

CABINET REPRESENTATION.

The people are asked to vote for Col. Prior and Mr. Earle because Sir Wilfrid Laurier has been in power four years and has not given British Columbia cabinet representation. The Conservatives were in office for eighteen years continuously without doing justice to this province. It is true Col. Prior was called upon at the last moment by the unpopular leader of a moribund government to take a portfolio, principally for the reason that Conservatives of influence recognised that the administration was falling to pieces from sheer rottenness within and that it could not but be injurious to their reputation to have any connection with such a cabinet. Col. Prior may have gone to work in his department with the Herculean energy for which he is famous and he may have accomplished enough in the few weeks he was in office to atone for the neglect of eighteen years, but the majority of people will be somewhat sceptical on that point. The greater part of the time during which he was drawing a salary from the Crown was spent in extolling the political virtues of the gentleman who is now the leader of the opposition and in trying to convince the electors that Sir Charles Tupper was going to "sweep the country." He is doing the same thing to-day, although he knows perfectly well that the case of the "Great Sweeper" is even more hopeless than it was in 1896. The country is not so easily swept, nor are the electors likely to be very deeply moved by the sweeping denunciations of the leader of the opposition.

Our morning contemporary feels called upon to sneer at the influence which the representatives of British Columbia in the late Parliament exerted over the administration, and it no doubt thinks there is nothing more to be said when it winds up with the usual parrot-cry that the interests of the province have been neglected as a consequence by Sir Wilfrid Laurier. Yet in spite of the tremendous efforts and the strong pull which Col. Prior and Mr. Earle exerted at Ottawa, what did they ever succeed in having done for the advancement of the interests of the province? The distinguished member of the late Tupper administration makes no secret of the fact that he has opposed, and will continue to oppose if elected, any measures that may be calculated to add to our prosperity, provided the Liberal government is likely to add to its popularity if such measure be allowed to come into force. He not only says this, but both he and Mr. Earle have given evidence of the spirit which possesses them in more than one instance. They opposed the construction of an all-Canadian line to the Yukon for no other reason than that, and they stand by their action, although they must have known there has not been such a blow administered to the hopes of the merchants and business men of British Columbia since traders took up their abode here as was dealt when, on the motion of Senator Macdonald, the Stikine Railway bill was thrown out by the Senate. They put forward the old excuses that the line was to be narrow gauge, that it was an all-Canadian road, that the Yankees would still have had us in their power by reason of their control over navigable waters, and so on. All these arguments have been answered over and over again. If the Americans had not acted fairly and had tried to evade treaty obligations provision was made for extending the line to a British Columbia port. Then it would have been an all-Canadian line beyond doubt. It had never entered the head of anyone that it was necessary to build a standard gauge line up there, and that a narrow gauge road was quite capable of handling the business has since been proved by the success of the White Pass railway. Now we are told by the Colonist—and we suppose the candidates of the Conservative party will take the same ground—that the interests of the merchants of British Columbia have been neglected by the government and obstacles put in the way of the opening up of the country in order that the business men of the East might profit by the lucrative trade resulting from the discoveries of gold in the North. Could the government have given more convincing evidence of its desire to place that important business in the hands of the merchants of the coast than it did when it arranged for the construction of the Yukon road, and could Col. Prior and Mr. Earle and Senator Macdonald have exhibited a more complete disregard for the interests of their constituents than they did when they entered into a compact with the Conservatives to do all in their power to prevent the completion of that road because their action in so doing would prevent the administration from gaining prestige in British Columbia and would gain the Conservative party the credit of trying to divert the trade of the Klondike into the hands of Eastern merchants? These are facts which can be easily gathered from the printed records

