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THE DAILY COLONIST.

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THE SESSION.

The session of the legislature, which
will be opened to-day, will be unique in
the annals of British Columbia, because
it is the first to be held under a king.
All the other provinces of Canada, with
the exception of Manitoba, have in the
records of their legislatures enactments
and other proceedings done in the name
of a king, but this province came into
existence long after her late Most
Gracious Majesty ascended the throne.
There can hardly fail to be a reference
in the Speech to-day to the death of the
Queen and the accession of Edward VII.,
and this will doubtless be coupled with
an appropriate expression of the loyalty
of the people of this province. We an-
ticipate that our legislature will be
asked to follow the example of other
legislative bodies throughout the Empire
and lay before the foot of the throne
a suitable memorial dealing with this
important event in the life of the Em-
pire.

The late melancholy accident at the
Union Colliery may properly be referred
to in a speech from the throne, for it is
a time-honored custom to make mention
in such documents of incidents which
have profoundly affected the community.
We have already intimated that the
government contemplates recognizing the
patriotism of the men who volunteered
for service in South Africa, and possibly
the Speech may deal specifically with
this subject. If His Honor's advisers
are in a position to indicate their in-
tention to take up educational matters, we
are very sure it will meet with popular
approval. The feeling that radical
changes are necessary in the school law
is very general.

The government will be able to con-
gratulate the house upon the generally
prosperous condition of the province, and
we hope that some evidence will be
forthcoming of successful efforts to ad-
vance the interests of agriculture, and
we shall expect to hear an intimation
that the settlement of the farming dis-
tricts has received the consideration of
the government during the recess.

Several subjects have been dealt with
by commissions since the last session,
and the Speech may naturally be ex-
pected to refer to them, as well as to the
visit of the Premier and Attorney-Gen-
eral to Ottawa, although on the latter
point it is not easy to see how His
Honor can be expected to say very
much. In British Columbia ministerial
delegations to Ottawa are somewhat of
a rarity. In the other provinces they
are more frequent, and they are not as
a rule mentioned in the Speeches with
which the sessions are opened. Mr.
Dunsmuir's visit to the Capital has been
so much talked about that we may
assume he will promise to lay before the
house at some convenient time during
the session as full a report of what he
did, as expediency will justify. It is to
be remembered that it is rarely wise to
make public negotiations that are not
concluded.

Mining is so important an industry in
this province that the session can hardly
pass without its receiving attention, and
we shall expect the Speech to indicate
as much, as well as to give an ex-
planation of the postponement of the
mining commission provided for at the
last session.

The chief interest attaching to the
Speech will be because of what is likely
to be said on railway matters. As three
great transportation enterprises have
occupied the attention of the people of
the province during the year—namely,
the Coast-Kootenay line, the Vancouver
Island line, and the line through North-
west British Columbia towards the
Yukon—we expect that the government,
in its well-known desire to open the
province to development, will promise
measures with the object of promoting
the railways in question. Other matters
will doubtless be mentioned, but these
are what occur to us as most likely to
be taken up in the Speech which the
Lieutenant-Governor will deliver to-day.

THE VANCOUVER ELECTION.

The election of Mr. Garden in Van-
couver calls for some comment. The
government did not put up a candidate,
preferring to leave the whole matter in
the hands of the people of the Terminal
City without any outside interference.
The result was that two candidates
offered, both of whom occupied a quasi-
independent position, but of the two Mr.
Garden may be properly regarded as the
more friendly to Mr. Dunsmuir's admin-
istration. It would not be correct under
such circumstances to speak of the re-
sult as a government victory, but it un-
doubtedly strengthens the position of the
government before the country. Mr.
Garden supported Mr. Dunsmuir during
the last session, and Mr. Macpherson
was understood to have the sympathy of
those members who were in opposition,
and as the former is the choice of the
Vancouver electors by a large majority,
it may be accepted that the people of
Vancouver are not dissatisfied with the
present government.

The result of the election has one very
important element. It was only a very
short time ago that Mr. Garden, when
running as a Conservative candidate for
the House of Commons, was defeated by
his Liberal opponent. Now, running
for the local house against a prominent
Liberal, he has been successful. This
seems to us to show very clearly that
the electors of Vancouver do not look
upon provincial politics as proper to be
mixed up with federal issues.

Another feature of the contest, which
possesses considerable importance, is
that Mr. Macpherson has during his
legislative career been very prominently
identified with extreme ideas in regard
to matters affecting even indirectly the
relations of workmen to the public.
He has been an extremist and not al-
ways wholly reasonable in his views or
in the manner of expressing them. The
electors of Vancouver, in declining to
send him back to the House, must be
taken to mean that they have had
enough of experimental legislation. If
there was a man in the last House who
could be considered as peculiarly rep-
resentative of legislative vagaries, it was
Mr. Macpherson, who combined with his
extreme ideas on such subjects a great
deal of ability and forcefulness of
speech. If the people of Vancouver
think that sort of thing, there is no
doubt that the government will be
filled with men like Mr. Macpherson, and
that he failed of election against a can-
didate handicapped by a recent defeat
is, we think, very significant of their
temper on this subject.

We think that Mr. Garden will prove
a more useful member of the House
than his opponent, and hence, while we
have no right to claim Mr. Garden's
election as peculiarly a government vic-
tory, we can properly say that, as it is
Mr. Dunsmuir's desire to carry on the
affairs of the province on business lines,
the choice of the people of Vancouver
will contribute to strengthen his hands.

RAILWAYS IN CANADA.

