TUPPER INCENDIARISM.

Responsible men in the Conservative

party say it must be reorganized and en-

dowed with a new leader and a new

policy before there is a possibility of its

regaining the confidence of the Canadian

people. That statement was made be-

fore the Tupper campaign in Vancouver

his fact evinces ailment. The even a suspicindicates that the the police are on the city's health Sanitary Inspecg fumigated the

OOTBALL

ch Between Vicoys' Brigade

r league series of d at Beacon Hill ight out promin nthusiasm of the ie game, for, als well and disorters of the rethe field waiting eree. Th match both in the complayed and in the he players. Th er the match had few minutes ard game was to Brigade forwards stopped by the put up by Tait, the first half no ough there were After half time rorked the sphere ice and after a nation work bereferee's whistle long before the ed the matter b ek from Crocker he Brigade's goal more points were n the game was of the fact that kept kicking the ie Brigade from rward line of the tionally fine game Victoria Wests

red Off.

eable weather the aled to take place n at Beacon Hil and the High A couple of ained by lite held a prac being three goals which was to have oint barracks be and the garrison on account of th

ING. This Evening.

ng of the Victoria for the purpos the winners of ing the season o class, Wide Vrill, 1st; "A B" class, Ladyeting will take house at 8 p. m. ub are requested

eld, Royal Pas ave lately made a kennel stock by g from the cele spaniel breeder cocker bitch Lady champien Plack dog that has no her dam is Inez,

elp to Red Mack, ner claims for him opinion is worth fanciers) that he the United States be beaten, and up to the time of ago, had acquired the States or Can

itchfield are also log Banner Jake, up at the Seattle

York Times, since hallenge has given 1901 will witness for the America sumed with new to the advisability storic course of pore breezy neigh-This question will ehind closed doors f the cup commis Yacht Club and a the Royal Ulster veeks or months the point waxed rested in the sport

one which can b

. By the practicalwho takes only a course off Newlvantages and only In the months of October-those in ill necessarily be zes are to be had may be some days d off Point Judith to be desired, but with. Prenton's tside the entrance gives a convenient harbor conversely beltered anchorage Bristol, where the every opportunity damages, lies only en port. So far no those afforded by ould be desired. disadvantage, and The stiff breezes almost a paradise bring down with fogs that preclude et for the quartette

oters of Newport,

d to be given us.

and early fall are

hting is concerned

of merely practical

prefer to trust to

ith their occasional

to the periodical

and many other

But on the

had commenced. The father and son say they have not appealed to the prejudices of race and religion. According to the Colonist report of a meeting held at the Terminal City on Saturday evening the younger man and Mr. Clarke Wallace had the audience worked up to a most tremendous state of excitement over this question which they have been so very careful to keep out of the campaign. Sir Hibbert, roused himself to a pitch of nemendous indignation by the thought that the incendiary appeals he and his parent have repeatedly addressed to the people of Quebec have been scornfully rejected by an electorate possessed of more discernment than he gave them credit for, shouted that it was the duty of the voters of Burrard to "show by their votes that they would crush race domination out. The French must learn that Canadians will not stand for their electing a French Premier simply because he is French." Is Sir Wilfrid Laurier a Frenchman? Has he not given the most unmistakable proof that he is a truer Canadian and a more loyal British subject than the lust for office of the Tuppers will ever permit them to become? Has he not been received in the home of the British race with such honors as will never be bestowed upon his calumniators and pointed cut as the man who has done more for the consolidation of the Empire by the acts of four years than has been accomplished by mild and almost childlike people can be this year's Toronto Saturday Night's the delage of talk of the Tuppers and lashed into a fury like that of the flam- Christmas Number. "The Modern day by a lady which way she ought to their colleagues in half a century? Coming legions of hell. One thing we knew Madonna," admittedly the most beautipare the utterances of Sir Wilfrid Laur- for certain, if a rising should take place ful picture ever made by photography, have a ferry (the Dunsmuir's), which ier during the course of the campaign as they did?

Laurier that inaugurated a policy giving at Pekin resembled his." a preference to British goods, while the administrations of which the Tuppers have been members almost as long as the present generation can remember piled up the taxes on the trade of the Mother Country and answered with a leer any intimation that such a policy would be likely to have a bad effect up in the relations between-mother and daughter with the characteristic retort "so much the worse for British connection."

