The Colonist.

TUESDAY, JANUARY 30, 1906.

The Colonist Printing & Publishing Company, Limited Liability.
27 Broad Street, Victoria, B. C.
A. G. SARGISON, Managing Director.

THE SEMI-WEEKLY COLONIST

One year	$1 00
Six months	50
Three months	25

Sent postpaid to Canada, United Kingdom and United States.

PRESERVING THE ELK.

We publish elsewhere a letter from Mr. Clive Phillipps-Wolley, the well-known authority on big game, with respect to an article which appeared in the Colonist, entitled "Must the Elk Go?"

Mr. Wolley takes serious exception to the statement that there is any danger of the elk becoming extinct on Vancouver Island, and practically denies that there is any material diminution of the herds there. In stating the position of the Colonist he is somewhat misleading when he credits it with saying that the elk are practically extinct. It is hardly necessary to say that we are perfectly aware that such a statement would not be true, but our article pointed to the danger of extinction as one that was worthy of serious consideration. We do not think that Mr. Wolley or the other authorities on big game will deny that the elk is a very shy and timid animal, and, above all members of the deer family, seeks seclusion from the haunts of man. This, we think, is the experience of hunters, and a matter of common observation as well. We are glad to be informed by one who should know a great deal more of the subject than we do, that the danger of extinction is not so imminent as the Colonist would make it appear. It is a subject, however, upon which opinions may reasonably differ. Information that has been received from those who profess at all events to know the interior of the Island, has confirmed the view we expressed, and we have had several complaints during the past year as to the killing off of the females in contravention of the law.

The desire to see the elk preserved is one that will at least have the sympathy of a large element of the community, and one that, notwithstanding the views expressed by Mr. Wolley, is sufficiently important to have the consideration of the authorities.

The danger to which we call attention is all the greater from the fact that in the near future an era of development is expected on Vancouver Island as a result of the opening up and settlement of the more remote parts in contemplation by the E. & N. Railway Company. That increased activity on the part of the prospector and miner, the extension of the E. & N. railway lines and construction of branch lines, the operations of the lumberman and the encroachment of the settler, will make serious inroads on the home of the elk, no one can seriously deny. It will probably mean the early extinction of that animal.

The creation of a game preserve for the purpose of perpetuating the big game on this Island is neither an impracticable nor an expensive idea, and it seems to us should have the support of men like Mr. Wolley. It may be that he has no particular regard for posterity, feeling that posterity has no claims upon the existing generation.

There is an analogue in the Big Horn; that animal was formerly very plentiful in the southern interior of British Columbia, and it will be scarcely denied that as a result of indiscriminate "slaughter" he is very scarce in the Ashnola Mountains and other favorite fields from which many trophies were formerly taken by hunters. The Big Horn is not more susceptible to the influences of the sportsman than is the elk.

As to our statement that the elk were long ago extinct on the Mainland, we have no less an authority than the late curator of the museum, Mr. John Fannin, who states in his "List of Mammals" contained in the Provincial Museum, that the elk "was at one time distributed over the southern portion of the Mainland," but is "now extinct there." We have never heard of elk being shot on the Mainland, but accept Mr. Wolley's statement that they have been killed in recent years in East Kootenay. Their presence there may possibly have been accounted for by the fact that there are still some herds in the neighboring state of Washington.

Our object, however, in calling attention to the matter was not to proclaim the fact that there were no elk on Vancouver Island, or that they were were not still tolerably abundant, but to emphasize the importance of preserving an asset and an animal that we all regard as worthy of perpetuation.

IS CO-OPERATION INADEQUATE?

Under the head of "Co-operation Inadequate," there is an article in the Canadian Grocer of January 19th which is reproduced, on account of its interest to readers.

