The Colonist.

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THE DAILY COLONIST

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ANTI-JAPANESE LEGISLATION.

The re-enactment of the Alien Immigration Act during the closing days of the British Columbia Legislature has called for a great deal of unfavorable criticism on the part of the Eastern Canadian and British press. Various views of the subject are taken. As a rule, however, the view is that, owing to the friendly relations which exist between Great Britain and Japan, such legislation should not be permitted to remain on our statute books. It is regarded as an affront to a power with which we have treaty relations, and one which has proved itself to be, in military prowess, in the arts of civilization and in industrial development, the equal of any of the European nations, or of the United States. That is to say, its status is equal to that of any other nation, and, therefore, its people are entitled to all the consideration and respect due to other civilized peoples. We may, therefore, confidently look to the disallowance of the Act in question at the earliest possible opportunity. Both the Governments at Ottawa and at Westminster have taken a decided stand on the question, and undoubtedly will remain true to Imperial necessities, which they claim the Legislature of British Columbia, in an effort to placate local feeling, is entirely overlooking or ignoring.

It would be well if the objections to the course of the Province in this respect were confined to this view of the case, which is undoubtedly a sound one; because, whatever may be the local grievances which we have in respect to the incoming of Japanese to labor in our Province in competition with the people of British Columbia, we must recognize that superior interests should prevail where the local and general come into conflict. That is a part of the unwritten law of our constitution, if indeed it be not part of the "lex scripta." Provincial laws that prejudicially affect the relations of the Empire, or of the Dominion, with other countries cannot prevail. Up to the present the objections which have been taken to legislation of this character on the part of the British Columbia Legislature have been based chiefly on Imperial considerations. Its constitutionality has been question, but it may be assumed that if the stronger factor of Federal and Imperial relations was not involved it would have been allowed to stand in deference to local feeling on the subject, and out of consideration for local grievances created as the result of Oriental immigration. The Natal Act, upon which ours is based, was allowed to stand; but that Act was passed by a legislative body having powers corresponding to those of the Dominion Parliament. Clearly, if the British Columbia Act specifically mentioned "Japanese" it would be ultra vires. It was purposely framed to avoid being attacked on that score; but the Judicial Committee of the Privy Council have distinctly laid down the principle that what a Province cannot do directly it cannot do indirectly. It will hardly be denied that the Alien Immigration Act of this Province aims to indirectly accomplish what is impossible in any other way. We have no doubt that the Act in question, if referred to the courts, would be declared to be unconstitutional.

In these circumstances, the wisdom of the Legislature in re-enacting this legislation may be questioned. From one point of view it undoubtedly is unwise; but we believe that the object of the Legislature was not so much the assertion of a constitutional right as a protest against the admission of Orientals, the local effect of whom on the labor market is undoubted. The Eastern Canadian papers, notably those of Montreal, completely overlook this phase of the question, and talk about the white race being afraid to compete with Japanese and Chinese on equal terms. If the editors of those papers had read the report of the Commission on Chinese labor in British Columbia they would come to an entirely different conclusion. Having in view the conditions of living among the Chinese, which are so entirely different in standard to those under which the white race subsists, it is impossible for the latter to compete without lowering the standard to that of the Oriental. Who among white men can live on from ten to twenty-five cents a day? Do our Eastern brethren believe that the white man would be improved if he were reduced to the necessities of such an existence? Would they recommend that the manner of living which makes such possible should be adopted by the white man with whom these people come into competition?

Now, without any disrespect to the virile, civilized and intellectual Japanese, he is even a more dangerous rival to the white man than the Chinese. He can live as cheaply, can work as cheaply and he is more aggressive and adaptable as a rival. He is more desirable as a citizen, it is true, but not less disturbing as a factor in the labor market. This is a fact which the Japanese Government recognizes inasmuch as it has voluntary agreed to restrict emigration of Japanese to Canada. That, however, does not prevent their coming, as there are very many of them outside of the jurisdiction of the Japanese Government at Honolulu and elsewhere, who come and go as they please.

THE EASTER SEASON.

