say that the fumigation might be discontinued without any harm resulting.

A COSTLY LESSON.

It is estimated that the cost to Dodwell & Co. for the maintenance of the passengers and crew of the steamer City of Seattle at William Head during quarantine, amounted to over $50,000. It will thus be seen that, aside altogether from the inconvenience caused the passengers, it is a very serious matter for the steamship company when a vessel brings infectious diseases to port. Had the City of Seattle carried a doctor, the man having smallpox would have been detected, isolated from the rest of the passengers, and the stay of the latter consequently shorter at the quarantine station; and there would, also, have been little likelihood of more cases breaking out. We are not casting any reflections on the steamship company in mentioning this matter, our object being to point out that it would seem to be in the interests of companies operating vessels to Northern ports to carry a doctor on their boats. It is plain that if they did so, they would save considerable money when they should be so unfortunate as to have among the passengers anyone suffering from an infectious disease, which would necessitate going into quarantine.

While on this subject, we may remark that it is eminently desirable in the interests of Victoria that there should be few delays to travellers at William Head. The health of the city, of course, is not in any sense affected or menaced by the presence at the quarantine station of smallpox or other dreaded disease; but news is sent abroad relating to the detention of a vessel's passengers; and in nine cases out of ten the impression obtains that Victoria is in some way mixed up in connection with the outbreak of disease. Consequently, injury is done the city—perhaps to a very considerable extent. We hope the steamship companies will profit by the lesson which the City of Seattle has had and take extra precautions towards preventing passengers ill with smallpox or other contagious diseases from boarding their vessels.

VICTORIA'S OPPORTUNITY.

Perhaps the remark most frequently repeated on Sunday and yesterday was one expressive of appreciation of the splendid weather prevailing. While the people in the East are experiencing winter weather—traffic being blocked at Montreal owing to a heavy fall of snow—we in Victoria are enjoying the charm of clear skies and warm sunshine, with the robins singing in the trees and the flowers in bloom on every hand. That Victoria has a glorious climate is well known; and to remark that we are now experiencing mild and balmy weather will not occasion surprise wherever the fame of the city is known. The purpose of the allusion to the matter at this time is to suggest that consideration may properly be given to the question if the city cannot be made to reap direct benefit from the circumstance that its climate during the winter is superior to that of every other point on the North Pacific coast. On a previous occasion it was pointed out by the Colonist that the number of people who will spend the present winter in Victoria is far in excess of that of previous years. They come mainly from northern interior points and are attracted here almost solely because the climate is mild and genial and the city within convenient distance of the scene of their operations during the summer months, so that they may return to the scene of their labors without great loss of time in the spring. It is now generally admitted that the population in the Northern mining districts will show a very large increase within the next few years. Already the population is considerable; but where there are hundreds now there will be thousands in a short time. With this in mind, the thought occurs to us that we should make special efforts to attract to the city during the winter months the great number of people who will seek a mild climate after the close of summer operations in the North. The city council and the board of trade ought to take the matter up. Pamphlets should be issued containing matter descriptive of Victoria's charms, her delightful climate and varied attractions, together with illustrations of some bits of her unsurpassable scenery; advertisements, telling the same story should be inserted in each of the newspapers published in various mining districts and an arrangement made with the transportation companies for space in their advertising publications for the dissemination of the same information. If this were done, we believe Victoria would reap very great benefit. Much has been said before on the subject of how best to attract tourist travel, but any little effort that has been put forth in that direction had for its object the bringing here of people who came to the Coast from the large centres of population in the East, to escape the discomforts of hot weather. But it would seem, if we have judged the matter rightly, that the benefit which Victoria may hope to reap from the sojourn here of transient visitors may be expected as a result of the presence of large numbers from the Northern mining districts during the winter months, rather than from the comparatively smaller number we may see amongst us from the United States and Eastern Canada during the summer.

The subject is a most important one, and we hope to see it taken up by our public bodies and the suggestions we have made acted upon.

RAIL TO HARDY BAY.

