The Colonist

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A. G. SARGISON, Managing Director.

THE DAILY COLONIST

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NOT A QUESTION OF RAILWAY DEVELOPMENT.

In order, at the coming elections, to save the skins of the Liberal representatives of this Province at Ottawa, it is evidently considered necessary to misrepresent argument in the discussion of the Grand Trunk Pacific question. We are told that the Colonist predicts nothing but evil as the result of construction. On the contrary, the Colonist has been an advocate of increased transportation facilities across the continent. What the Colonist has directed attention to are the immense disadvantages under which the Province is placed by the conditions imposed in the contract for the construction of the road, as compared with the rest of Canada. While assuming an undue proportion of the liabilities which accrues to Canada in that connection, it receives none of the vast incidental benefits to be derived from construction, and at the same time must also assume the local administration of the new country opened up en route. We are told that the revenue of the country will increase so rapidly as a consequence that the Government will be able to further reduce the burden of taxation. That is likely to be quite correct, barr the reduction in taxes so far as the Dominion Government is concerned; but unfortunately the benefits accruing from the development go largely to the Dominion coffers. It is true, Provincial revenue receives large additions in the way of mining licenses, revenue tax, land tax, etc., but the whole past experience of British Columbia has gone to show that the expenses of administration created by the new conditions are always still larger in proportion. Since Confederation there has only been one year in thirty-three in which revenue has been equal to expenditure. Even if it be granted for argument's sake that some of the governments have been extravagant, all governments have not invariably been so. Some of our governments have been extremely economical. One would naturally suppose that the building of the C. P. R. would have created such conditions in the Province that the former era of deficits would have passed away. There was a very material increase of Provincial revenue, but the wants of the people increased in still greater proportion, as shown by the Public Accounts. In 1883 the receipts were $426,000 and the expenditure $595,000. In 1889-90 the receipts were $946,000 and the expenditure $912,000. By the very responsibilities imposed on the Province under the Terms of Union, on account of the peculiarly expensive character of the country to govern, a similar experience will result from the building of the Grand Trunk Pacific. That is a phase of our political situation that the people as a whole have not yet fully realized. Political opinion, to some extent, has been dominated by men who expect to make, and have the opportunity of making, money through promotion and speculation on account of railway construction, and they have, we have no doubt, been honest in the belief that the whole people would make money, and that the Provincial exchequer would be largely reimbursed, as well. The one great fact that has been overlooked in all calculations based on railway development, is the expenditure which development involves being greater in proportion than the new sources of revenue also created.

This is an argument not against railway building and a general policy of development; but in favor of the absolute necessity of a largely increased subsidy from the Dominion to meet the requirements of internal administration of the affairs of a Province with many physical obstacles to overcome. As a result of the existing financial relations between the Province and the Dominion, too large an excess of the revenue goes to the Federal Treasury in proportion to what is returned in the way of subsidy. In other words, there is an inequitable division of the taxes which the people of the Province pay to the Dominion. There is not an adequate residue left for Provincial purposes. What is true of British Columbia is true of all the Provinces, with this qualification that, owing to the physical character of the country, British Columbia's case is an exceptionally strong one, demanding exceptional consideration. Representations have been made to Sir Wilfrid Laurier in favor of a general readjustment, in which the governments of all the Provinces, five out of seven of which are Liberal, heartily joined.

WHAT IS A LIABILITY?

We are asked to state what taxes will be necessary to raise in order to meet obligations incurred on account of the construction of the G. T. P. That is a difficulty proposition. Time alone will tell. This much we do know, that the Dominion of Canada is assuming a liability variously estimated at from $135,000,000 to $171,000,000 on account of the new railway. Canada is actually building one portion of the railway, for which it will be necessary to issue debentures extending over forty or fifty years at three per cent. For the other portion—that west of Winnipeg to the Pacific—it is loaning its credit to the railway company in order to enable it to build. There are the interest and sinking fund to pay annually until the debentures are finally retired.

There is an arrangement whereby the Grand Trunk Railway Company is expected to assume and pay the interest charges, and on the face of it looks as though the people are getting a new transcontinental railway as a "free gift." This is very pleasant reading for an individual who is inclined to thank providence that he is free of a troublesome debt after having given a promissory note for its payment.

We do not for a moment say that the Grand Trunk Pacific will not be able to discharge the liability as it matures; we sincerely hope that it will. If at any time in the future it should get hard up, because "hard times" come as surely as good times, and there is a Government in power at Ottawa as "easy" as the present one, we are afraid the temptation to unload on the public will be too great to be resisted by a "soulless" corporation. But that is not the real question at issue.