It was the government of Sir Wilfrid Laurier that for the first time in the his- Ohina." There have been few more needs toning-Your Liver isn't doing its tery of this country came to the assist- lucid descriptions of Chinese manners work-Don't resort to strong drugs-Dr. ance of Great Britain in time of war. and customs and Chinese life generally Agnew's L'ttle Pills, 10 cents for 40 doses, Sir Charles Tupper has repeatedly saserted that he was opposed to doing anythe "Attache at Pekin." hing of the kind. He has more than once pointed out that Canada has done all that could be expected of her in the building of the Canadian Pacific railway

as a military highway, and on one occasion at least he absolutely refused to allow the country to become involved in Britain's foreign wars, but generously consented to permit Imperial recruiting ported less; still, I believe you will do III. It now rests in the Trianon at Verpays the freight to the navigation comofficers to enlist men in Canada. This me the kindness to reprint the following sailles. magnanimous offer was refused by a member of the Imperial government in in this morning's Globe:-'In this last a sarcastic letter, in which it was point- election. Sir Wilfrid has gained eight ed out that one of the Australian col- seats in Quebec and lost two. The Tories onies had raised, equipped and paid the have captured Chicoutimi and Nicolet. expenses of a corps to the seat of war. They have captured Chicoutimi from the ject the Liberal leader because, as he the other hand, have gained eight seats, alleges, he is French; it was Sir Charles a total gain of six. Of these the most Tupper who told the people who are important perhaps is Beauharnois, where elleged to be French that Sir Wilfrid the French-Canadians have elected an Laurier was too British for him; that English Protestant over the Conservait was the intention of the Premier to tive leader of their own race. In Chamtax the people of Canada to the extent plain, Rosseau is elected over the Conof about forty-six millions of dollars a servative Marcote, who voted against the year to assist in the support of the Brit- contingents; and the same is true in Terish army and navy, and a lot of other rebonne, where Mr. Prefontaine, Liberal, nonsense intended to "gain and retain has defeated the Conservative Chauvin, the confidence of the estimable people of who spoke and voted against sending con-Quebec." Now that the confidence tingents. In Montcalm the government

peals to the electors. Surely they have mistaken the calibre

of the electors of the constituency of Burrard. Surely it is not possible for the voters of the liberty-loving and tolerant West to be carried away by appeals of that character. No deubt they will do their share to prove to the mischief-makers of Canadian public life that they share the feeings of the majority of the people who rejected the advances of the Conservative party as at present constituted and buried its leaders under a tremendous avalanche of

CHINA AND THE CHINESE.

A book of more than ordinary interest at the present time, when matters generally are in a state of chaos in China, has just appeared from the presses of the Macmillans, London, written by A. B. Freeman-Mitford, C. B. It deals with the experience of and is entitled "The the ferry by-law at the Victoria Attache at Pekin." The letters of which theatre on Wednesday evening. There in life.

the book is made up were written many have been some objections that years ago, but they have lost none of the rhetoric of Mr. Bodwell has obscured their interest on that account. The old the issues in any addresses he has made. order changes slowly in China, and the There will be no such complaint to make conditions prevalent there centuries ago about the style of Mr. Beaven. The were to all intents and purposes the con- ratepayers will be confronted with facts ditions of only a few years ago. As the as hard as Mr. Gradgrind himself could writer points out, China is of all coun- desire by a man who never takes a stand tries the land of contradictions and para- on any question without being able to doxes. It is said that those who have give sound reasons for the faith waich takes the responsibility of speaking for tional development, then occurring, must lived for any time is the country have is in him. had the fact borne in upon them unmistakably that no mau could tell what an hour would bring forth. The time seems to have been ripe for a revolution years ago, and if certain minor outbreaks had not been nipped in the bud the events with which the powers are at present dealing, or attempting to deal, would have had to be met at a season which might not by any means have been so convenient for them, or perhaps it would be more correct to say for some of them. The author of the "Attache" points out that if the insurrection in Shantung had not been quelled, and the rebels had been allowed to march on Pekin, which was undoubtedly part of their programme, the tragedy of 1900 might, and probably would, have been anticipated in 1865. The masses were appealed to with the old cry, that children were murdered by the foreigners and their eyes used for

photographic purposes. The more intelligent of the Mandarins of course knew that they were humbugging the people, just as politicians of the same class in Canada to-day know that they are laying a snare for the feet of the unwary,

spirit of progress which she has shown, at the expense of China, which remains vellous headway that Japan has made, ing. this is hardly fair. It must be remem- Sheppard Publishing Company, Limited, bered that Japan has never originated anything. All that she knew, up to the given to the world than is contained in

A COMMERCIAL TRAVELLER'S VIEWS.