Co-operation is a principle of production and distribution in which the Colonist thoroughly believes. Regarding it, there is a misapprehension among those who confound its principles with those of socialism. The two are entirely opposed to each other. Co-operation, while recognizing the changed industrial conditions which handicap the individual producer as compared with production under the joint stock principle, nevertheless preserves the principle of private ownership and the stimulus to individual effort; in other words, it is not possible for single individuals to combat the great aggregations of capital which we have today, as a result of the development of increased facilities of communication and the universal introduction of machinery, but it is possible if individuals join forces to successfully compete, and more especially in certain lines of production. On the other hand, socialism eliminates the element of private interest altogether, and works in the mass for cumulative results, in which practically speaking, there is no relation of benefit to individual effort. One works along the individual lines of human development, the other in opposition to the most fundamental instincts of humanity.

The practice of co-operation is yet in its infancy. There are many lines of production and distribution in which sufficient experience has not yet been obtained to justify its being adopted the world over. Like every other principle it must proceed slowly from the known to the unknown, and from sure to untried grounds. There are, too, conditions in one country which favor co-operation and in others which are not favorable, but in certain lines and in certain countries, the principle has been demonstrated to be completely satisfactory and successful.

We have in Denmark agriculture carried on and agricultural products marketed by co-operative methods, with unexampled success. Denmark in agriculture is setting the pace for all the other countries in the world. We have the cheese factories and creameries of Canada worked almost wholly by co-operative methods, and most satisfactorily. We have many co-operative building societies—in fact the principle has been making rapid strides everywhere. It is the only practical form of socialism, and at the same time recognizes all the rights of the individual in what he produces or the property which he calls his own.

Referring to the article from the Canadian Grocer, it asks: What can co-operation do for the desperately poor, such as make up the ranks of the unemployed? or the "creatures of the East End" in London? "Co-operation," it says, "works to save those who are already saved." The writer of that article opens up a question which he is himself unable to answer, but to which co-operation really gives the reply. He confesses that the present system as developed in England has produced conditions and a problem which is impossible for him to solve. Recent history, however furnishes a practical solution for conditions only a little better than those which exist in London.

Our readers have heard of the People's Banks in Continental Europe. These institutions have developed from the combination of a few poor peasants to a wonderful system combining the efforts of millions of people, and aggregating in capital many millions of money. The people's banks were designed to benefit the "submerged tenth" of Germany, who had been oppressed for ages by usurers and were in abject poverty and dependence upon the money-lenders, to whom they paid usurious interest, and the greater part of the products of their toil. By pooling the credit of the community, they obtained the ordinary bank rate of interest, and the poor peasants were enabled to sow and reap their crops and relieve themselves of the tremendous burden of slavery entailed by the money harpies who preyed upon them. The problem opened up by the present condition of affairs in London, is not an easy one to solve, the conditions being exceptionally difficult to deal with, but there is no doubt in the world that some form of industrial co-operation, connected with a return to the land, is the remedy that practical economists will find best suited to the requirements of the situation. These poor people, having sunk to a level of poverty in which they are unable to help themselves, will probably require assistance from the government to make another start in life.

General Booth, head of the Salvation Army, has struck the key-note in his efforts to establish industrial colonies, founded on the principles of self-help. The key-note is co-operation.

LIFE SAVING ON THIS COAST.

The terrible disasters of the past few months on this coast have at last aroused the people to a due sense of the requirements of the West Coast in the way of protecting and of saving life. It may fairly be surmised that the Dominion authorities will no longer delay in giving the whole matter their immediate and most serious attention. The people of the coast are terribly in earnest, and when the improvements are begun they seek no half measures, but complete and carefully thought out provisions for the protection of the public and of property. The question of cost must not stop in the way. Lives are more precious than money.

And it might be well to consider the requirements. It seems to us there should be a powerful tug always available at or near Carmanah, which would be free immediately to go to the rescue of a ship in distress. There should be one or two life-saving stations of the modern type. These, however, are details to be decided by an exact knowledge of the localities and the points of vantage. The tug could carry a life-saving crew and outfit.

We are not prepared to express an opinion as to the character of the lights from a navigator's point of view. They should at least fully meet the requirements on an exceptionally dark and dangerous coast, being of the most powerful character, combined with the most effective system of warning signals.