In Rome the ceremonies of Holy Week began on Palm Sunday. In olden times they lasted for ten days, but the time was gradually reduced. In all Christian countries it is a season much reverenced and celebrated. It represents a season of mourning on account of the death and burial of Our Saviour, and a period of rejoicing commemorative of his glorious resurrection. In Italy in particular, but in all Catholic countries, it is specially marked by religious services and ceremonies of great solemnity and length, impressive and elaborate.

Good Friday, the day of the Passion, has been celebrated since the very earliest of Christian times, and, in England, is one of the two days—Christmas the other—upon which all work is suspended. Prior to the Reformation it was observed with the same ceremonies as on the Continent. Many curious customs grew up associated with this season of Holy Week. An early superstition regarding Good Friday was that bread baked on that day was kept throughout the year under the belief that a few of the crumbs or gratings in water would prove a panacea for all human ills. From this, as a memorial, we have the familiar hot cross buns, which, marked with a cross, find a place on the breakfast tables of innumerable families even yet. Who of us do not remember the street rhyme?

"One a penny, buns.
Two a penny, buns,
One a penny, two a penny,
Hot cross buns."

These have been traced back to a heathen custom of worshipping the Queen of Heaven with cakes—a custom found in China, Egypt, Mexico and elsewhere. We are told that an ancient sculpture in Rome represented the miracle of the five barley loaves marked with a cross. The Anglo-Saxons and the German peoples in general ate consecrated cakes in honor of their god "Eostre," after whom Easter day is named.

So with the eating of eggs on Easter morn. The custom of distributing the Easter egg, "the pace," or "pashe" egg, was once almost universal, but is now mainly kept by children as an innocent and very delightful amusement. With this, as with the hot cross buns and many other old customs that have come down to us as traditions, the origin was undoubtedly pagan. The Church gave a Christion significance to such rites as could not be rooted out. The people were wedded to the hot cross buns and would continue to eat them, and cherished the Easter egg. It was easier to graft these on the Christian observances than to do away with them. The egg was an old emblem of resurrection. As symbolical of renewed life it goes back to a very primitive time. We find it among the ancient Egyptians, Persians, Greeks and Romans. The Parsees used to distribute red eggs at spring time, in which we see the origin of the many colored egg of the present day. In continental Europe the egg, either "au naturel" or in an emblematic way, finds a prominent place at Easter time. Formerly the Easter egg, elaborately colored, was blessed by the priest and was kept as an amulet.

There are, as we have said, many curious customs associated with the season we are now celebrating, some, but not all, religious in their nature. We have what is familiar in history and literature as the "cramp ring," the "washing of Molly Grimes," and the "Chelsea bun house.'" In parts of England they practised what was called "lifting" or "heaving," in which on Easter Monday the men "lifted" or "heaved" the women, and the women returned the compliment to the men on Tuesday. In other parts they used to take off each other's shoes. It was once the custom to play ball in the churches in Eastertide for tansy cakes and puddings. Although this desecration of the church was long ago forbidden, the tansy cake and pudding are still popular.

Easter is one of the three great Christian festivals of Christmas, Easter and Whitsuntide. Primitive Christians used to greet each other on Easter morn with "Christ is risen," to which the reply was "Christ is risen indeed," a custom still retained in the Greek Church. It is a curious thing that among two widely divided peoples there were festivals, held about the same time of the year, which, with the advent of Christianity, became incorporated among its observances. The common name for Easter in the East, we mean the classic East, is the Paschal Feast, because it is kept at the same time of the year as the Jewish Passover, to which it succeeded. Our word Easter, as we have said, was derived from "Eostre," a Saxon deity, whose feast was celebrated each year at springtime, and was adopted by the Church in deference to popular taste. Thus in the Orient and the Occident at different times was paralleled in a peculiar way the process of absorption of ceremonies similar in nature, into our religious system, from entirely different sources. By others it is thought that the word is derived from "Oster," signifying rising. Thus we have in pagan times a feast of joy at the rising of the natural sun and at the awaking of Nature from the death of winter, becoming in the Christian era one of joy at the rising of the sun of righteousness—the resurrection of Christ from the grave.