The Toronto Globe has received the political party I have in the past supwhich appears in the Ottawa dispatch beseached has been refused these high- candidate. Dugas, defeated the Conservaminded gentlemen are disposed to say tive also named Drgas, who voted hard things of the Canadians of French against sending the contingents. In descent, apparently under the impres- Three Rivers Mr. Bureau defeated M. sion that more votes are to be gained that | Panneton, whose organ, The Trifluvien, way than by making statesmanlike ap- has never ceased to attack Sir Wilfrid Laurier as "the Imperialist," In Stanstead Mr. Loveil defeated Mr. Moore, both English; while in St. Ann's, Montieal, one Irishman, Gallery, defeated the other, Quinn. In Pontiac Mr. Murray, a Scotchman, defeated Mr. Brabazon. These are the facts. In not one case can it be shown that the government candidate succeeded on racial grounds, but in every case either the winner was an English-speaking candidate, or the loser one of those who voted

against the contingents." "Publish it again and again, until the Conservatives of this province learn sense or silence. Yes, publish it until guilt and shame force Conservatives to ing of 'Tarte' and 'French' rule to oblivion. With fond remembrances of past years, I regret to submit myself,

Mr. Robert Beaven will be one of the speakers on the subject of

"A DISGUSTED TORY."

The announcement that Mme. Trebelli has been engaged by Manager Jamieson to give a performance in the Victoria theatre should indeed be welcome news to all lovers of music. If the seating capacity of the house be not tested to disappointed.

The Edinburgh Scotsman says: On this side of the Atlantic one aspect of welcome-namely, the approval given by the people of the Dominion, and not least by the French-Canadians, to the policy of the government in regard to the South

We have had more than a surfeit of elections in Victoria in the year 1900. The last one promises to be not the least exciting of the lot. Was there ever a by-law opposed and advocated with greator vigor ?

THE WORLD'S MOST FAMOUS PICTURE.

In the Dresden Gallery in Germany but even the prospect of the most disas- hangs the most valuable picture in the trous consequences to the nation could world (worth \$500,000), Raphael's "Sisnot deter them from proceeding with tine Madonna and Child." This great their programme to the end. "We were picture has, by permission, been specisitting on a volcano, for experience has paper, size 22x30, in all the colors and often shown how swiftly this seemingly beauty of the original, and is given with In the preface the author says: "It ers from a king turkey of the forest is the fashion to belaud Japan for the which he has slain. Order at once, fer nothing as good has ever before been offered in Canada, and last year's Saturday Night's Christmas was sold out wedded to old ways and worn-out cus- within three days of its publication. toms. Much as we may admire the mar- Price 50 cents, in tubes ready for mail-At all newsdealers, or from The

WHAT'S THE TROUBLE?-Is it Sick time of her first real intercourse with Headache? Is it Riliousness? Is it Slugforeigners forty years ago, she owed to gish Liver? Is your skin sailow? Do you will work wonders for you. Sold by Dean & Hiscocks and Hall & Co.-85.

THE COSTLIEST CARRIAGE

The costliest carriage ever built was that for the French King Charles X, and designed for the state procession on his coronation. It was covered from pole to following letter from a commercial trav- the hind wheel with gilt, and it is roughly that is a milder word); several who signeller:-"You owe me little, and the estimated to have cost £40,000. It was handed down to the succeeding French C. P. R. gets no extra pay for shipping kings, the last owner of it being Napo'con 'goods from Vancouver to Victoria. It

A carriage of a very expensive character was made for William III of Germany. It cost £3,000. Another carriage, designed for the Viceroy of Egypt, is worth [4,000. The Queen's state carriage, which was used up to the death of the Prince Consort, weighed four tons and cost £5,000 It was richly gilt and ornamented by paint- pockets of this It was the father of this man who and Laurier supporter who voted for sendings of celebrated Italian artists The peals to the people of Vancouver to re- ing the contingents. The government, on carvings and panellings were beautifully executed.