of the Senate. Some of the Senators made no effort to conceal the purpose which they had in view in opposing the passage of the bill. They wanted an expedition sent out to make an effort to discover a feasible route into the Yukon country from the East in order that the great wealth of that region might be diverted from the natural channels and made tributary to the Eastern provinces. They cannot be blamed for that. They sit in Parliament to look after the interests of their constituents, and they discharge their duty faithfully. Col. Prior and Mr. Earle think their duty lies to the Conservative party first, the interests of the province being a minor consideration. That is the only conclusion that can be arrived at after an examination of their record in the late Parliament. In the face of these facts we are told that the Liberal government has neglected the interests of British Columbia and that the two members who lately sat for Victoria should be re-elected in order that we should thus show our resentment at the treatment which we have received. The government will be sustained—there is no doubt about that—are these two men to be sustained too in their efforts to thwart the will of the administration in any other measures it may have in view for the well-being of British Columbia because the success of such a course would add to the prestige of our rulers and put farther away than ever the day of the return of a Conservative government to power? Surely the electors of Victoria have decided to dispense with the services of representatives with such extraordinary ideas as to their duty towards their constituents.

MR. McPHILLIPS'S FAREWELL.

Mr. McPhillips is about to start upon a pilgrimage, as he would say himself, to far distant lands, and he could not tear himself away from his beloved people without issuing a pastoral warning them against the false doctrine which is being disseminated by the Grits and is gaining such discouraging headway. He also makes the rather surprising statement that he is a party man and a Conservative, that Sir John Macdonald made Canada a nation and built the C. P. R., that Sir Charles Tupper has not done very much yet, but that he is soon to be Mr. McPhillips's triumphant leader, that we are an integral part of the greatest Empire the world has ever seen, and that these great leaders of this newly-made nation have shown their gratitude for the kindness of the Mother which reared and protected us from infancy to manhood by establishing a policy that has "ever discriminated against the Mother Country." These things are all true. Sir John Macdonald did build the C. P. R., but he gave away twenty millions of dollars in cash and twenty million acres of land—all belonging to the people of Canada—to have it done, besides more than four hundred miles of completed railway that had been built by the Mackenzie government. It was the policy of the Liberals at that time to build a transcontinental line as a government road, and they would have built it and carried out their agreement with British Columbia if they had been in power long enough. It might have taken a few years more to complete the work, but there are level-headed men living to-day who are of the opinion that it would not have been such an evil day for this province and for the city of Victoria if such a course had been adhered to. But it is of no avail to discuss that matter now. The road has been built, it was a costly undertaking for Canada, it has made a few millionaires, but it is a credit to the country, as it ought to be when all things are considered. Mr. McPhillips wants to see the Conservative party returned to power because Sir Wilfrid Laurier maintained that the government of that day was to blame for the halfbreed rebellion in 1885, as it undoubtedly was because of the corruption and crookedness of its officials in charge of Indian affairs; because he thinks that the policy of discrimination against the Mother Country which he grows so eloquent about should be renewed; because the N. P., which refused to work during the eighteen years the Conservatives were coddling it, has now commenced operations, and is giving the miserable Grits all the credit for its beneficent and life-giving properties, and because the great Conservative party has over stood for progress and prosperity. We admit the last argument is a hard one to get over. See how the country has been standing still since Sir Wilfrid Laurier was called upon by Lord Aberdeen to take up the burden of government! It is true the increase of the trade of Canada during the last four years has been more than double the increase in the eighteen years of Conservative rule, but the Liberals are not entitled to any credit for that. The N. P. did it. It is still in force, although Sir Charles Tupper wept scalding tears one day in the House of Commons when Mr. Fielding announced that it was no more. It stands to reason that it is still alive, as Mr. Poeter says, when you come to think the thing over. The Liberals have not the instinct of government that the Conservatives have, and yet the Liberals are in power and the country is more prosperous than it ever was before in its history. What more convincing proof can Mr. McPhillips or any other Conservative be expected to advance that the N. P. is not only alive but that it has been awakened from an eighteen years' sleep by the jar of the defeat of its authors and the unexpected advent of rulers who are mere pretenders to statesmanship. Yet usurpers have been known to maintain their position

despite the efforts of rightful heirs to overcome them. What if the electors should refuse to listen to the eloquent pleadings of Mr. McPhillips, Q. C. though he be. It is a disquieting thought.

REAR ADMIRAL BEAUMONT.