When a business man of substance endorses the note of another man for a large sum, or for any sum, he regards that endorsement as part of his liabilities, no matter what the moral certainty, of the other man paying may be. There always exists the possibility of his having to make good the amount so guaranteed. In other words, it is his own debt, and is so regarded by his banker, who naturally insists upon knowing all about such matters when considering the amount of credit to be extended.

The Dominion, in its arrangements with the Grand Trunk Pacific Railway Company, is exactly in the position of having endorsed a promissory note. The bonds issued for the payment of construction, or the bonds guaranteed for the same purpose, become part of the national debt and restrict the additional borrowing powers to that extent. If all goes well the people will be relieved of the liability; if not, they will have to pay it. The people of British Columbia, collectively and individually, are liable for their proportion of the debt, and, for the matter of that, for the whole of it. Our position is simply this, that in case the people are called upon eventually to pay, either a portion or the whole of the liability, British Columbia, taking its contributions to the Federal Treasury in the past as a basis, which has been a permanent one for thirty-three years, in forty or fifty years time will pay, proportionately, three times to the cost of the Grand Trunk Pacific Railway what the rest of the people of Canada will do.

In the face of that monstrous disparity, in face of what we are already contributing, and have contributed, in excess of the people of other Provinces per man, and in face of the fact that the building of the Grand Trunk Pacific itself through our Province will enormously increase the responsibilities created by the requirements of population throughout the whole northern part of British Columbia, our rights to share in the incidental benefits of construction have been denied to us, and the men whom we have sent to Ottawa with delegated authority to protect our interests have sat calmly by and permitted the outrage to be perpetrated. They either did not understand the situation and the obligations to which the Province was being committed, or, with full knowledge of what was involved, allowed our rights to be bartered away for not so much even as the proverbial mess of pottage. They had not the moral courage to rise in their place and demand, even so feebly, what was our due, nor had they the moral courage to resign as a protest.

THE SUNDAY SUPPLEMENT.

Nearly all the daily papers on the continent publish a supplement either on Saturday or on Sunday morning intended for Sunday reading. This is the rule in British Columbia as elsewhere. Sunday is a day upon which readers have more leisure and appreciate a change in the usual bill of fare, consisting largely of news matter. We are not going to discuss the question of Sunday newspapers, or the distinction which, on moral or religious grounds, exists between a paper published on Saturday with a large literary supplement for Sunday use, and a paper with a similar feature which is distributed on Sunday morning. Most persons, whatever their views on the sanctity of the Sabbath may be, have discarded prejudices based on a distinction so technical. Few persons are now so sensitive on the point as to deny that they read newspapers on Sunday, and while we have a deep respect for the honest scruples they possess, we do not believe their views should weigh against the great majority of readers who honestly entertain opposite opinions. Hence Sundays newspapers, as we have them in British Columbia, and Sunday supplements. At the same time we believe that the reading matter supplied on that day should be of such a character as to afford interest and instruction.

The Sunday newspapers of the United States, or at least a great many of their newspapers, because there is a number of honorable exceptions, publish a kind of literary pabulum that is not fit as reading on any day of the week. With a good deal, perhaps, that is good is mixed up a great deal that is trashy, sensational and decidedly "yellow." In the cities in particular the effects are reflected in the character of a considerable element of the population. Wherever yellow journalism is prevalent you find its columns redolent with an atmosphere of crime and vice. The paper and the people who read it react on each other. The craze for vulgar and spectacular illustrations of the most execrable conception and design cannot but indicate the character of the mind that assimilates such stuff.

As will have been observed, the Colonist has enlarged its supplement to eight pages, and new features have been added. This is in response to increased advertising and an enlarged subscription list. Care is exercised in the selection of matter to reproduce the brightest and best which our exchange lists afford. The Colonist is desirous also of extending the feature of original contributions to its columns, and we are led to understand that what has appeared of late has met with gratifying appreciation. The object in view is to appeal to as many classes of readers as possible. Good wholesome humor, we believe, is enjoyed by all and is beneficial to most readers, and to encourage hearty laughter we shall devote reasonable space to cullings from the humorists of the day. Pope says:

"The proper study of mankind is man,"
which may be regarded as emulating a higher example expressed in Milton's lines:

"All these his wondrous works, but chiefly man
His chief delight and favor."

Biography of all reading is, perhaps, the most attractive, for the very reason that it deals with the lives, the hopes, the weaknesses, the doings, the pleasures and sorrows of men. We hope to make our "Men of Mark" as attractive as biography usually is, and to deal each week with a great many men in the public eye, or who have in the past left an impress on history. There is also in the flotsam and jetsam of current newspapers and magazines items of miscellaneous concern, which have been grouped under "World Wide Float." Special articles, more or less engrossing, from the pens of popular writers will always find a place.