'The Queen's present state coach is a less gorgeous affair. It was made in Ireland, and its price was a trifle over £1,000.

HEART PALPITATION AND NERVOUSNESS.

Twin Troubles That Afflicted Mr. E. J. Ennis, Brockville, Ont.

He Has Been Completely and Permanently Cured by Milburn's Heart and Nerve Pills.

time whose nerves are unstrung, heart to make money I shall expect that he affected and general health impaired. To such we offer Milburn's Heart and Nerve Pills as the latest and best remedy that science has produced for such troubles. These pills have a wonderful effect on the nerve cells of the body, giving them new life and electric energy; they strengthen and regulate the heart and make the blood rich and nourishing. Read what Mr. E. J. Ennis, Brock-

ville, has to say about them: "I feel like a new man since taking Milburn's Heart and Nerve Pills. I have not taken any for two weeks, and fallacies which in this inexact age should the reason I did not write sooner was not be passed without notice. The idenbecause I wanted to see if my cure was tity of our "ancestors," before they bepermanent, and I believe it is.

year with nervousness and palpitation ago, has not been ascertained. A tribal consign the shorts that have been prat- of the heart, and in fact was run down group of South Baltic Saxons which before using the pills. I now weigh 152 tioned occasionally in history as far back pounds and never felt better in my life, as the first century of our era, but of the consider simply wonderful, and I don't Britain, nothing is known-not even their

> The skin of Elephant Charlie, killed in Crystal palace, London, weighed a ton, just one-fourth of the weight of the beast

COMMUNICATIONS

THE FERRY SCHEME.

To the Editor: In you issue of last

evening I notice another of Mr. Higgins's letters on the proposed railway and ferry to the Mainland, and as he by-law in its present form, I yenture to warfare. make a suggestion to him or some other writer of fiction, that it might be a good stroke of business to save copies of Mr. Higgins's series of letters on the present most worthy scheme. I believe if these letters were saved and put in dime novel form that they would sell well on the trains which are going to the utmost on the night when this gifted be run into this city over the proposed woman appears we shall be very much railway. As everyone who reads dime novels does so out of curiosity, I think Mr. Higgins's letters would be a great success; for as works of curiosity they are marvelous, and as works of fiction they can't be beat. There is not one the Liberal triumph will be particularly good reason given in one of those letters why we should not support the grand proposition. Place them alongside of the letter of Mr. S. J. Pitts, in your last issue of Thursday, and let anyone draw his or her own conclusions. I do not thing it would be at all necessary for anyone to reply to Mr. Schultz, as he takes up the role of a prophet, and, as can be seen at a glance, it is the role of a prophet of Mossbackism in its last

Now, Mr. Editor, as the scheme proposed by Mr. Bodwell is so clearly placed before the ratepayers by him, and the interests of the city have been safeguarded in every possible way by as intelligent a body of men as ever served a city on a council board, there is no need for me to say anything more, so I will conclude by signing myself one of the no ones who is going to hold up both hands for this great scheme.

NO ONE. THE FERRY FIASCO.

To the Editor: I was asked the other

speeches of Sir Charles Tupper, compare and frowning gates once shut, rescue Canada, full of stories, poems and artisto the ferry having accommodation for the men themselves in any way in which was impossible, for wrat could a mere tic illustrations, some of the pictures oca comparison is possible, and say if the handful of men avail against the seething cupying full pages. A boys picture, also when he agreed to share the mar-"An Impromptu Speech," is also in col- ket place with the Nanaimo railway, on majority of the people of Canada were mob of enraged devils? When afterors, and "Don't Cry, Mamma," is the both of these occasions Mr. Bodwell devilage ors, and "Don't Cry, Mamma," is the both of these occasions Mr. Bodwell devilage or the people of Canada were not wise patriotic and far-seeing in their wards, in 1879, there came the horror of most touching picture of the home of a flected his right hand thumb towards It was the government of Sir Wilfrid how much the position of the legations bright, clean and typical of Canada, as never could get four hundred passengers six colors, an Indian boy plucking feath- regular and slow ferry, and that if the his advocacy of the by-law is, in a few market place had two and a half sleeping cars in at one time there would not be room left to hang a cat.