In reply to a query as to whether any expert estimate has been made of the cost of the proposed railway to Hardy Bay, we may say that, in the year 1887, J. H. Gray, C.E., made a survey of the route from Campbell river to Fort Rupert, and an estimate of the cost of a railway. The distance is 166 miles, and the total cost is put at $2,368,000. This is $14,200 per mile. Mr. Gray classes 44 miles as light; 92 miles as medium; 11 as heavy, and 19 as heavy rock. For the light work he estimates $11,000 per mile; for the heaviest rock work, of which there are ten miles, he estimates $25,000 per mile. Between Wellington and Campbell river surveys have been made, but we have not the data at hand. Our recollection of them is that there would not be much heavy work. The general character of the country is level, and, though there will be some bridging of rivers to be done, it would not be expensive. This matter was very fully gone into at the time the British Pacific project was under consideration, and the understanding was that this portion of the line could be classed as medium from the standpoint of construction. Putting it at the average of the remaining portion of the line, and adding $90,000 for the six miles between Fort Rupert and Hardy Bay, we get the whole cost from Wellington to Hardy Bay, $3,853,500. For the purposes of calculation, the amount may be put at $4,000,000, based on the cost of such work thirteen years ago. Since then improved methods have reduced the cost of railway construction materially, but how much of a difference this would make we shall not undertake to say.

THE RETURNING SOLDIERS.

The Times directs attention to the fact that the Ontario government has given 160 acres of land to each of the returning members of the Canadian contingent living in that province. Our contemporary will doubtless join with the Colonist in the suggestion that, at the next meeting of the legislature, British Columbia should authorize a similar gift to the young men from this province who went to the front. The locality out of which the land might be selected is something that should be well considered, for it ought to be where there is likely to be development at an early day, so that the recipients of the gift may be able to profit by it within a reasonable length of time. The province, as such, has done nothing to mark its appreciation of the loyalty of its sons, and this ought not to be any longer than is absolutely necessary.

THE CITY ENGINEER.

On the principle that honor should be given to whom honor is due, the Colonist feels it its duty to say a word in commendation of the excellent work done by the city engineer, Mr. C. H. Topp, since that gentleman's assumption of office, in May, 1899. The progress made by the city in the work of permanently improving the streets, bridges and sewers is a subject of almost constant favorable comment by residents and visitors alike; and as the bulk of the work was done under the direct supervision of Mr. Topp, much credit is reflected on that gentleman's skill, ability and faithfulness to duty. It is pleasing to have to say this. Too often the meritorious work of public employees is allowed to pass without a sign of recognition—or too often with a sneer from the kicking element, which, like the poor, we have always with us. Mr. Topp is a gentleman of unassuming manner and disinclined to crave popular applause; but it is only right to say that, in the opinion of excellent judges, the city acted with wisdom in choosing him from the list of applicants which it had before it when the office was vacant.

THE AWAKENING OF JAPAN.

The industrial revolution in Japan is a subject which is attracting widespread attention on this side of the water, and interest in the matter has been increased by the publication in the North American Review of a very able article from the pen of Count Okuma, the late prime minister of Japan. Count Okuma gives tables showing that in thirty-one years from 1868 the exports of Japan have advanced from less than $16,000,000 to $166,000,000. In the same time the imports have increased from $26,000,000 to $443,000,000. During the last twelve years of that period the exports of manufactured goods increased nearly tenfold. It is interesting to note that Count Okuma is opposed to the movement which is on foot in Japan to introduce a protective tariff. He claims that the people should have the freest access to all the resources which unfettered commerce can supply, and that if they do they will repeat the triumphs of the Island Kingdom of the West.

The progress which Japan has made is certainly truly marvellous, and in striking contrast to the lethargy of China, with her wealth of great natural resources and teeming millions. The trade of Canada with the enterprising little brown race is bound to assume extraordinary proportions, and we on the Pacific Coast are sure to reap much benefit from the growth of this trade.

It is cause for congratulation that it is only on rare occasions that the community is startled by the occurrence of a murder. Compared with towns on the American side, Victoria is remarkably free from serious crime.

It is estimated that the expenses to date of the war in South Africa are £100,000,000. The equanimity with which the British taxpayer is bearing this load would seem to indicate that there is some truth in the old saying: "We've got the ships, we've got the men, and we've got the money, too."