In a variety of ways we hope to make the Sunday Supplement attractive without adopting standards set by the new race of yellow journalists. We recognize, if for no other reason, that the intelligent constituency of readers possessed by newspapers in British Columbia do not favor the reprehensible tendency to sensationalism; and, as a rule, considering the many difficulties experienced in this Province in producing newsy and large papers, there is little cause of complaint. Journalism has been steadily on the up grade, and while in all the papers there is doubtless room for improvement, with the increase of population and the cheapening of facilities for obtaining news as well as the financial ability of managers to enlarge staffs and plants, it will become still more creditable as a profession.

WHAT IT MEANS TO BRITISH COLUMBIA.

The Colonist has, from time to time, dealt with the merits of the contention that the construction of the Pacific Division of the Grand Trunk Pacific Railroad should commence at the Coast terminus, at whatever point decided upon, and continue eastward to the Rocky Mountains to the point where the Prairie division is to end, and that its commencement should be simultaneous with the commencement of construction on the other sections. Early last fall, after the details of the proposed contract were published and while the House of Commons was still in session, in plenty of time for action, the Provincial Government made strong representations to the Government at Ottawa on the subject, and to the various members of Parliament from British Columbia, urging their support of this contention. We were assured solemnly that the interests of the Province in this respect would be carefully guarded by the Liberal members, and in particular by Mr. George Riley, the success of whose efforts in regard to the Mint and the Fraser River dredge was considered as a guarantee that such assurances would be sacredly respected to the very letter. The bill passed its second reading, minus the promised provision, and we were left as we were, at the tender mercies of the railway company. It was subsequently discovered that amendments to the Act of last session would be necessary, and an early and practically a special session of the House was called for that purpose.

When a railway company comes to parliament with a request for further concessions and modifications, it is usually regarded as a favorable time for the government to insert provisions, in the public interest, that may have been overlooked. It was at least a favorable time for our representatives half they realized the gravity of the provincial interests involved, or the responsibilities imposed on them thereby, to have pressed for a consideration that had been freely accorded to other sections of the Dominion. It was the one opportunity for them to have demonstrated that their allegiance to the Province that they were sent to Parliament to represent was superior to their allegiance to party or the demands of a railway corporation. They were not unaware of the state of public opinion in the Province on the subject. The Provincial Government had again strongly renewed its representations of the previous year to Sir Wilfrid Laurier, Board of Trade in the Province had moved; and the leading papers of the Province gave no uncertain sound on the subject. The bill was allowed to pass the House of Commons without provincial protests being regarded. It is understood that Mr. Morrison at one time intended to make a stand, but did not. We know not why, but can surmise. In the Senate, Hon. Mr. Macdonald's amendment, though in a measure supported by Senator Templeman in his speech, was voted against by both Senators Templeman and Bostock. We need not repeat what was stated in yesterday's issue in regard to the peculiar attitude of Senator Templeman, or comment upon the conclusions that are to be drawn therefrom. The latter are as obvious as is the unfortunate position in which the Province is now placed.

There is a consideration affecting the interests of the Province which has not yet been referred to, and which is of paramount importance in this connection. We cannot believe that the Liberal representatives at Ottawa could have realized what the financial results to the Province entail, or, otherwise, considerations of self interest alone—their political future—would have stiffened their backs for a fight on the question, in which partisan allegiance would have taken second place. In the representations made to Ottawa by the various delegations from the Provincial Government on the subject of better terms it was clearly proven by elaborate figures from the Auditor-General's reports and the Public Accounts for over thirty years that the per capita contributions from British Columbia to the Dominion Treasury has been 3 to 1 as compared with the rest of Canada. Despite the changes in conditions and the variations of tariff and other things since that time that ratio has remained a permanent factor. It is the same today, and we have no reason to assume that it will alter in the future at least for many years to come. In other words the potentialities of our population are three times the average of the people of the whole Dominion per unit.

Mr. Blair, when he made his statement in the House of Commons, upon the occasion of his resignation from the Government, estimated that the total of liabilities assumed by the people of Canada in connection with the contract for the construction of the Grand Trunk Pacific, would be $135,000,000. Mr. Borden, the leader of the Opposition, has gone carefully into the financial details, which are not necessary here to reproduce, and estimates the total at $171,000,000. His figures have not been successfully controverted. However, to accept a middle course between Mr. Blair and Mr. Borden and place the sum at $150,000,000, assuming that three per cent. bonds are sold at par, let us consider the proportion of that liability which falls to British Columbia, spread over, say, a period of forty years. We shall suppose that the average population in decades in British Columbia will be as follows:

First ten years	250,000
Second ten years	500,000
Third ten years	750,000
Fourth ten years	1,500,000

or an average of 750,000 for the whole period.