This is as reliable and accurate a statement as that of the editor of the Colonist, who told us he knew a young man who said: "There are one or two business houses (in Victoria) who could afford to pay it (the \$20,000 yearly, etc.), out of their own pockets because of the saving and advantage it will be to

I should think the editor is younger than his young friend if he believed him, and if he did not believe him what interest has the editor in putting out such statements? I said to my lady friend: "Let those men who save the money be the only men to pay; keep your rate when she comes of age, or for some other person's daughter." An used to say: "A man may deceive me

once, never twice." This scheme was cradled in an ated the requisition were deceived. The pany. This company may not like it, but

I don't see how the C. P. R. can object. This question will be fought more honestly and with less heat if we recognize that we are all lighting for our own interests to keep down the rates or to make money on spring chickens and cabbages imported, which won't go into the

Since I wrote the above I have read your notice about Mr. Dunsmuir's ferry. You can tell the story Carlyle gives of the mad Paris mob, who went to the government, and when asked what they wanted, the leader said we want a When they were told they now had a republic, the leader again spoke" Eh bien, we want another." the risk of making this letter much too long I should like to remind your readers that about eleven years ago a deputation of the city council, with tall hats and their best neckties on, waited on the late Mr. Robert Dunsmuir. Their pockets were bulging out with British Columbia bank notes. These they offered to Mr. Dunsmuir if he would bring the railway to its present terminus. Mr. Dunsmuir thanked them, saying, "I have bought land for the purpose and will bring in the railway as soon as I can." I am told that Mr. Hill, of St. Paul, is as able, honorable and independent a man as the late Mr. Robert Dunsmuir. There are many people at the present and if he wants to come in to Victoria won't come as a sneak, but will make a fair open bargain. RATEPAYER.

RESPONSIBLE GOVERNMENT.

To the Editor:-I am sorry that I missed hearing Mr. Lugrin's lecture, as the condensed newspaper report, perhaps, hardly affords material for appreciation. The report makes the lecturer responsible for the repetition of several current gan the stern work of colonizing Eng-"I had been troubled for more than a land (or the then Britain) 1,500 years health, only weighing 135 pounds, formed part of these colonists is menformed part of these colonists is men-tioned occasionally in history as far back ounds and never felt better in my life, 'Milburn's Heart and Nerve Pills I onsider simply wonderful, and I don't know where I would be now if I had not habitat with any precision. The Germans described by Tacitus (first century) were not our ancestors so far as is of the goods these merchants import. known, though the two probably belongcharacteristics. It must consequently be

inferentially in that northern Europe preacter or somewhat advanced from tribaldom through organized chieftainry, or, perhaps, kinghood. The annals are very dim even in the earlier centuries of the colonizing of Britain, and any instituall of us, as he says no one wants the have been warped by the effect of chronic

It is surely fanciful to speak of "re-

sponsible government" in any sense as having existed then, or earlier. That principle of government is a modern political thing among the English. Even the other thing-its necessary basisnamely, "representative government," did not exist as a system in Anglo-Saxondom, indeed, is hardly traceable in the polity of that era. The oldest still existing English institutions are the vestry (parish council) and the House of Lords; then the Crown. The parish council goes back to the primitive tribal meeting, the House of Lords to the assembly of landed magnates already influential when English history dawns. All other institutional development is comparatively modern. I do not agree with the lecturer that the Norman conquest retarded constitutional development; it made that and national unity possible. True, owing to his temperament and to circumstances, William governed absolutely, but the feudalism which he established, or rather extended, is inconsistent with absolute personal rule-as the event proved. Mr. Lugrin attributes to Carlyle the well known argument used by Boswell's in heated discussion with Dr. father. Johnson about Cromwell, "he gart Kings ken they had a lith in their necks," and the lecturer paraphrases this vigorous Scotch in wishy-washy English, Public speakers should verify their quotations. GILBERT MALCOLM SPROAT.

RAILWAY FERRY AID BY-LAW.