The government should also consider the advisability of bringing into general use for purposes of navigation the wireless telegraph. Each vessel above a certain tonnage should be required to be equipped, so that in case of danger she could give intelligence of her whereabouts and situation at once. This is something that would involve international agreement, and understanding the use of codes as between Canada and the United States, but presents no serious difficulties in that respect.

There is another matter of almost equal importance. Ships by law are required to carry certain safety appliances and be provided with facilities for saving life, etc. Although the law is complied with in most instances, it very frequently happens that at the critical moment something breaks down—the pumps will not work for lack of having been kept clean, the davits are out of order or in the lowering of boats something goes wrong and the occupants are dumped into the sea and drowned. Time and again some of these things occur. It should, therefore, be the duty of the captain and his officers to constantly drill their crew in life-saving operations, and see that everything necessary is kept in perfect order and ready always for instant use. And need we suggest the imperative necessity of boats being regularly inspected and kept up to the full measure of requirements of the law? In this western country, where the volume of shipping is not as great as it is in the east, there is a temptation to use boats when occasion demands that are not wholly seaworthy and properly equipped. Unless the official whose duty it is to pass on such matters is free from the influences which a company knows so well how to exercise, or if he be neglectful of his duty in any respect, there is the danger of life being lost.

DEWDNEY MUNICIPALITY.

Under ordinary circumstances we would say that it was a very bad precedent to set for the province to become good for the debts of a municipality. There is, however, an exceptional situation in Dewdney. In the first place it was brought into existence as the result of a land boom, and the municipality created should never have been allowed to be incorporated. One of the first acts of the municipality was to borrow money for the purpose of constructing a dyke at a considerable cost. It had no sooner been built than it was swept away by the flood. Times were bad, the farming industry lagged, and many of the settlers abandoned their places. Dewdney municipality is not nearly so favorably situated for farming as other municipalities in the Fraser Valley, and the comparatively few settlers there are are unable to bear the burden of the whole of the debt that was rashly incurred. To collect by distraint would mean selling up the whole community, whose individual resources are limited. We do not think the province at large would care to see such extreme measures taken. The government proposes to assume $10,000 of the debt and collect the remainder by a special tax. The municipality cannot be disincorporated so long as the debt stands against it, and it is now proposed to clear up a very bad muddle for which the present administration is not responsible, and no one else in particular. It is an unfortunate situation but it cannot be helped. It will furnish a lesson for the future and prevent the formation of municipalities prematurely or without the visible means of self-maintenance.

There is in theory an analogy between selling land for taxes and the creditors of a municipality placing it in possession of the sheriff, but in effect it is quite different. In the latter case the reputation and credit of the province is affected. In other words, one affects private credit only, and the other affects the public credit. What the province is doing now is frequently done in the financial world. Financial firms, or banks, often go to the rescue of a firm or bank that is in difficulties, not out of considerations of generosity, but to steady the market and sustain credit. It is good business at times to do this, and it would be poor business in the interests of municipal credit to allow a municipality to default and have the fact advertised in the money centres.

THE CITY BEAUTIFUL.

It has been suggested that in order to improve the appearance of the city the several school grounds might undergo a change for the better. At the Boys' and Girls' Central schools the grounds have a very desolate appearance. True, there are a few ash trees that were planted years ago and a few natural oaks, some of which were uprooted last summer in order to improve (?) the grounds. One of the former has been destroyed by boys swinging on it. Such vandalism as that should be promptly put down with a firm hand. It would be wrong to deprive the children of the space for games but there would be no deprivation in laying out a series of flower beds around the outside of the playground. The school board would, of course, have to lay out the beds but the planting, cultivating, and irrigating could well be done by the pupils, many of whom would be only too glad of the opportunity to do it during play hours. A certain section allotted to each class would engender a spirit of wholesale rivalry, and the results would be a surprise to many. In a great many parts of the United States the school grounds have been thus beautified and even in cold Manitoba many of the school grounds are fragrant with flowers throughout the summer. The Central school is mentioned here simply as an example. At the High school there is a beautiful lawn which might be much improved by more beds of flowers kept by the pupils. At Spring Ridge and Kingston Street schools an attempt has been made to do something, but either from half-hearted interest or severe handicaps the result has been anything but satisfactory. From an educational point of view these gardens would be of great value. All of the pupils would be taught to respect public property in keeping off the beds, the esthetic taste would be developed, and practical experiments in nature study could be conducted at one and the same time. It is not the intention of this article to reflect on the teachers, the superintendent, or past boards of trustees but to suggest an improvement that, it seems to us, could well be carried out.