Easter is what is called a movable feast. There is no dispute as to why we celebrated it, but there was a very long and bitter dispute among early Christians as to when it should be celebrated. The controversy extended over five or six of the earliest centuries before it was settled, and the plan upon which it was settled, which only an astronomer can properly understand, is very complicated. Easter as a movable feast, however, moves back or forwards according as the full moon next after the vernal equinox falls nearer or farther from the equinox. The rule for finding the Sunday upon which Easter falls is given in the English Prayer Book as follows: "Easter-day (on which the rest depend) is always the First Sunday after the full moon which happens upon, or next after, the Twenty-first day of March; and if the Full Moon happens upon a Sunday Easter day is the Sunday after."

THE COLONIAL CONFERENCE.

The next Colonial Conference is not likely to be a pronounced success. It was announced in the House of Lords as the result of the debate on the subject that a conference of delegates would be called, unhampered by instructions to discuss all subjects pertaining to the fiscal issues between the different parts of the Empire, subject to this important restriction that the British delegates will not be permitted to discuss Mr. Chamberlain's protection proposals, and that the Colonial delegates will not be expected to discuss the abandonment of protection. In other words, the delegates will go to the Conference with their hands tied. They will be restrained from discussing the one vital issue, which, to ordinary Colonial minds, is about the only thing worth discussing, and which will be uppermost in the thoughts of every one of them while considering a number of side issues, all more or less dependent upon the issue they must avoid. If the proposal for a Conference has arisen out of the advocacy of the Chamberlain preferential policy, about which there can be no doubt, why should that policy be eschewed by the Conference? If the Government is afraid to have it discussed by the representatives of the Empire, for fear of losing office, which is the only possible explanation, why bother with a Conference at all? Why not go direct to the people of Great Britain and have the issue for the time being decided at the polls? If the people are opposed to the idea that will be the end of it, unless a subsequent agitation should be more successful than the first one seems to have been. Should the people be in favor of it, then a Colonial Conference could be called to discuss details and formulate some plan of action for mutual preference. It has been stated by the leaders of the opposition to Mr. Chamberlain that the Colonies would not support his policy when they came to understand what it implied, or if it meant that there should be any material abandonment of the principle of protection in their own fiscal policies. If the subject is not allowed to be discussed, how are the representatives of the Colonies to express their views and explain the state of public opinion in the Colonies in regard to the matter? If any one method more than another could have been devised to keep the people of Great Britain in the dark on the most important phases of the question, it seems to us the Government has devised it in the present instance. Mr. Chamberlain would be very much strengthened in his campaign if he cut loose from a Government that seems afraid to openly profess any opinions in his favor, and make the issue a straight one with the people. The cause he advocates has undoubtedly lost ground recently, and largely because the fate of the Government, which is unpopular, has been bound up with it. An unfettered Colonial Conference would make the position of the Colonies perfectly clear. It is clear now. It only requires it to be officially expressed to disabuse the minds of the people of Great Britain of the false impressions conveyed to the electorate by Lord Rosebery and other leaders of the Liberal party. The Government has taken the most effective way possible, through fear of defeat, to prevent that expression being given and made public.