Suppose the average population of the rest of Canada for the same period to be 9,250,000, distributed as follows:

First ten years	6,500,000
Second ten years	8,250,000
Third ten years	10,000,000
Fourth ten years	12,000,000

Our proportion of the liability assumed is, therefore, $33,750,000 as against $116,250,000 for the whole of Canada on account of the Grand Trunk Pacific.

If we take another basis, supposing a much larger increase of population both for Canada and British Columbia to be possible, in which for Canada the average population, assuming a decennial increase of 25 per cent., is 12,500,000, and that of British Columbia, in view of its naturally much more contribution of $30,000,000 by this Province in forty years as against $114,000,000 by the rest of Canada.

Let us consider this in connection with the fact that the cost of construction through British Columbia will be about $37,500,000, every dollar of which, practically, in labor and supplies and business will be supplied from east of the Rockies. In other words, while contributing so heavily to the Federal Treasury and so out of proportion to the rest of the Dominion, we reap not a dollar incidental to the construction of the road through our own Province. Moreover, the railway will go through a portion of the country not tributary to the present settled portions. It will open up that country, it is true, but it will add immensely to the responsibilities of the Province in supplying the varied requirements that develop with population. Without very substantial increase of subsidies from the Dominion the Province will be unable to properly meet the increased obligations of local self-government imposed under the terms of Union.

PREMIER PARENT.

The above title refers to Hon. S. N. Parent, Premier of the Province of Quebec, who since Mr. Mercier's regime is the man who has exercised the most powerful influence in Quebec provincial politics. Unlike what the Hon. Mr. Mercier was, he is not of inflammable nature, and his success as Premier and as Mayor of the city of Quebec has not depended upon qualities of personal magnetism, upon skilful appeals to race prejudice, upon stirring eloquence, or upon an extravagant expenditure of money in the interests of personal friends. Mr. Parent is not a speaker, but a man of strictly business qualifications, who has reorganized the finances of Quebec Province and practically rejuvenated Quebec city. He is generally admitted to be the strongest man in his Province on the Liberal side. His methods, however, are not in favor at Ottawa, because the administration would prefer a more pliable man at the head of affairs. As they did in the case of Premier Haultain of the Northwest, who was offered a Supreme Court judgeship, they put temptation in this way. They made him an offer of a place on the Railway Commission. Mr. Parent, like Mr. Haultain, would not be tempted.

The Premier of Quebec was the prime mover in the agitation for a general readjustment of the financial relations of the Provinces and the Dominion, and in view of the position previously taken by the Province of British Columbia this was very awkward for the Federal administration, more particularly as, with the exception of British Columbia and Manitoba, all the other Provincial governments are Liberal. Sir Wilfrid Laurier does not appreciate friends who make embarrassing demands on him, even though the demands may be absolutely just. What he wants are not shining lights in the Provinces as Premiers, but automata, who will register his will, and act as convenient wheels to his coach. Mr. Parent is a Liberal, but he is not an automaton and will not accept doubtful honor of being a stool pigeon for his greater contemporary at Ottawa. His present position is outlined in a despatch from Montreal, which says that there is no doubt that his ambition is to remain at the head of the Provincial Government till after the next general elections, and also until after the completion of the Quebec bridge and the expected increase of the Dominion subsidies to the Provinces. And he is the more determined to wear out his own shoes as prime minister of the Province because of his intimate knowledge of the constant efforts being made by some of his colleagues to step into them.

It would be a decided loss to Quebec if Mr. Parent should resign. He is a man of decision, business ability and rare enterprise in public matters. Of course, we would prefer seeing a Liberal-Conservative government in power, but so long as a Liberal government is in power, Mr. Parent should be at the head of it.

The way the Minister of Railways manages to run the Intercolonial Railway at a large annual loss would lead one to suppose that the object was to discredit the policy of Government ownership of railways.

There is a feeling, more or less general, in the city that the City Council should reconsider its decision with reference to voting a sum to assist the Fifth Regiment to go to the St. Louis Exposition to fill an engagement there. It is proposed by the band to carry out in connection with its trip an extensive advertising programme, in which the advantages of Victoria as a tourist resort will be liberally set forth. As stated in a previous editorial, without proposed, we could not recommend the suggestion being adopted. The members of the City Council, of course, must be the best judge whether the city can afford to give the assistance asked. We do think, however, in justice to the band, that the proposal should have the best possible consideration. Band matters generally might, we think, with advantage have their attention. Not a few of our citizens think there should be more encouragement given.