The announcement that the commander-in-chief on this station has been promoted will be received with mixed feelings by all classes of people in British Columbia. There will be general rejoicing at his good fortune and great regret that it carries with it the necessity of their parting for a time at least with one who has been a model of courtesy in all his dealings with them. If it be permissible and a way can be found we hope the mayor and council will take advantage of the occasion to acquaint the Admiral with the feelings of the people of the city bear towards him.

CONDITIONS IN SOUTH AFRICA.

Although more than sixteen thousand of their numbers have been carried into captivity, and their leaders for the most part are either in exile, in captivity or have departed to a land where war is unknown, the Boers who still remain in the field are apparently not without hope that they may yet achieve their independence. They are making a hard bed for themselves, and assuredly they will have an uncomfortable time when they come to lie upon it. A correspondent of one of the leading London newspapers recently had a conversation with their principal leader now in the field and has laid bare the great depth of the ignorance of the chiefs of the Boers and the amazing credulity with which they receive all the stories that are told them of what their fate will be under the British flag. Dewet was lately brought into contact with the French-Canadian surgeon of one of the Canadian regiments, and when he was told that the young men of this country of French and British origin had of their own free will taken up arms on behalf of the Mother Country, that the French-Canadians of Lower Canada were free, happy and prosperous and proud of their connection with the British Empire, does it not furnish a fitting illustration of the narrowness of view and bigotry that are cultivated amongst such an exclusive people, with practically no education and no press to enlighten them, when this man asked how can these things be? He had been living for years alongside Dutch colonies which were practically on the same footing as regards political freedom as are the people of Canada at the present day, yet he refused to believe that such could be the case, and maintained that only by the triumph of Boer arms could Boer liberty be secured.

Perhaps the visit of Webster Davis had something to do with the persistency with which the Boers remain in the field. According to the correspondent of the Daily Mail he was paid upwards of a quarter of a million by Kruger on the understanding that he was to take the stump on behalf of Bryan, who was ready to interfere even to the extent of hostilities the moment he became president of the United States. It is said Davis represented that he held a portfolio in the McKinley cabinet and was a man of great renown in his own country. Macrum, the notorious representative of the United States in Pretoria at the time of the invasion by Kruger's forces, was also in the plot and the pay of Oom Paul. All these things are substantiated by the actions of both Macrum and Davis and furnish a remarkable illustration of the power of the Almighty Dollar in the United States. With a consular and diplomatic service in which such occurrences are possible who shall say what devilry may be caused in the world by men who apparently have no adequate idea of the responsibilities inseparable from their high and honorable positions.

LAURIER WAS SUCCESSFUL.

Nothing puts a more severe strain upon the temper of the average politician than to find that his opponents have quietly done something which he has been promising to do for years. This is the melancholy position in which Sir Charles Tupper and his friends find themselves placed by the action of the Canadian government with regard to preferential trade with the mother country. The Conservatives have long professed an ardent desire to do something to stimulate trade between Great Britain and Canada, but they have always waited for this country to begin, and have usually suggested that we should begin by putting a duty upon the corn we import from foreign countries, leaving that from our own colonies to come in free. This, as we all know, is an impossible condition, first, because the people of this country will not hear of a duty upon foodstuffs, and, secondly, because we should have to disturb the entire fabric of our commercial arrangements with the rest of the world. Mr. Laurier, the Liberal Prime Minister of Canada, has approached the question from the other side. He has asked what Canada can do to promote the end in view, and has come to the conclusion that it is quite within her powers to give a great impulse to the movement for closer union between the different portions of the empire. His scheme is at once simple and ingenious, while the fact that it bears a very close resemblance to the motion made by his colleague, Mr. Davies, in 1892, proves that it is no hasty invention to dish the irate Conservatives.—London Times, May 28th, 1897.

WHAT THE LIBERAL PARTY HAS DONE.