Pow-Wow, a Magazine for Children about Animals, is a monthly publication issued from the presses of the Kamloops Printing & Publishing Co., by Mrs. Wentworth Sarel. It is nicely illustrated. This is one of the best periodicals of the kind that has even been published, and it deserves a wide circulation. The subscription price is $1 a year.

Give the boys from Africa a rousing welcome home to-night.

It is a long jaunt from the Transvaal to Victoria, but as there is no place like home, the returning soldiers will admit there is no place like the Queen City of the West.

Lord Roberts is reported to have expressed the intention of visiting Canada within a year. Come on, "Bobs," by all means. In the language of the small boy: "We won't do a t'ing to you."

The elections in Newfoundland resulted in almost a clean sweep for the Bond government, the opposition, led by Mr. Morine, now only numbering four. Mr. Morine should move to make it unanimous.

Constable Hoskins, of the Provincial Police, is entitled to a word of praise for his heroic conduct at the time of the arrest of the murderer Connell. He displayed coolness and bravery of an exceptional order, in a situation in which few men would care to be placed.

It is to be hoped that every effort will be made by the tradesmen affected to place before the Chinese commission full information regarding the evils of Asiatic competition as felt in this city. The Trades and Labor Council has acted with most commendable promptness in the matter of collecting data.

Vancouver is going to have the biggest kind of circus in a day or two—Sir Charles Tupper, Sir Hibbert Tupper, Hon. Clifford Sifton, Hon. J. Israel Tarte, and local celebrities, being billed to appear in a grand political mix-up, likely to engender many sensational features. Excursion rates on all trains and steamers will no doubt be arranged, children in arms free.

The people of Prince Edward Island are unfortunate—the general elections occurring next month.

We print a letter from an architect, in which he seriously complains of the manner in which the government has asked for plans for the new Government House. We know very little about such things, but feel sure that our correspondent is mistaken when he speaks of the architects being insulted. Certainly the government would not think under any conceivable circumstances of insulting the architects.

Uncle Sam is learning what it means to "take up the white man's burden." Large reinforcements of troops are being despatched to the Philippine Islands. While John Bull is about turning down his cuffs and donning his coat again after having vanquished a very formidable foe, Uncle Sam seems not half through with the task of whipping into subjection a disorganized rabble of niggers.

It would be a very nice thing if the Dominion government could see its way clear to agree to the wishes of the people of Australia and send a small Canadian contingent to be present at the inauguration of the Commonwealth. Now that the outposts of the Empire are drawing closer and closer together in pursuance of one common purpose, it is eminently fitting and proper that no opportunity to exhibit this unity of interest on the part of the colonies should be lost.

Ald. Brydon is to be commended for having directed attention at the council meeting to the desirability of the removal of the high sidewalk opposite the post office. Victoria is now too important a city to tolerate the existence at one of its busiest points of a structure which mars the appearance of the street and is a great inconvenience to pedestrians. The surprising thing is that the matter has not been attended to long ago.

Windsor, Ont., is making a bid for one of the Boer cannon which Lord Roberts allowed the Canadians to bring back with them from South Africa. Where does Victoria come in? If there are any metallic souvenirs, in the shape of cannon, of the battles the Canadian boys were in, lying around, Victoria has surely a right to aspire to the possession of one. One of Kruger's "barkers" would be just the thing to lay at the base of the monument we are going to raise to the Victoria men who fell at the front.

Ald. Yates is desirous of seeing an amendment made to the by-law, so that there may be more adequate provisions for compelling contractors not to encroach too much upon the streets in their building operations. No doubt Ald. Yates is actuated solely by a desire to protect the public interests; but it would be well to remember that if a little latitude is given the contractors the public will not be disposed to grumble very much. Most of us would rather walk around a block than utter objections, which might have the effect of retarding the work of improvement which is now going on by the erection of buildings.

One of the terms of the joint note containing the demands of the foreign envoys on China is that the latter shall erect a monument to Baron von Ketteler, on the site where he was murdered, and send an imperial prince to Germany to convey an apology. This does not seem an unreasonable demand, in view of all the circumstances of the case. But seeing that it has been established that the Boxer outbreak occurred with the cognizance and approval of the Chinese government, the presentation of such a demand seems to reveal in a clear light the utter helplessness of the Chinese giant. Palsied by corruption and blinded by superstition, it stands in its pitiable impotence a spectacle of wonder to all the world.