TAXING RAILWAYS

A few days ago attention was called to the reports submitted by the Railway Taxation Commission to the Ontario Legislature in which it was proposed to tax railway and transportation companies three per cent. on the gross returns of traffic. A very strong objection has been raised to this, not on the ground that the railway should escape taxation, but on the principle involved. One newspaper asks why it should be considered necessary to tax the railways, beyond the municipal taxation upon real estate and buildings, taxation, which is not really taxation, seeing that the municipalities supply, or are supposed to, value for the amount received. It is stated that this proposal to tax the railways springs from the popular misconception that the shareholders pay the taxation. As a matter of fact, it is not. It is paid by the people using the railways. It is, says the Montreal Gazette, taxation which stands between them and and any natural reduction in rates. The gravest objection in our mind, however, to the proposed form of taxation is that it is levied upon business merely passing through the Province which in a way affects the Province of Ontario, and for which it is in no way responsible. For instance, why should wheat going from the Northwest, which happens to pass through Ontario, en route to Montreal and Great Britain, pay tribute to the Ontario treasury or why should freight passing from one province to another be liable to such imposts? This is clearly an interference with trade and commerce and it is a serious question whether a province has the right to impose such taxation. To work out the problem to a logical conclusion we may assume that all the provinces of the Dominion might adopt a similar principle. When the two new provinces are formed, there will be nine provinces in all. Let us consider the situation from that point of view: A carload of freight originates in Prince Edward Island, goes to Halifax, through New Brunswick, Quebec, Ontario, Manitoba, Saskatchewan, Alberta, and is finally landed in Victoria, British Columbia. If each province were to impose three per cent. on the gross value of the carload in question as taxation, by the time it had reached Victoria it would have paid to the various treasuries twenty-seven per cent. The proposition has only to be placed in that light to show how wrong in principle it is. Whatever may be the defects of the present system there seems to be no practical way of taxing a railway other than upon its property within the province, whether the taxation is imposed by the province or the municipalities, through which the railway passes. It would not be fair all round to tax a railway upon its income, because in that case the railway company would only be taxable at its head office and the head offices of the two main lines of Canada are in Montreal. Montreal, or the Province of Quebec, would reap the entire benefit of the taxable income of these two companies for the whole of Canada. The only practical method, therefore, is, as stated, to tax the property of the company where it is found, such as the buildings, road bed, rolling stock, etc., etc. Sir Charles Rivers-Wilson thinks it would be most unfair for Ontario to tax the Grand Trunk Railway because the Grand Trunk Railway has done so much for Ontario. That is decidedly an unbusinesslike view and should have no consideration. Having once arrived at an equitable basis of taxation, it should be given effect without reference to anything else.

LIVING UP TO THE PLATFORM.

When the present Government of Ontario went into power it did so having the support of a large number of Liberals as well as Conservatives. Premier Whitney took office opposed to many of the abuses which arose during the Ross administration, including the evils of the spoils system. Throughout Ontario, among Conservative circles, there is a disposition to resent the attitude of the new Government. It is held that previous Liberal administrations having filled the offices with party heelers, many of whom continued to be partizans in office, and having administered the affairs of the country on the spoils system, the government should make a clean sweep of the offices and recognize the principle of party patronage to the full. That the Government is standing firm to its platform is very evident from a circular which has been issued by Hon. W. J. Hanna, Provincial Secretary, to license inspectors and the boards of license commissioners throughout Ontario. They are reminded that in no case must they allow political considerations to influence their decisions. They are not permitted to be influenced by committees or partizans assuming to direct the board as to what licenses should be issued. Any license obtained in this way will be discontinued. It is stated that "the Government is sincerely anxious that the license laws shall be strictly administered and on a non-partizan basis" and officials are expected to administer the law with that end in view. They are instructed that where the number of applicants exceeds the number of licenses to be granted, those applicants who are personally the most desirable, and whose hotels are the best appointed and the most suitable for the public accommodation are always to be preferred. Inspectors are enjoined to make fair and impartial reports in every instance.

The circular proceeds: "There are many places called hotels which are merely drinking places, the bar being made the first consideration, and the accommodation for man and beast but secondary. Make the licenses of such places live up to the requirements or refuse the licenses. Make them keep hotel." Rigid enforcement of the law is to be faithfully carried out in every district.

So far as the temperance plank of the Whitney platform is concerned, the Government has made a good start. The policy is sound in every particular and will have much better effect throughout the country than a prohibition or local option law imperfectly carried out.

THE SUPPLY OF IRON ORE.

A. C. Lane, president of the Schoolmasters' Club and the Michigan Academy of Science, gave an address at Ann Arbor the other day on "National Resources," in which he predicted that, at the present rate of consumption, all the iron ore of the world will be exhausted in eighty years, and that in ten years there will be no more white pine.

With respect to the latter he is undoubtedly near the truth, as white pine in America, especially, is rapidly being exhausted. However, so far as iron is concerned, no man can speak with any certainty as to the world's probable supply, ad the time during which it will be exhausted. In British Columbia alone there are vast deposits of this mineral, while in the Pacific Coast States, in Mexico, Russia, China and in Labrador there are immense fields not yet developed. In fact, the world is full of iron. It is one of the most useful and necessary of mineral products, and Nature, with its usual compensations, has rendered the supply commensurate with the probable demands of the human race for all time.