BRIDGING SEYMOUR NARROWS.

News-Advertiser.

For years past the press and people of Victoria from time to time have been discussing the scheme of bridging Seymour Narrows, so as to make direct and uninterrupted communication between the Mainland and Vancouver Island. While anyone who is acquainted with the local conditions at Seymour Narrows, and the magnitude of the proposed scheme of a bridge, will doubt whether the project is financially feasible, at least under present circumstances in regard to the population of the Island and the probabilities of traffic for many years, the discussion in Victoria has not been without advantage. A consuming desire to be the terminus of a transcontinental railway is one of the main features of provincial and municipal politics in Victoria. That fact has caused any number of railway promoters and speculators to be received with open arms in Victoria during the past ten or twelve years, and the formulation of numerous schemes, none of which has come to anything, because it is impossible to show that there is a probability of any return being had on the capital that would be required. For an outsider to suggest that, has been of no avail, since he was set down as prejudiced, or, perhaps, jealous of Victoria's advantages.

Now, however, a voice is heard in Victoria herself in deprecation of the scheme—not, indeed, in direct condemnation of it, but none the less effectively so by reason of the figures which he gives as the probable cost of bridging the Narrows. A sum of over ten millions of dollars is the amount that a correspondent of the Colonist—vouched for by the editor of that journal as "a professional engineer of long experience who knows the local situation well"—gives as the cost of such an undertaking, setting out the details of the various parts of the work in order to show how he has arrived at the estimate. Although from other letters which have since appeared in the Colonist there are evidently some enthusiastic people who regard a cost of ten millions as no obstacle to the carrying out of the scheme, our contemporary remarks editorially "to our mind the estimate of cost" its correspondent "has given settles the question of a railway bridge, at least for some years to come." It continues that "it is quite certain that no railway company would undertake to bridge the Narrows" and does not think it probable that the Dominion government would be willing to take up the scheme. With that view the Colonist will have the agreement of every sensible person.

The policy indicated by this proposal to bridge Seymour Narrows ignores entirely the trend of modern economic transportation. Water carriage is much cheaper than transportation by land, and since there are good harbors on the coast of the Mainland, railway managers will not be likely to transfer cargoes from steamships to railway cars at any point on the Island, even were there no immense expenditure like that at Seymour Narrows to be made before uninterrupted transportation could be had. The case of the Manchester canal shows that practical men consider millions well invested to extend water transportation for a few miles and proportionately to reduce that by land. But we shall seek in vain for any instance of money being expended to substitute land for water transportation. Had the Island a population of one or two millions, it might be possible to build up some kind of a local argument for a bridge. But, of course, there is no outlook of that kind.

NEW FURNACE IS O. K.

Inventor Tells of Satisfactory Run at Pilot Bay Smelter.

M. Blanchard of Spokane, inventor of a new furnace for smelters that was unsuccessfully tested by the Turk Mining company in Cedar canyon, reports that a second furnace, installed at the Pilot Bay smelter, British Columbia, has proved a perfect success, says the Spokesman-Review. Ores from the Blue Bell mine were tested at Pilot Bay a week ago, according to Nelson reports, and the new furnace handled the ores satisfactorily.

Mr. Blanchard announced yesterday that a public test of the furnace will be held at Pilot Bay beginning January 29th and lasting three days. All smelter and mining men have been invited to witness the tests. The company has an office at 823 First avenue, Spokane.

In describing his new furnace, Mr. Blanchard said yesterday:

Description of Furnace.

"This new furnace is a double blast furnace, consisting of two upright adjoining stacks, the primary and secondary, divided by a single wall or water jacket, and both setting over the same slag pit. The primary furnace has a tight top, and the blast, which enters near the top, and from tuyeres placed at intervals along both sides of the furnaces, is forced downward through the slag pit into the secondary furnace before entering the smokestack.