LETTER FROM REV. FATHER MORICE

Sir—Some time last week you published a very laudatory review of my latest book, "The History of the Northern Interior of British Columbia." Though the general tone of the article was very favorable to the work and certainly too indulgent as far as the author of it was concerned, your reviewer thought it necessary to insinuate in very courteous terms that my long association with the Indians of whom I had to speak has to a certain extent biassed my judgment against the whites, that is, the members of the Hudson's Bay Company. As my kind critic aptly says, "we all have our limitations," and I should certainly not object to a criticism which would not imperil the interests of true history or the requirements of impartiality, which should be the historian's premier quality. In the present case, my silence might be construed as an admission of the charge, and thereby practically do away, in the eyes of many, with some of the results of my researches. Hence the following lines, which I trust you will allow me to present for the appreciation of your numerous readers.

My first and, I think, all-sufficient remark will be this: Let him who wants to be satisfied as to the extent of my impartiality simply read the book and ponder over the facts I give therein, facts which I have gathered from original MSS., to which I conscientiously refer in numberless foot notes, and then let him form his own conclusions. The only instance which I can recall of having "listened to (the Indians') accounts of the pioneer whitemen" has reference to an episode the true character of which was skilfully concealed in the company's journal. That the native account of it stood on safe grounds is proved by the following passage of a letter just received from the incriminated party himself: "I see where you hit me," he writes, "but it is O. K., being the truth." The same gentleman further remarks: "I have sold at X. as high as 100 gallons of rum for cranberries in one day, so you see I was in a manner hardened." I knew almost as much of other H. B. Co. officers; yet I never insisted on that point. Not that I desired to conceal the truth—no historian should be afraid of anything except of being inaccurate or partial—but I considered that I had said enough to help the reader form a true estimate of the people and their times. In the two other instances in connection wherewith the Indians have assisted me, the Douglas and the Belanger episodes, the accuracy of my account is vouched for by two old H. B. Co. employees themselves, who were eyewitnesses of the one and active participant in the other. Besides, the passages from official letters which I quote fully, bear them out in their contentions.

Were I not afraid of abusing your patience, I would point to the several instances when I give the H. B. Co. its due meed of praise. Indeed, in two particular cases, pp. 103 and 135, I even defend it against its own officers. This I have done, not to please the numerous friends I count in its ranks, but because of the requirements of stern impartiality as I understand it. Would to God that I had thereby earned the following appreciation of my work by a gentleman who knows something of the conditions formerly existing in the north: "Father Morice appears in this work to have formed his conclusions justly and fairly, and, though we think some incidents must have caused him strong indignation and been a fair mark for harsh terms, the historian has prevailed over the man."—(Ashcroft Journal, 25th June, 1904).

Thanking you for the use of your valuable space,

A. G. MORICE, O.M.O.

Vancouver, July 10, 1904.

THE BRITISH COLONIST

A. DE COSMOS, Editor.

Friday Morning, July 15, 1859.

Since the arrival of the Douglas from British Columbia trade has been unusually brisk. Large orders have been filled by our merchants for all parts of the mining country. The Douglas and Otter carry up a very large freight. From the advices from the mines a permanent revival of trade is anticipated. We are persuaded that both British Columbia and Vancouver Island have seen their worst days. The future to us appears bright; and as soon as the natural and governmental obstacles are removed, trade will become healthy, and be placed on a more substantial basis than ever. For our part we have never seen occasion to doubt the ultimate prosperity of the country, and are confident that those who have steadily adhered to the country through good and evil reports, will, in the end, be amply rewarded.

The H. B. Co.'s steamer Labouchere, Capt. Swanson, arrived yesterday from Fort Simpson and the Russian Possessions, with furs. She reports that Messrs. Golledge and Harrison, who left here on her in May, are at Bella Coola; that they found a small quantity of gold. They had penetrated to the interior within four days' journey of Fort Alexander, but had to return owing to the Indian guides refusing to go further. The Indians had used them well. Capt. Torrens' company was seen passing through Johnson's Straits, going north, having chartered the Nanaimo Packet on arriving at Nanaimo. No fight had occurred between the Tongas Indians who were accompanying the expedition and a party of Hyder braves, as reported.

Major Downie is organizing an expedition to visit Queen Charlotte's Island. It is said H. M. S. Pylades will be sent up to afford security.

July 18, 1859.

A party of thirty leave today for the Cowichan and Chemainus country to explore these districts for their friends here. The "Nanaimo Packet" has been chartered for the purpose, and will be absent four or five days. The unsurveyed lands in Chemainus are the principal object; not feeling willing to wait till selection has been made by holders of Cowichan scrip.

The government is building a church at Queensborough. We hope Miss Coutts finds the funds. If the Colonial Treasury has to bleed for it, we trust the Reform League will check the operation.