Col. Matheson, Provincial Treasurer of Ontario, has written off an asset of nearly $5,000,000, represented by the Temiskaming railway. He has been severely criticized by the opposition members of Ontario for this feat of finance. It is asked if the railway in question is not a Provincial asset, what is it, and the Ottawa Free Press, in an effort at facetiousness, states that if it is not an asset it must be something else. "Is it fish, fowl, or beast of the field?" it queries. Col. Matheson, in dealing with the matter as he has, has simply followed the example of the Dominion Government, which does not include the Intercolonial as an asset. It does not pay, and as it returns nothing to the treasury above its cost, it can only be regarded as an asset in a negative way. Public buildings, bridges, parks, roads, are all assets in a sense. They are necessities which have cost money to produce and are of benefit to the community which they serve, but they are not regarded in a financial statement as assets because they are not realizable. We question, however, if a railway is an exact parallel. It could be sold for something, if not for what it cost—for a half, or third, or some other sum. In any event the Temiskaming railway cannot be regarded as an asset valued at $5,000,000 until it is able to pay interest on an investment of that amount, and Col. Matheson is probably wise in eliminating it for the present.

Le Soleil, of the city of Quebec, which is supposed to be the especial mouthpiece of Sir Wilfrid Laurier, complains bitterly of certain Toronto journals which have been paying their respects to the Quebec hierarchy in connection with the separate school clauses of the Autonomy Bill. There is nothing remarkable about that, because all the Quebec papers are doing the same thing, except in one particular. In 1896, says the St. John Sun, there was a paper in Quebec, the name of which does not now appear in the newspaper directory of that province. That journal, which supported Sir Wilfrid Laurier very strongly on the separate school question as it was voiced by him, was very uncomplimentary to the Bishops of Quebec, who had issued a mandement on the subject. It went so far that Roman Catholics were prohibited under pains and penalties from reading it. The situation proved so awkward for it that it ceased publication, and on the same day a new paper, printed in the same office, edited by the same staff, and owned by the same proprietor, with the same politics, saw the light of day. It was called Le Soleil, and it is the same paper that today condemns what, under another name, it was guilty of in 1896. In fact, at that time it went much farther than any Toronto paper has in 1905. Was it the hierarchy that changed so much in nine years, or was it just the newspaper?

The name of the Papal delegate, who has come in for so much criticism, is Sbarretti, and it is pronounced "Sparretty."

The Ontario Government has issued orders that civil servants who run in debt shall forfeit their positions. This was not part of the ante-election platform, but probably the position of affairs at Toronto justify the ukase. A similar order at Ottawa would create widespread consternation in the Departments.

There is a great wave of feeling sweeping over Norway in favor of independence. The leader of the movement is Dr. Fridtjof Nansen, the celebrated Arctic explorer, who, if independence is accomplished, is likely to be Norway's first prime minister, if not her president. He is apparently as intrepid and able in politics as in polar expeditions.

LETTERS TO THE EDITOR.

FISHERMEN AS TRESPASSERS.

Sir—Can owners of land through which streams and rivers belonging to the Dominion government pass prevent fishing within the boundaries of their property? If not, would anglers be obliged to traverse the waters or beds of such streams or rivers in order to avoid trespassing on the property through which they pass; or could they travel along and fish from their banks?

SUBSCRIBER.

Shawnigan Lake, April 18, 1905.

[The old common law rights still hold good, that the owner of land abutting a non-navigable stream owns the land to the centre of the stream. There is no private property in the fish. They are like the birds of the air; but if the latter come and rest in the fields of a farmer a stranger cannot go into the field to reach them without committing trespass. So in regard to fish in streams. A stranger may not fish from the banks or wade in the stream without committing trespass. We may say, for the information of "Subscriber," that non-navigable streams are not within the jurisdiction or control of the Dominion government.—Ed.]

A PUBLIC NUISANCE.

Sir—Having had occasion to be taking a ride on my bicycle in Shawnigan district, I was shocked to find the filthy condition of the Mill Bay and Cobble Hill road opposite the Catholic church. This portion of the public thoroughfare would compare favorably to a scavenger dumping ground.

If I am not mistaken, this particular case has been reported previously by the proper authorities. This condition of affairs reflects not only on the residents in the neighborhood, but also to the discredit of the rest of the farmers of the vicinity. Trusting this will receive immediate attention, as it is a public nuisance and a disgrace to any civilized community.