"The reason for having a down draught in the primary furnace and the numerous air tuyeres in both stacks, is that the gases generated by the fresh ore and fuel at the top, coming in contact with the heat of the fusing mass below and at the same time meeting a blast of fresh air, form a complete combustion of these gases, which, passing through the slag pit of both furnaces and then upward, not only insures a hot bottom and prevents it from freezing, but, augmented by the blast at the bottom of the secondary furnace, furnishes sufficient heat to fuse the ore in the latter without the aid of any additional fuel. In fact, so great is the heat in the secondary stack that it will smelt from three to five charges or ore to one in the primary.

Uses Raw Coal.

"This method of smelting uses raw coal instead of coke and eliminates the necessity of roasting the ores. Where the ore runs from 15 to 40 per cent. sulphur, neither furnace uses any fuel except what the ore contains, the sulphur being all the fuel needed."

BRIDGING SEYMOUR NARROWS.

Elsewhere we print an extract from the News-Advertiser, which is ingeniously misleading as to the attitude taken by the Colonist with reference to a subject which has had considerable local attention paid to it. It is true that the letter published by "Homer Hilton" and the editorial comments in this paper were not favorable to the scheme of building a bridge over Seymour Narrows, from a business point of view for the immediate present. That is to say, the cost was too great to warrant either the Dominion government or a railway corporation undertaking it as part of a scheme of transportation. The News-Advertiser, however, carefully omits all reference to the alternative proposition of a ferry, which our correspondent did suggest as entirely feasible and comparatively inexpensive. It was shown that a ferry and a railway would, in the attendant circumstances, make about the same time and that the ferry presented some special feature of attractiveness from a tourist point of view. We cannot help feeling that such a use of the letter in question and the position of the Colonist, by the News-Advertiser, is unfair and sectional.

It is to be assumed that the transcontinental railways heading for the northern interior of British Columbia will want, besides direct Pacific termini, more southern outlets for traffic in the existing cities of Vancouver and Victoria. They will want to go where business waits them. Whether they will build independent lines, or use some other line from the south to the north is a matter of detail. Assuming that they will run trains to Burrard Inlet, of which our neighbors on the Mainland are confident, they will also want to reach Victoria. This can be done by a line to Bute Inlet, utilizing a ferry to cross the straits to connect with the extended line of the E. & N. and thus secure an entrance into Victoria. This city, handicapped as it has been by its insular position in the past, can then enjoy the advantages of being the terminus of a transcontinental railway and have direct connection with the country east of the Rocky Mountains, and compete with Vancouver on equal terms. This is a legitimate ambition, and if it can be accomplished without flying in the face of nature, as it evidently can be, we are entitled, and the Island of Vancouver is entitled, to use every effort in its power to bring it about. It is not an ambition conceived in hostility to Vancouver, and the inhabitants of that city in justice to Victoria and the Island of Vancouver have no warrant to oppose it. With three transcontinental lines of railway converging to this region there is surely room for more than one large city, nor is it in the interest of the province that all its eggs should be in one basket.

As to a bridge across Seymour Narrows, it will become a reality as soon as traffic justifies it, the same as any other large undertaking on the part of a railway company. Expense is only a relative matter, otherwise there would be no underground railways or tunnels.

LETTERS TO THE EDITOR.

[The Editor does not hold himself responsible for views expressed by correspondents.]

THE WEST COAST PROBLEM.

Sir—As great interest is at present centred on the West Coast of Vancouver Island, may I be permitted to make a few remarks on the need of life-saving appliances there?

I may claim to have a limited knowledge of the West Coast, as I have been up and down it off and on for sixteen years in all sizes of boats.

It is useless for anyone unacquainted with the conditions prevailing on the West Coast of Vancouver Island to give their opinion as to what life-saving appliances should be adopted, and I certainly wou'd not feel competent to do so.