The Imperial government has thrown open to public competition the mail service between England and this country. Should the Canadian government and the Northwest Transportation Company any assistance, we may possibly have an overland mail.

The Otter arrived yesterday with one passenger, and a detachment of twenty-three marines. They charge the government with a breach of faith, as they had volunteered for five years' colonial service, on colonial pay, and a grant of land at the end of the term. One prisoner, a soldier belonging to the medical department, was brought down. No late news from up country.

Two meetings have been held at Kaindler's Hall to organize an expedition to Queen Charlotte's Island. Somewhere near ninety have agreed to go. Mr. G. L. Wight has agreed to secure the passage of a hundred for $500, with the privilege of keeping the vessel for a month. They propose taking three months' provisions. We hope every encouragement will be given to the expeditionists; for whether successful or not in being repaid in gold, the addition to our stock of knowledge respecting the country will fully repay the expense of the undertaking. If reliance can be placed on men of veracity, gold has been found there in large quantities. Each party is expected to deposit his $5 today with McDonald & Co., bankers.

The Franchise Bill, just passed by the legislature divides the Island and dependencies into districts as follows:

District of Victoria, district of Esquimalt and Metchosin, district of Nanaimo, District of Sooke.

And also that the number of representatives shall be as follows, to wit:

District of Victoria, 3 members.

District of Esquimalt and Metchosin, 2 members.

District of Nanaimo, 1 member.

The following persons are appointed returning officers:

Andrew Muir, Victoria district.

Herbert W. O. Margary, Esquimalt and Metchosin district.

Charles E. Stuart, Nanaimo district.

John Muir, Jr., Sooke district.

PURCHASING PRICES.

FOR PRODUCE

Corrected Daily by Messrs. Sylvester & Co.

The following prices are being offered to the producer by the local dealers for delivery in round lots on the dock or in the car at Victoria:

Messrs. Sylvester & Co., feed merchants, yesterday reported quotations as stationary, as hereunder:

Hay (old), per ton	$12.00
Hay (green), per ton	$12.00
Straw, per ton	$10.00
Oats, per ton	$28.00
Barley, per ton	$27.00
Potatoes (new) per 100 lbs.	$3.00
Wheat, per ton	$30.00
Onions, per 100 lbs.	$3.50

PRESERVE YOUR EGGS With WATER GLASS
We will give you full directions.
CYRUS H. BOWES Chemist & Druggist 98 Govt. St. Near Yates St. Victoria B. C.

COMPETITION

Is active but we more than meet it, and Competitors watch our ads. with absorbing interest. DOWN GOES PRICES, but UP GO VALUES. Did you ever see such an opportunity? Everyone of these items is a STERLING VALUE, and the JINGLING OF MONEY SAVED IS IN YOUR OWN POCKET, TAKING IT HOME WITH YOU, MADE BY DEALING AT CARNE'S CASH GROCERY.

FANCY!! FLOUR, ANY BRAND for 75c A SACK. How do we do it? Study the list below and you will see.

LIST NO. 1.

1 Sack Flour any brand	75
1 lb. Tea, any brand	50
1 Pkt Parlor Matches	25
1 Jar McLaren's Cheese	35
1 lb. JACOBS' IRISH Biscuits	30
1 Tin Ramsay's Cream Sodas	25
4 lbs. Sago, Tapioca or Rice	25
1 lb Our Best Coffee	40
5 lbs B. C. Granulated Sugar	25
1 Sack B. & K. Rolled Oats	35
2 pkts Malta Vita, Force or Orange Meat	30
1 Bot. Pure Malt Vinegar	20
1 Bot. Rowatt's Pickles	25
1 pkt Postum Cereal or Fig Prune	25
5 lbs Small W. or Bayou Beans	25
1 pkt Salt, Bird Seed or Stove Polish	10

$5.00

LIST NO. 2.

1 Sack Flour any brand	75
10 lbs B. C. Granulated Sugar	50
2 lbs Tea, choice of any brand	1.00
1 Tin Ramsay's Cream Sodas	25
1 Tin Price's Royal or Schilling's Baking Powder	40
8 lbs Sago, Tapioca or Rice	50
22½ lbs sack B. & K. Rolled Oats	1.00
1 Bot. Royal or Snyder's Salad Dressing	35
3 Tins Sardines or 2 tins Clams	25
2 lbs of JACOBS' IRISH Biscuits	60
1 Tin Baratoria Shrimps (delicious)	15
2 lbs Our Best Coffee	75
1 Large Jar McLaren's Cheese	65
1 pkt Parlor Matches	25
1 Bot Genuine Maple Syrup	35
1 Bot Pure Malt Vinegar	20
5 lbs Seeded Raisins	50
5 lbs Cleaned Currants	50
1 Tin Lunch Tongue	35
1 Tin Bloater Paste	65
3 pkts Fairy Toilet Soap	25
1 Bot. Rowatt's Pickles	25
1 pkt Players' Mixture Smoking Tobacco, or	
1 Large Tin Cream	15

$10.00

A MONTH'S SUPPLY FOR LITTLE MONEY

OUR MAIL ORDER DEPARTMENT is growing larger every day, because we pay great attention to the smallest orders, thereby ensuring entire satisfaction. CASH TO ACCOMPANY ALL MAIL ORDERS.