To the Editor,-Mr. S. J. Pitts in forcible letter makes, from his standpoint, an exceedingly good argument in favor of vote about the ferry. I told her we this by-law. The strength of his argument is somewhat marred by an unnecesno doubt could be used in the few cases | sary, and perhaps needless, insinuation, we were in a deathtrap from which and is given as another premium with where a ferry is better than the steam- suggesting that ulterior motives influence which is all but concluded with the there could be no escape. Those grim the most beautiful book ever issued in er, and that when Mr. Bodwell agreed those who are pronounced in opposition to its pasasge. Mr. Pitts should give those ratepayers who may take an opposite view to him credit for being honest in their opinions. So far, the newspaper controversy which has been carried on has been free from personalities, and I feel sure generation when they cast their ballots Sir Louis Cavagnari's murder, with all missing Canadian soldier yet produced, his left shoulder and winked to Mr. that it is only through thoughtlessness his company, at Cabul, I could but think The whole sixty pages are original. Lugrin. He knew very well that they that Mr. Pitts casts reflections on the opponents of the measure.

The argument advanced by Mr. Pitts in words, this: "Merchants of Victoria desire to nave

freight and refrigerator cars brought into the city; in the first place, in order to save the cost of wharfage; in the second place, to enable them to obtain fruit and other perishable goods in good condition; and thirdly, to encourage the establishment of various industries, giving as an instance the halibut packing and shingle husiness."

Mr. Pitts forgets that the opponents of the scheme have pointed out that the freight and refrigerator cars which he claims will be brought in must pass through Everett, the ocean terminus of the Great Northern railway-a point just sides. The company proposes to have the 70 miles southeast of Victoria by water- summit of this mountain for the starting from where a railway ferry-in fact, the point of the toboggan slide. This will same formy which it is proposed to place on the route between the Fraser and Sidnev-can be operated to Cadboro Bay or English banker friend of mind the outer wharf at the same cost, with the saving of a land haulage of 140 miles. the cost of which, Mr. Pitts and others to the contrary notwithstanding, must be tempt to deceive or mislead (perhaps | paid by someone. Again, Mr. Pitts forgets that freight and refrigerator cars coming over the Canadian Pacific railway can be ferried by the E. & N. to Ladysmith and brought into Victoria without the cost of constructing a single line of railway.

Thus there are two methods of accomplishing that which Mr. Pitts contends will be the salvation of the merchants, neither of which involves the expenditure of a cent on railway construction, and both of which mean quicker and cheaper transportation by a shorter route.

If this be the case, and I think such cannot be gainsaid, then why tie up the credit of Victoria for twenty years to the tune of \$400,000, with the hope, by paying a subsidy, according to the mayor's figures, of about \$20,000 a year, of obtaining a roundabout and very inefficient service via Sidney and the Fraser river

valley? Like other advocates of the scheme, Mr. Pitts has refrained, since its impracticability for a passenger service for local or through traffic has been conclusively proved, from defending it on those lines. Nor has he undertaken to demonstrate that a line of railway proposed to be built at the expense of this city from the mouth of the Fraser river to connect with a line running into New Westminster and forming a loop line from Vancouver to that city through the Delta is going to bring that section into such close connec tion with Victoria that all their trade is to be diverted from its natural channel and redound to our great advantage. As a business man of many years' experience, Mr. Pitts knows that all the talk about bringing the trade of the Fraser to Victoria is buncombe, and he has very wisely left that subject alone.

Only upon the grounds of bringing loaded freight cars into Victoria has he maintained that the ratepayers of this city

demanded. found-the fifty cents to the freight rate which may be imposed. In fact, I am unable to find any guarantee of anything anyof open your mouth, shut your eyes, put up your money, and Victoria will have a frontispiece fo the new volume. plum. This may suit Mr. Pitts and a few merchants who hope to save fifty cents a so much less put into circulation among wharfingers, 'longshoremen, stevedores and others who are among the consumers Another point which has escaped Mr.

unprofitable, in serious political discus- then all the freight which now comes over sion to talk of our "ancestors" 2,000 | the Great Northern and the Northern Payears ago, or of their institutions, which, cific will cease to be brought here by the Sound steamers, which may possibly have historic time, either were tribal in char- to be withdrawn owing to so great a diminution of traffic; and either no bosts at all, or very inferior ones may be placed on the run in their stead. How will hotel keepers, retail merchants, livery, stable owners, hack drivers and boarding house keepers like this?

What Victoria should encourage above all things is the maintenance of a firstclass steamer service to and from all points, and prevent any possible transference of our shipping business to Sidney or any other point.

F. S. HARNARD

TO THE WORKINGMEN.