It does one good to read in the despatches of the noble conduct of Lord Rosslyn as soon as he learned that Lord Roberts had denied the charges of cowardice preferred in his book against British officers in the Sanna's Post affair. Lord Rosslyn had made very serious and damning charges, and Lord Roberts, responding to an inquiry from the Prince of Wales, gave them a flat denial. What did Lord Rosslyn do? Attempt to squirm out of the hole he was in by the citation of excuses? No; he acted like a true, honest British gentleman, and tendered a full and ample apology at once, saying: "I owe to the regiments whose honor my publication of a groundless report has called in question, the deepest apology and the fullest reparation. I offer it to you sir, as colonel-in-chief; I offer it to the colonels of the various regiments; I offer it to every officer, non-commissioned officer and man, and I trust that this unqualified apology will be accepted in the spirit it is offered." That sort of thing has the true ring about it. Every word breathes manliness.

A number of the Victoria boys returning from service in the South African battlefields will be here on Thursday evening. They will no doubt be given a very hearty reception.

It is to be hoped that an arrangement satisfactory to all parties concerned will be arrived at whereby hospital privileges may be extended for the accommodation of members of the secret societies.

It is stated on good authority that snakes have been discovered in Ireland. If the miscreants who took them there could have been detected, a coroner's jury would no doubt have had to be summoned immediately.

Eleven thousand dollars is the output of the Wreck Bay black sand diggings during a short season. That is not at all a bad showing. All signs indicate that there will be a great period of activity in mining on the West Coast next year.

The funeral of Prince Christian Victor, the grandson of Queen Victoria, who died of enteric fever at Pretoria, must have been a very impressive affair. The despatches say he is buried close to the graves of many of the soldiers who fell at Pretoria. Though far from the pomp and majesty which surrounds European nobility, he could sleep the last sleep in no more honored resting place—where lie the noble souls who gave up their lives on behalf of the greatest Empire the world has ever seen.

A native of France, in his capacity of Lieutenant-Governor of a British province, delivering a eulogy on Robert Burns, the great bard of Scotland, proved two things. One of them was the cosmopolitan character of British institutions, and the other the cosmopolitan character of the poet.

C. P. R. freight cars have put in an appearance in Victoria. This seems to mean, if it means anything, that no difficulty exists whatever for freight to reach here from Mainland points without breaking bulk, when occasion demands or expediency suits.

Fighting continues in South Africa. The Boers cannot be fighting for fun, nor in the hope of driving out the British. What is the incentive? Perhaps it lies—as absurd as seems the thought—in the hope that "Oom Paul" may get what they have long craved for—intervention by one of the European powers. Poor, deluded burghers!

At last there seems some hope that the work of instituting the manual training school in Victoria will be taken up and consummated. It cannot be said that feverish haste was displayed in the matter. However, perhaps we ought not to complain, seeing that the school is a gift and one which we will all very much appreciate.

Congratulations to the passengers of the City of Seattle on their long-delayed release from quarantine. We trust that there will be few occasions when it may be necessary to subject travellers to similar treatment. But those who were unfortunate this time will find their disposition to complain at their fate tempered when they remember that "eternal vigilance is the price of safety."

It is interesting to learn that Count von Zeppelin, whose experiments with airships are attracting widespread attention, is married to a Canadian girl, a daughter of William H. McGarvey, formerly mayor of Petrolea, Ont. The latter contested the west riding unsuccessfully against the late Mr. Pardee. In 1881 he went to Austria and became the principal owner of the oil wells in Galicia. His daughter married Count Eberhard von Zeppelin in 1895.

General Buller has arrived in London, and the telegraph wires tell us that he received an ovation. How different the popular feeling towards him now than in the first few sorry months of the campaign in Africa! Now, in the coolness which comes after an opportunity for deliberation, the great task which the man had set himself, and how nobly he did his duty, is properly understood—and there is nothing now but applause for the great General who was beloved and worshipped by every soldier under him.