Write for our ILLUSTRATED CO-OPERATIVE CATALOGUE of prices. We will have them from the printers in about two weeks. We are in a position to purchase anything, and everything, so do not hesitate to send in your orders from a needle to an anchor.

We carry a complete line of the choicest Wines from all parts of the globe, write for wine list.

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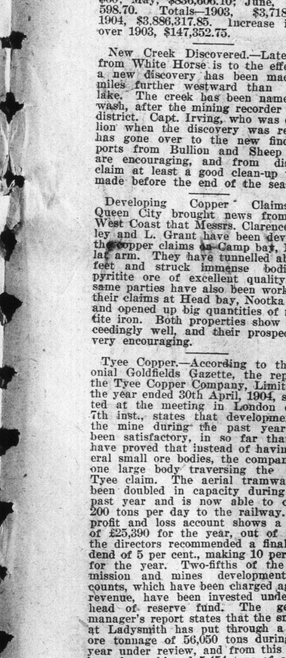
P. O. Box 329 VICTORIA, B. C. Phone 586

Sunshine Furnace



Regulated Like a Watch.

The fire in the Sunshine Furnace can be regulated as accurately as a watch.

At night shake down the ashes, replenish the coal, allow time for the gas to burn off, close your drafts—that's all.

Then, in the morning slip into the hall, open the drafts, and in a few minutes you'll have a rapid, house-warming fire—no exasperating, freezing waits; no firing up, nor risk of the fire burning out during the night.

The Sunshine Furnace is a scientific heater and fuel-saver from top to bottom.

Sold by all enterprising dealers. Write for booklet.

McClary's
LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, N.B.

MOWERS AND RAKES

We carry in stock a full line of the celebrated—
Massey-Harris No. 7 Mowers, to cut 4½, 5, 5½ feet.
Massey-Harris No. 10 Mowers, to cut 6 feet.
Massey-Harris Sharps Rakes; Steel and Wood Wheels; 24 Teeth.
Massey-Harris Tiger Rakes; Steel and Wood Wheels; 24 Teeth.
Massey-Harris All-Steel Rakes; 26, 30 and 34 Teeth.
Massey-Harris Hay Tedders; 6 Forks.
Send for Catalogues and Prices to—

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VICTORIA, VANCOUVER, KAMLOOPS

Crofton House
VANCOUVER, B.C.
A Boarding and Day School For Girls
The Michaelmas Term will begin on Tuesday, September 6.
For Prospectus apply to the Principal,
MISS GORDON.
(Newnham College, Cambridge.)

FARMER'S EXCHANGE
Advertisements Under This Head One Cent Per Word Each Issue
No advertisement taken for less than 25c.

POULTRY AND LIVESTOCK.

FOR SALE—Six young cows, just calved. G. Vantreight, Gordon Head. jy12

FOR SALE—Grade Jersey heifer, just fresh. Thos. Plimley, Metropolitan Block, opposite Post Office. jy13

ANGEL HOTEL Temperance Hotel. Family trade a specialty. Comfort of guests assured. From $1.00 per day up. Mrs. Carne, Prop., Langley St

NOTICE.

West 60 chains, thence South to shore line, thence following shore line to point of commencement.

CHARLES A. VERNON.

B.C. STEAM DYE WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' Garments and Household Furnishings cleaned, dyed or pressed equal to new.

LOC

(From Friday's Daily.)

Loyal Dawson Japs.—A war $1,800 has been collected in and on the neighboring creeks Japanese in Dawson and forw the minister of war to go into eral fund. One of the Dawson ese also expects to go to fight.

Railway Rumblings.—The Northern's new Kootenay tarif into effect on July 9th. It ma son and Rossland distributing The big transcontinental railwa considering a tariff governing from the Old Country.

Railway Commission.—It is an that the railway commission ed by the Dominion governme start upon its tour of investig the West about the middle week. It will visit all the in points in Manitoba and the Te and in British Columbia it is present intention to have meeti Vancouver, Victoria, Revelstoke Nelson, due notice of which w given several days in advance that all parties having busine the commission may have ampl tunity to be present.