It seems to me that the proper thing to do is for the Dominion government to appoint an expert or commission to take evidence or suggestions from those competent to give it, viz., the captain of the Queen City, lighthouse keepers and others as to what shou.. be done.

The twenty miles between Cape Beale and Carmanah lights is a long stretch of wild barren coast, and it is on this stretch that most of the wrecks have occurred. I would offer as a suggestion the stationing of a telegraph operator at a point on the line midway between these places, with a complete rocket life-saving apparatus. There is great difficulty, I know, in transporting anything along the shore, but the plant might often be available and would not cost much.

It seems to me that a lifeboat would be absolutely useless; the only place I know of where it would be available between Cape Beale and Port Renfrew, is at Sea Bird Rocks.

HERBERT CARMICHAEL.

Victoria, B. C.

LIFE SAVING.

Sir—Your various correspondents, who, stirred in their sympathy as we all are, by the sad loss of life from the wreck of the Valencia, and whose suggestions do infinite credit to their kindly hearts, have, I am afraid, not the practical seafaring knowledge to enable them to properly weigh the difficulties that their suggestions of tugboats and lifeboats to afford means of rescue present on our uninhabited rocky coastline.

If lifeboats had been of any use the steamer Queen had eight first class boats, well equipped, that could have been available. Yet the master, W. E. Coulson, whose ability was other than and heroism in disaster has been testified to in many a hard day's toil, that is known to all men who go down to the sea in ships, and whom Victorians have given unstinted praise for services rendered in life-saving, did not consider it practical to send his lifeboats in to the scene of the wreck.

In my opinion, the best means of assistance on the coast line from Nootka to San Juan would be to establish every ten miles a hut with a good sailorman stationed thereat, each hut to be in communication by wire with his next neighbor. As it would not be expected that sailormen could work any elaborate telegraph, let each hut have a dial, marked similarly to those messenger calls that are in most offices, with such words as "All well!" "Require assistance!" etc.—such calls as would suggest themselves in the case. And let the man who was nearest the telegraph operator warn him. As these men would be only ten miles apart, they would be within reach of anything five miles either side, and of each other. And do doubt local knowledge would enable them to find a cosine from which, without traveling far, they could see to the extremity of their district.

Then let each hut be supplied with a rocket gun, set on a form of barrow with necessary line and rockets, so that it could be wheeled to where it was required to pass a line to a wreck. This with a breeches buoy would succeed in saving people when nothing could be done from seaward.

As every British ship has on board instructions, and every officer is required to know how to act in the event of a line being passed on board, you would have the readiest means of saving life. It would not require more than ten men, at say $60 per month. The houses can be had ready-made in British Columbia, and need not cost much. Then you would have a patrol of life-savers, with the various light-keepers, all along the coast, that would be always nearby in the event of disaster. This, with numerous notice boards secured in the trees, etc., in the event of fog, would enable anyone cast ashore to get assistance within a mile or two, if the patrol did not see or hear signals.

The Dominion government have already given $10,000 per annum for the steamer Salvor to be at call for emergency; and it would not be asking too much for the necessary expense that would add a hundred fold to her capabilities.

McANDREW.

WIRELESS TELEGRAPHY.

Sir—In reading the various letters touching on the recent appalling wreck of the Valencia on the West Coast, I have been somewhat surprised that among the many suggestions put forth to avert future similar catastrophe, not once has the practicability of wireless telegraphy been mentioned, although the utility of the same has been recently demonstrated on the Atlantic shore, both as a life and property saver, which the following will show: Not later than the 10th ult. a frightful storm threatened to destroy the lightship anchored on Nantucket Shoal, for the protection of trans-Atlantic steamers; the vessel having sprung a leak, the pumps were found to be inadequate to cope with the inrush of water, and the following day a wireless call was sent forth for help, which was immediately responded to and assistance sent out from three different points, one of the rescuing boats taking the lightship in tow, and being finally forced to transfer the crew, only in time, however, as the lightship sank ten minutes later. Another case in which a calamity was probably averted through this medium, is that of the SS. Lorraine, from France, bound for New York. She was stunned on the 20th ult. by a wireless message from the American liner Philadelphia to alter her course, to avoid a large iceberg directly in her charted path, off the Grand Banks. Had the Valencia had wireless apparatus on her (which should be made compulsory on all passenger steamers), and were stations erected along our dangerous West Coast, this disaster might have been prevented.