OBSERVER.

ELECTION OF SCHOOL TRUSTEE.

Sir—The resignation of Dr. Bolton will apparently put the city to the expense of some $400, unless some of the aspirants for office will graciously retire from the contest. Whilst all those who have announced themselves as candidates are most estimable gentlemen, and held in high respect by the citizens of Victoria, still their position would be enhanced if they would agree among themselves to allow the seat to be filled without a contest. In the natural order of things, Mr. Riddell, who was the defeated candidate with the highest number of votes at the last election, should be allowed to take Dr. Bolton's seat. With the Doctor out of the field, there is no doubt whatever but that Mr. Riddell would have been elected. Mr. H. H. Jones and Mr. McKay are gentlemen endowed with more than the average amount of common sense, and retirement at this stage would add considerably to their future prospects for election.

Actuated as the candidates are with desire to assist in the government of the institutions of our city, and prompted no doubt to watch the finances jealously, it would certainly redound to their credit if they were parties to an arrangement whereby the expense of an election would be saved, and also the inconvenience to the electors.

W. H. PRICE.

NAMING SALT SPRING ISLAND.

Sir—In connection with the interesting letter of "Beaver" in the Colonist of October 2 last, respecting the name of Salt Spring Island, I think that there can be no doubt that Salt Spring was the name in local use for some years at least before that of Admiral was applied to it.

Captain G. H. Richards, R. N., of H. M. surveying ship Plumper, surveyed that vicinity in 1859, and evidently wished to associate the island now under discussion with Sir Robert Lambert Baynes, K. C. B., the naval commander-in-chief of the Pacific station at that time. He therefore called (1) the Island; Admiral, (2) one of the highest elevations on the Island, Mount Baynes, (3) Ganges Harbor, after Admiral Baynes' flagship "H. M. S. Ganges, (4) Fulford Harbor, after Captain John Fulford, of the Ganges, (5) Burgoyne Bay, after Commander Burgoyne, of the Ganges, (6) Southey Point, the northern extreme of the Island, after Admiral Baynes' secretary, James L. Southey, R. N.

It is quite possible that other names on the island are also connected with the Ganges, but these are all that I can trace the origin of, at present.

I think the above facts are conclusive enough to prove that the name Admiral was first applied to the island by Captain Richards in 1859.

"Beaver's" evidence as clearly proves that the name Salt Spring was used in publications as early as 1856, and that the alternative name of Admiral did not commence to appeal in any form until 1860.

The rendering of Admiralty island, which "Beaver" states two authorities used, may, I think, be considered merely as a mistake for Admiral.

I am convinced that Captain Richards was unaware of the island being locally called Salt Spring, as the rules regarding nomenclature by naval surveyors have always been most stringent, and names in current use are always adopted if possible.

Possibly some of your readers may be able to supply further information as to the origin of names given to other localities on the Island.

J. F. PARRY,
Commander, R N.
H. M. S. Egeria, at Chemainus, B. C., April 20, 1905.

A VISITOR'S OPINIONS.

Sir—As a visitor to your city, after a year's absence, I crave space to compliment some of your people on the improvements I notice.

All credit to your tourist association in the first place, for I know they are doing good work. Victoria has an almost infinite variety of attractions, and the more the outside world knows of them the better for both.

I am glad to see that the "horseless carriage" has made its appearance here. But let me suggest to you and to those in authority, that it would be well at the outset to frame good and sensible regulations governing the use of these vehicles.

I happened to be in the park the other evening when a large touring car came tearing along the road where two children and a dog were sauntering along. The children unknown to me cleared the road, but the poor unfortunate dog was run over, and the yelping brought my heart into my mouth with fear that the little ones, too, had been the victims of the speedy motorist. The latter did not stop, but a kindly passer-by fixed up the wounded canine and sent him on his way.

All motorists should be licensed. A large black tag with the number of the license in large white characters, in the rear, would put a stop to carelessness on the part of chauffeurs.

I must say that it will give Victoria quite a metropolitan air to have a "Garaze" as one of its institutions; but it seems to me that the rate charged—which I understand is $5 per hour—is somewhat exorbitant.