During the four short years the Liberal party has been in power at Ottawa it has accomplished a great deal for the advancement of Canada and the prosperity of the Dominion generally. The policy of the government has made Canada a nation within the British Empire; a nation great in the eyes of the world. The Liberal administration is settling the Northwest lands, developing our mines, clearing our forests, exploiting our fisheries, increasing our manufactures and helping our farmers, but above all uniting the diverse elements of our people. According to the highest independent British authority, "the prosperity of the Dominion, thanks to a government which, with Sir Wilfrid Laurier at its head, has reached as near the ideal of a self-governing British colony as is possible in this imperfect world." The majority of Canadians view with pride the accomplishment by the Liberal government, during the past four years, of the following:

- The settlement of the school question.
The reduction of the tariff.
The granting of a preference to Great Britain.
Sending of Canadian volunteers to South Africa.
The vigorous development of transportation facilities.
The establishment of penny postage.
The establishment of the postal note system.
The placing of the Intercolonial railway on a paying basis.
The abolition of land grants to railways.
The gaining of valuable concessions from existing railways and the control of freight rates and running powers over all new roads.
The opening up and establishment of liberty, law and order in the Yukon without cost to the Dominion.
The abolition of the monstrous Franchise Act.
The repealment of the Superannuation Act.
The attempted repeal of the infamous Gerrymander Act.
The abolition of the sweating system in government contracts.
The securing of the concession by the British parliament of allowing British trust funds to be invested in Canadian securities.
The securing of the abolition of the United States quarantine regulations, which increased our exports of cattle to the United States from \$8,870 in 1896 to \$1,173,000 in 1899.
The establishment of a perfect system of cold storage for the transportation of our products to Great Britain.
The reservation of Dominion lands for the settler and not for the speculator.
All these and many more wise sets have placed Canada to-day in the front rank of prosperity among nations.

MAINLAND CONNECTION.

The scheme for rapid and effective connection with the Mainland submitted to the City Council by Mr. Bodwell on behalf, it is said, of the Great Northern railway, has been well received, and if the offer shall prove on closer examination to carry all the advantages that are claimed by the promoters there is little doubt but it will receive the endorsement of the ratepayers. The Times is not disposed to go into hysterics or to try to work the people up unduly over this matter. The importance of direct connection with one of the great transcontinental roads and of better transportation facilities than we have at



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present with the fertile Fraser Valley are obvious, and if the price asked for the service be not too great there will be little opposition to the scheme. The cash bonus asked is not large, all things considered, compared with the price put upon proposals of a similar character which did not hold out much promise of being of nearly as great material benefit. The company asks for concessions of considerable value and which will be of greater value with the passing years. That the market building has never proved remunerative is true, but that state of affairs would not be likely to continue very long at the rate at which the city is growing. But against this we may fairly place the fact that if the interests of the city be properly protected in a short time we should be relieved of the payment of the sum we have to contribute annually by way of a guarantee of interest on the cost of the Victoria & Sidney railway. Under the new conditions the road should certainly soon reach a paying stage and the liability of the city on that account cease. Taking all these things into consideration, it will readily be understood that no great burden is likely to be cast upon the ratepayers and that we shall have the first of the important connections we all hope to soon see made with "the continent to which we belong" on very reasonable terms indeed. It may not be generally known that the Great Northern railway has very intimate running arrangements with the Grand Trunk railway of Canada, and is probably more interested in the future of the Dominion than any other of the great transportation corporations with the exception of the Canadian Pacific.

It may perhaps be well to point out that while there can be no doubt as to the beneficial effect of the appearance of the cars of the Great Northern railway company upon the Victoria market square, and while it is evident that we are on the eve of great developments on Vancouver Island generally, there is nothing yet in sight to warrant a real estate boom, or a boom of any kind. We hope to see a great awakening and renewed activity in all lines of business, but we have experienced and seen enough of the evils of booms of all kinds to pray that in future Victoria shall be delivered from all such calamities.

WHAT THE GOVERNMENT HAS DONE.