It seems rather peculiar that the Dominion government has turned all her attention in this line to the East coast, having already made contracts with the Marconi Wireless Company for the erection of twenty-three stations (twenty of which are now operating) along the coast of Labrador and Gulf of St. Lawrence, which, according to the report of the late minister of marine and fisheries, the Hon. R. Prefontaine, were giving complete satisfaction, whilst our shores, which are proving equally dangerous, are left unprotected. The suggestion of one of your correspondents, that signal telegraph stations be placed every ten miles or so in order that assistance may be speedily got in case of wrecks, is not all that is necessary; what we require is a preventative, which, I think, would be found in wireless telegraphy. The matter could not be more forcibly brought to the attention of the Dominion government than at the present moment, when so many homes are mourning the loss of loved ones who perished within sight of land. Hoping that this suggestion may not be altogether lost, and thanking you for permitting me to encroach on your valuable space.

PRO BONO PUBLICO.

["Pro Bono Publico" is mistaken. The Colonist advocated the use of wireless telegraphy on steamers as one of the precautions for life-saving, and the subject has been freely discussed during the past few days.—Ed.]

"ELK" EXTINCT!!

Sir—Why will you make public statements such as that in your issue of January 24, which may be quoted as authoritative, and yet is absolutely inaccurate? Go to Fleming, the photographer, and we will show you photographs of herds of the elk which you and Professor Hornaday (?) say are practically "extinct"; photographs taken by a man in your own town of elk on your own Island; or I can give you the address of a gentleman in Victoria who has seen at least sixty of these "extinct" beasts in three weeks of 1905.

Every man who comes here shooting seems to get his share of bulls (two per man), and there is about as much chance of the Vancouver Island elk being killed out, if the present law is kept, as there is of the unnecessary error being eliminated from the daily paper.

It is only a few years ago that I had to thrash all this out in the English Field, producing the evidence of our successful visitors and their bags, to prove that we had plenty of wapiti ("elk") still left. Now you undo my work.

Take these facts from me, and I'll prove them, if anyone likes to put up a large enough bet to pay me for my trouble.

1. There are plenty of elk on Vancouver Island still. To support this I will produce men who have seen a hundred this year, and killed some of them—citizens of Victoria, visitors like Mr. Hanbury and naval men now on this station, and one of your own clergy.

2. Elk were not "long ago extinct" even on the Mainland of British Columbia. They have been killed in recent years in East Kootenay, though they are scarce there.

3. Don't believe half you hear about the beasts or the men in the bush. Take a holiday and go and look for yourself. Hunters, my dear sir, are not all fools or butchers, and very few men "slaughter."

I really have had enough experience to speak with some authority on this matter, and though, of course, there is a case now and then of reckless killing, these cases are very rare, and generally the work of hide hunters. You have plenty of elk still on the Island, and as decent a set of men to hunt them, whether visitors or local, as you will find anywhere.

Take my advice. Be proud of them and let them alone. They can take care of themselves; but if there is to be everlasting tinkering with the game law there will be trouble.

As for your park, who is going to pay for it? We cannot afford too many luxuries. Let us pay for our comic commission and a few necessary utilities, before we paint the lily by creating a park or sanctuary for game on unexplored Vancouver Island.

CLIVE PHILLIPPS-WOLLEY.

Pier Island, January 24, 1906.

A Lady in London, Eng., Writes for Eight Bottles of
Shotbolt's Cucumber Cream
She says: "I brought several bottles ho me with me and would very much like to renew the quantity" (25c. a bottle.)
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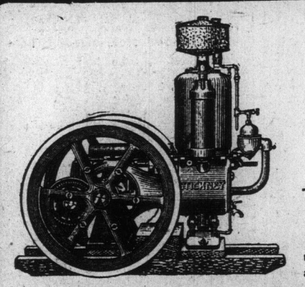
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