Why should the difference be so great between hacks and automobiles? A hack with two horses and a driver costs but $1.50 per hour, and as far as first cost is concerned, I do not think there is so great a difference as to make up the excess in rate charged per hour. I am sure that better results, financially, would result if the rate were made, say, $3 per hour. There is not the large wealthy class available here as there is in, say, San Francisco; but surely a more moderate charge would pay equally as well if the increased patronage is considered.

I read in your paper the other day the alleged funny item referring to Ald. Hanna, saying, "Where, oh where is Hanna?" I believe it was in regard to the paving of Johnson street. Ald. Hanna, as far as I can see, is one of the best of your city fathers. He has had sense enough to solve the absurd duplication of street names, and for that is entitled to all credit. It seems to me that the present system of naming streets is haphazzard and most unsatisfactory. Take Government street for instance. If it were so named from the water front all the way to its northern end, including Birdcage Walk, how much better it would be as an indicator to visitors as to where they were. Take the case of a tourist walking along Dallas road. If he came to a street marked "Government" he would know about where he was; but to see the name "Carr' street as at present, is only a mystery to him. And the same reasoning will apply to most of the other proposed changes in the names of streets.

Lastly, let me second the proposal to transform the old cemetery into an attractive little park. Why not call it "Broughton" park, and further perpetuate that historic name?

In my opinion you might do far worse than have Ald. Hanna for your next mayor.

NEW YORKER.

A SIMPLE CURE FOR PILES.

Pile sufferers know that Ointments and other local treatments sometimes relieve but never cure. They don't remove the cause.

There is a little tablet that is taken internally removes the cause of Piles and cures any case of any kind no matter how long standing.

A month's treatment costs $1.00. Ask for Dr. Leonhardt's Hem-Roid (a thousand dollar guarantee goes with every treatment).

Hem-Roid is the discovery of Dr. Leonhardt of Lincoln, Neb., one of the most distinguished and successful physicians in the Western States.

All Druggists, or The Wilson-Fyle Co., Limited, Niagara Falls, Ont.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other soap powders, as it also acts as a disinfectant.

WHOLESALE MARKETS.

Wholesale Market report, corrected daily by the Sylvester Feed Co., 87-89 Yates street, Victoria, B. C.

Oats have stiffened up considerably, with every indication of an early advance.

Wheat, per ton	$35.00
Oats, per ton	$28 to $30
Barley, per ton	$26.00
Hay (Island), per ton	$14.00
Hay (Fraser), per ton	$12.00
Straw, per ton	$10.00
Potatoes	$23 to $25

POULTRY AND LIVESTOCK.

FOR SALE—Newly calved Jersey cow with heifer calf for sale. Layritz Nursery, Carey road. ap21

FOR SALE—Pomeranian Spitz puppies. J. R. Grant, 1115 Pendrill street, Vancouver, B. C. ap21

FOR SALE—Good family cow, part Jersey; 3rd calf last December; will allow anyone to milk her. Price $50. Apply S. H. Musgrave, North Saanich, B. C.

FOR SALE—Cow, just calved; good milker. R. Daniels, Colquitz, P. O. ap20

FOR SALE—Very fine Gordon setter pups, 9 weeks old. Geo. Pirie, Foul Bay. ap20

FOR SALE—Single comb Rhode Island Red and Silver Laced Wyandottes' eggs for hatching, from prize winning stock, $2.50 per setting; fertility guaranteed. Geo. C. Anderson, Savoy Cigar Store.

BUFF ORPINGTONS—Prize pen, $2; utility, $1; White, $2; Pekin ducks, 75c. setting Miss Turner, Cadboro Bay road. Tel. B337. ap18

EGGS FOR SETTING—It is stated by all who have seen my Barred Rocks they are the finest flock they have seen in these parts—price 50c. per dozen. John C. Mollet, South Salt Spring P. O., B. C. ap11

FOR SALE—Heavy draught horse for sale. Apply at B. C. Soap Works. ap9

GRANDVIEW POULTRY YARDS—Great est laying strain White Leghorns, 12 firsts and specials Victoria and Vancouver, last January; hatching eggs guaranteed. Free circular. J. J. Dougan, Cobble Hill, B. C. ap21

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