To the Editor:-The fate of the present by-law is in the hands of the workingmen of this city. This contest has developed into a fight between the masses and the monopolists, and it remains for the workingmen to assert themselves. If Victoria is to advance this family compact must be broken up.

It comes with bad grace for a few whart owners, stockholders and directors of the C. P. N. Co., to tell us how we should vote. In nearly every case you can trace a stringer from the C. P. N. Co. to those opposing this by-law, while on the other hand three-fourths of the independent business men and workingmen are in favor

BUSINESS, NOT SENTIMENT.

*************** Provincial News.

GRAND FORKS.

There are very few mining sections on the American continent in which the topography and climate permit any exensive development of the farming and fruit raising industries, and in this respect the Grand Forks district is particularly fortunate. The valleys of the main Kettle river and the north fork are both extremely fertile, and, in some places from three to five miles in width, and it is estimated that no matter what proportions the mining industry may assume, these valleys will be capable of raising all the farm and garden produce which will ever be needed. Figures from one ranch near Grand Forks show that this year's crop was worth \$11,500. Mr. Covert's 300 acre farm yielded this season 225 tons of potatoes, 100 tons of hay, 60,000 pounds of prunes and 15 tops of apples. His berry crop and garden truck brought in \$1,000. A fruit dryer on the ranch preserves the fruit and every pound of the produce, as well as that from numerous similar ranches in the valley, is consumed by the home mar

This city will seen have the distinc tion of having the highest toboggan slide in the world. The preliminary work of organising a company to promote the enterprise has been progressing for some time, and their plans have now reached such a stage of development that there is no longer any doubt as to the outcome. Almost overhanging the city is Observation mountain, so precipitous en one side that ascent is impossible, but sloping cut to the valley on the other rive an elevation of 875 feet. The course of the slide will be down a point which runs from the summit toward the north fork of Kettle river at an acute angle with the river. When the latter is reached a siight turn will be made, and the slide continued down the river for an indefinite distance. It is estimated, howeevr, that the slide will be from two to three miles in length.

The officials of the local Baptist church have been notified that their new pastor. Rev. John Burtt Morgan, at present pastor of the Baptist church at Aylesford, N. S., will arrive in Nelson some time during the second week of Decem-

VANCOUVER.

One of the Sir William Macdonald's manual training schools will shortly be opened in this city. The building selected for Vancouver's manual school is situated on Cambie street, between the Central and High schools, and will be fitted with 20 benches to start with.

NEW CANADIAN POEMS.

Three new volumes of Canadian Poetry, each of more than ordinary merit, are in course of publication by William Briggs. Mr. J. Stuart Theurson, whose "Estabelle and Other Poems," published last year, was generously praised by the English and American as well as the Canadian reviewers, has got together another volume which he entitles "A Day's Song." Mr. Thomson is one of the brilliant quintette of Canadian singers (Roberts Bliss Carman, Arthur J. Lockhart, and Arthur L. Stringer being fellow-exiles) who have gone to reside in the United States, Mrs. T. Sterry Hunt, widow of the eminent Canadian geologist, who has from time to time contributed charming verse to the current periodicals over the name of "Canadienne," has gathered her verse into a volume entitled "In Bohemia and Other Studies for Poems." The book should give the promoters the huge bonus is a contribution to the growing body of high-class Canadian verse, and will find Will Mr. Pitts point out where there many appreciative readers. Some time is any guarantee, even if freight is rrevious to his death the late Dr. Theobrought into the city in cars, that the dore H. Rand had prepared the material saving of 50 cents a ton wharfage will be for a new volume of poems. This, we effected? I can find nothing in the by-law are glad to learn, is now in the press. A that binds the Great Northern or any com-pany not to add-for ferriage, or upon zas gives its title "Song-Waves," to the some other excuse which can be readily book; besides which are a number of shorter poems written subsequent to the publication of Dr. Rand's previous volwhere in the by-law. It is purely a case Poems." A portrait from an oil paintume "At Minas Basin and Other ing by J. W. L. Forster will form a

Miss Phoebe Burn, aged 57, of the Rockwood district, Manitoba, slightly weak mentally and physically, lost her way in going from the residence of one ed to a common race with some general Pitts is that if the proposed lerry is go- relative to another, and was found frozen ing to be the success he predicts for it, to death next day on the prairie.