Hayes' Mine to Open.—It is ed that the Hayes' mine, sound, is to start up again. A capital has been interested, a said a company has been forme is prepared to expend $60,000 property. The mine has remai touched for the past year or so. closed down just at the time had reached the shipping stage development. Should it be re business at Alberni will again and the trade of the coast will improve. This is what is desir with a half a dozen mines runn the coast a wonderful impetus be given the commerce of this

The Loss Assessed.—The adju of the losses sustained through cent fire at the Driard hotel completed and out on Monday the repairing the damaged portions building will be commenced. M Harrison expects to have this completed in a comparatively shor and if anything the hotel will better shape after the work is than it ever was before. The ary dining-room, a very handsome ment, is now in running order. Walter Borns has rejoined the st the office.

Yukon Gold Output.—This yes to June 30th, the Yukon has pro more gold than for the same last year. Official figures for the year are as follows: 1903—January, $55,995.00; February, $82,9 March, $41,050.65; April, $40,6 May, $173,781.00; June, $3,3 1904—January, $85,835.55; Febr $107,417.10; March, $138,740.40; $80; May, $836,600.10; June, $2 595.70. Totals—1903, $3,718,9 1904, $3,886,317.85, increase in over 1903, $147,352.75.

New Creek Discovered.—Late from White Horse to the effect a new discovery has been made miles further westward than K lake. The creek has been named week, after the mining recorder in district. Capt. Irving, who was on lion when the discovery was repo has gone over to the new find. ports from Bullion and Sheep c are encouraging, and from prese claim at least a good clean-up wi made before the end of the season

Developing Copper Claims.—Queen City brought news from West Coast that Messrs. Clarence D ley and L. Grant have been develo the copper claims at Camp bay, Mu lat arm. They have tunnelled abo feet and struck immense bodies pyritite ore of excellent quality. same parties have also been workin their claims at Head bay, Nootka s and opened up big quantities of ma tite iron. Both properties show up ceedingly well, and their prospects very encouraging.

Tyee Copper.—According to the omial Goldfields Gazette, the repor the Tyee Copper Company, Limited the year ended 30th April, 1904, sub ted at the meeting in London on 7th inst., states that developments the mine during the past year have been satisfactory, in so far that have proved that instead of having eral small ore bodies, the company one large body traversing the w Tyee claim. The aerial tramway been doubled in capacity during past year and is now able to con 200 tons per day to the railway. profit and loss account shows a pr of £25,390 for the year, out of w the directors recommended a final dend of 5 per cent., making 10 per c for the year. Two-fifths of the c mission and mines development counts, which have been charged agai revenue, have been invested under head of reserve fund. The gene manager's report states that the sme at Ladysmith has put through a to ore tonnage of 56,050 tons during year under review, and from this th have been shipped 5,454 tons of cop matte, containing 4,446,887 pounds fine copper, 143,203 ounces of fine ver and 8,788 ounces of fine gold, total value of which, less refin charges, amounted to $678,836.

(From Saturday's Daily.)

G. T. P. Circular.—An interesting valuable circular, descriptive of the t ritory through which the Grand Tru Pacific railway will pass, has just be issued. A map is given showing entire route of the road.

Interior Fruit Industry.—Mr. Sterl of Kelowna, who has the largest fr ranch in the district, states that fruit crop of Kelowna would be a t one this year, larger than the last; fact, there was a gradual increase ev year and the Okanagan valley was ing right ahead.

Nanaimo Coal Lost.—The Eva Coleman & Evans Company are losers of about 270 tons of coal throu the upsetting of a loaded barge l Tuesday night in the Gulf. The bar was in tow of the tug Erie, and w attempting to weather a rough sea so distance out from Nanaimo, when accident happened. The upturned bar was towed into port and is now ly at Evans, Coleman & Evans' wha Vancouver.

Mount Sicker Notes.—Mr. Belling of the Crofton smelter, is bringi back from the East an automobile. some of the horses of the Cowich valley have only now got used to bicycle, it is not at all unlikely th his first tour over the elegant roa of this valley will be the first ve of the first chapter of "accidents." T new wire cable for the Tyee aer tramway has left St. Louis. On arrival it will be installed with greatest speed possible. "No delay" the motto of the mine managers, a it has no parallel. A firm and stead shipment of ore daily leaves Tyee sidin for the Ladysmith smelter, also pa property of the Tyee Company.

Strike Affects Output.—It is reporte from the Skeena that the run of salmo is very great this year. Fishermen ar taking from 160 to 400 fish to the boa Depending upon the Japanese an Chinese alone to pack will not, it said, be more than a third what should have been. It is now impossibl to get the Indians, and, therefore, th catch must remain small. The Indian at first asked for 10 cents a fish. Th canneries would pay only seven cents