The assertion has been made on several occasions that the Conservatives of this city do not propose to concern themselves with the small things of political life in Canada, such as the preferential tariff, which are troubling the inferior people of the eastern part of the Dominion; they propose to arraign the government on the charge of neglecting the interests of British Columbia generally, of failing to make adequate provision for the public service, of taking too much money out of the province, of neglecting to return a sufficiently large part of the revenue, and other political sins too numerous to mention. The Times has contended that if any comparisons were made between what was done by the late government for the advancement of the interests of this province and what has been accomplished by the present administration during the few years it has been in power the balance would be found to be greatly in favor of the latter. To-day we publish a list of the aids to navigation that have been erected by the present Minister of Marine and Fisheries within the last four years. In proportion to the population there is no part of the world in which so large a number of people "go down to the sea in ships" as in British Columbia, and it will be at once admitted that it is well no measures should be neglected to protect the lives and the property of those who do business on the great deep. Very much of our wealth is drawn from the sea, and nothing that could be thought of has been left undone to conserve that rich heritage for our people and their successors. Three steamers will soon be in course of construction to assist in this important work, while a great dredge is now being built to keep the Fraser River in navigable condition. Could the public require more convincing evidence than these facts that the government has at all times had the interests of this province in view? Just to ease the mind of our esteemed morning contemporary and its political friends we shall tell them that the present government has done more during the past four years for the protection of the shipping and the fishery industries of this province than was accomplished by the Conservative government during the many years it was in power.

As there appears to be nothing under the sun in these pre-election days for

which the Dominion government is not held responsible it may be well to explain to those who are disposed to blame it because of the delay in the commencement of the work of laying the Pacific cable; that there are a few other countries interested in the matter, that some of them are enthusiastic over the project and others the reverse, and that while the completion of the scheme has been temporarily delayed it is expected that all difficulties will shortly be removed and the undertaking that is to place the principal portions of the Empire in close connection with each other will soon be under way. It will be remembered that tenders were invited, and that owing to some irregularities they had to be sent back to the tenderers for revision. They are again in the hands of the committee which was appointed to deal with them, and it is expected that within a short time the announcement will be made to the Imperial, the Canadian, and the authorities of the new Australian Commonwealth that all arrangements have been made for the construction, the laying and the operation of the Pacific cable. In a year or two Victoria will not only have direct connection with the transcontinental railways, but her people will be joined with an invisible but effective bond to their brother Britons on the great southern continent. Verily the growing time seems to be upon us.

It is said that the testing time has arrived for Germany. She is the one great rival of Great Britain in the industrial world. The exports and imports of Great Britain are steadily increasing despite the croakings of protectionists in Canada and elsewhere who would look with complacency on her commercial downfall if thereby their economic theories could be proved to be sound. The United States Consul-General in the Fatherland points out that the tide has turned, that that inevitable condition of a protectionist country known as over-production has arrived, and that a crisis in industrial and commercial affairs is at hand. Already factories and foundries are shutting down and their operatives are leaving the country. The German government taxes food and the wages of workmen are much lower than they are in Britain, which makes the progress of the industrial race between the two great nations a most interesting one for disinterested observers.

DISMISSALS.

To the Editor: "Observer's" article re dismissals and Conservatives being appointed is not far from the mark. In North Yale the Nicola agency has been given to a Conservative. Mr. Laurier, who has filled the position for the last fifteen months, has been told to get, and Rev. George Murray has stepped down from his pulpit to take charge. The point in these dismissals which the electors cannot swallow, is that the official is very popular, and on all sides one hears of him being very accommodating, and at the same time very firm. The representative of North Yale says he knows nothing about it. Well, then, why don't he kick or get out. If the government thinks so little of him that they do not consult him in these dismissals, he had better step out and make room for someone with a backbone. It is said that neither Mr. Fulton nor the government has consulted anyone, friend or opponent, in the matter.

MANY THANKS.

"I wish to express my thanks to the manufacturers of Chamberlain's Colic, Cholera and Diarrhoea Remedy, for having put on the market such a wonderful medicine," says W. W. Massingill, of Beaumont, Texas. There are many thousands of mothers whose children have been saved from attacks of dysentery and cholera infantum who would also feel thankful. It is for sale by Henderson Bros, wholesale agents, Victoria and Vancouver.

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