In some part of the United States an agitation is on foot looking to the stamping out of the "pass evil." It is claimed that in some of the states it has grown to such proportions as to menace the welfare of the people because of the fact that corporations, by granting the passes, have completely silenced all sources of possible criticism against their misdemeanors or failure to perform their duties. New York state, in its new constitution, adopted four years ago, made vigorous warfare on the pass evil. It declares that "the acceptance, demand, request or use by any public officer of any free pass, franking privilege, or discrimination in passenger, telegraph or telephone rates, from any corporation or person, is to be accounted a misdemeanor, as is also the offer or promise to any officer of any such free pass, privilege or discrimination." The agitation will prove abortive as long as human nature remains as it is. No law can be framed, much less enforced, which can prevent one person extending to another a favor which both parties desire should be exchanged.

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CURE SICK HEADACHE.

Congress of Occultis

Strange Gathering at Pa From All Parts of the World.

Some Wonderful Performan by the Natives of Upper Egypt.

From New York Sun.

Never in a civilized land has a curious gathering come together f stranger purpose than the Internat Congress of Spiritualists and Occu at the Exposition. Occultists every country in Europe, from the Americas and from the near East the far East are here met to exch weird experiences and give one an new proofs of the connection betwee material and the spiritual world. United States was represented in numbers.

The cosmopolitan character of the gress gave its proceedings an unw comprehensiveness. No question has ever been raised by initiates o dents anywhere at any time in an guage was neglected. Hypnotism, turning, dreams, ghosts, the summ of spirits, presentiments, faith he astrology, alchemy, clairvoyance, phecy, the hermetic mysteries, the p of symbols—all these things and kindred to these were the subject o ture and discussion. The big volu which will be published the proce of the congress will mark an epo occult research—the summing up of has been thought and arrived at l close of the century, the starting for investigation in the future.

But the normal man—the man not quite sure whether he believes of the spiritualistic theories, and rate, does not greatly care to troub self about them except for the ha amusement or excitement they ma cure him—the point of great inter the building devoted to the occultis the Musee Spirite. This spiritu museum is perhaps the first of it known in the history of the mov it was certainly the largest. and inclusive. It contained, on long round which continually buzzed a mated crowd of devout believer odd collection of objects, gathered every part of the world, tending to the reality of spirit phenomena.

One was an assortment of plaste in which many dimly traced resem to the human face, or a knotted hand, generally having the appe of clutching at some unseen These moulds, as the amiable a haps slightly credulous founder museum made at seances by spi sences. Prof. Chiaia of Naples tees them. He explains that wh he had a good medium he begged ask the spirits to leave a visible t their visit by passing their inc faces or hands over a gelatine tion carefully prepared for that The spirits in most cases politely The next day the professor wou work in his labatory making cas the gelatine.

The display is certainly curio not, after all, very convincing. operator could readily enough moulds. Besides, we are told medium was the notorious Eusap dion, who has been detected mo once in the most flagrant tricks is true that W. T. Stead sa though Eusapia sometimes chea has also very often performe strict test conditions feats which be explained away. But anyth has to do with remains open to s All the same, the bulk of the pe haunt the Musee Spirite accept with childlike faith—a fact whic the ordinary man feel that spi are not always so careful as the to be.

Curious also are the drawi paintings said to have been under the spiritual guidance, w ter the tables and cover the wal sometimes represent human f figures in various strange poses odd accompaniments of flaming or other fantastic unhuman

A Word to th Weary and Sic Mother.

Paine's Cel Compoun Will Make You And Healthy

It Has Given a Ne to Thousands of A Women and Will The Same Go Work For You

The medicine that has g health and a fresh lease of li sands of women in Canada is kind you stand in need of, dea If you are weak, nervous, d have headache, sideache, back cannot sleep well, Paine's Ce pound will give you restful n appetite, freedom from aches and restore lost strength and The most successful family are now freely prescribing Pai Compound for sleepless, ner run-down women. Laura Crawford street, Toronto, say "Your Paine's Celery Comp most wonderfully improved m Before using it my appetite almost gone; I was weak and and suffered severely from pa head. Paine's Celery Compou ly does all that is claimed for recommended it to my friends all speak highly of the resul from it. I wish Paine's Ce pound the success it so richly