Yesterday we spoke of what the Do-
minion has done in the way of cash ex-
penditures to promote railway construc-
tion in the Dominion, but this by no
means limits the aid contributed by Par-
liament. Land subsidies have been given
liberally. In all 39,725,839 acres
have been granted by the Dominion in
aid of railways, the mileage, not includ-
ing the Canadian Pacific main line, be-
ing 2,937.21 miles. In this the land
granted to the Esquimalt and Nanaimo
railway is not included, although strictly
speaking it ought to be. It is omitted
because the land in that case was
originally a part of the provincial
domain, and was transferred to the Do-
minion for the specific purpose of secur-
ing the construction of the line on the
Island. All the land grants embraced
in the above total are to railways in
Manitoba and the Northwest Territories.

The grant per mile, except in the case
of the Canadian Pacific main line, has
one portion of the Canadian Northern,
has been 6,400 acres. No rate per mile
was specified in the case of the Canadian
Pacific main line, and on section B of
the Canadian Northern the acreage per
mile was 12,800 acres. Following are
the several land subsidies:
Alberta Railway 1,114,363
Calgary & Edmonton 1,748,000
C. P. R. main line 18,206,000
C. P. R. branches 1,906,024
Great Northern Central 820,000
Manitoba & Northwestern 2,918,400
Manitoba & Southwestern 627,200
Man. & W. Can. Co. 1,289,800
Qu'Appelle & Saskatchewan 1,625,344
Red Deer Valley 825,000
Saskatchewan & Western 39,008
Canadian Northern 9,280,000

Aid has also been given by the Do-
minion to certain railways, chiefly in the
Maritime Provinces, by gifts or loans of
old rail. The value of the rails given
amounted to \$152,305.20, and of the rails
loaned, \$80,220.85. Cash loans amount-
ing to \$745,625 have been made,
which is somewhat less than was author-
ized by parliament. We think the above
embraces what has been done by the Do-
minion to promote railway construction,
in addition to the direct cash expendi-
tures, subsidies and bonuses mentioned
in yesterday's article. It makes a very
formidable showing, and we think can
be justly claimed to have done more
than anything else to promote the de-
velopment and prosperity of the coun-
try.

It is not very easy to distribute the
subsidies between the several provinces,
so as to cast much light upon the ques-
tion. Some of the subsidized lines are
in more than one province, and some of
those are altogether in one prov-
ince are really works for the benefit of
the whole country. The annual subsidy to
that part of the Canadian Pacific
which crosses the state of Maine, al-
though for a railway in a foreign coun-
try, is really for the benefit of the whole
Dominion. Moreover, some of the prov-

inces, notably Nova Scotia and New
Brunswick, have participated so direct-
ly in the expenditure for the Intercolonial
that any comparison based on subsid-
ies alone would be misleading. Prince
Edward's Island is not charged with any
subsidies for the reason that all the rail-
way in that province is owned by the
government. In the case of Ontario it
is to be remembered that the greater
part of the immense expenditure for
canals has been in that province. Mani-
toba is in a class by itself. These con-
siderations show how erroneous it is
to discuss the railway question wholly
from a local point of view, or to attempt
to decide the merits of any claim by re-
ference to what has already been done
in any province. Railway construction
must necessarily be in one province in
most cases, but under any wise system it
will be for the benefit of the whole
country. Nevertheless, some people
may be interested to know how the
subsidies granted by the Dominion have
been divided between the provinces, we
give the following as an approximation.
It is subject to correction to some ex-
tent, but is substantially accurate:

British Columbia \$1,139,766
Nova Scotia 1,085,998
New Brunswick 1,570,834
Quebec 5,930,762
Ontario 7,022,745

The Canadian Pacific subsidy is not in-
cluded in these figures, neither is the
subsidy to the Mackenzie & Mann lines
in Western Ontario, Manitoba and the
Northwest.

We are without sufficient data to give
any definite idea of what the several
provinces have done since Confederation
in aid of railways, or what has been
done by the municipalities. Assistance
has been given in land, cash guarantees,
and in some cases by way of subscrip-
tions to stock. In the aggregate they
amount to a very large sum. We men-
tion this aid only that it may not be
overlooked by any one who may follow
what is said in these articles on rail-
ways in Canada.

GOVERNMENT INSURANCE.

The Union Colliery disaster has de-
prived a number of women and children
of their breadwinners. Doubtless their
immediate needs will be provided for,
but the most that can be done in this
way will be inadequate to the necessities
of the case. We suggest that the time
has come when the government, either
federal or provincial, should take up the
question of providing insurance for per-
sons employed in such industries as min-
ing, sea-faring and others subject to
accidents.

We are without data as to the num-
ber of men and the amount of the pay-
rolls in the various mines on Vancouver
Island, but the wages cannot amount to
less than \$200,000 monthly. A tax of 1
per cent. would yield \$2,000 from this
source alone, or \$24,000 a year. Putting
the cost of management at \$4,000 a year,
this would leave a fund of \$20,000 annu-
ally, which would provide for 20 pay-
ments of \$1,000 each to the victims of
fatal accidents in the mines. This is
only a very partial statement of the
case, but it will indicate what we have
in mind. It would be possible to arrange
that the cost of the fund should be paid
in the form of annuities, which would
be the best method in most cases. We
suppose that an annuity of \$75 a year for
15 years would be about the equivalent of
a payment down of \$1,000, and surely no
miner would object to paying 1 per cent.
of his earnings to secure an annuity
to his family in case of his death by
accident in a mine. Of course, the pay-
ment of the percentage would have to be
compulsory upon all miners. We
speak of miners only, but the operation
of such a system might be more widely
extended.

One feature about such a system is
that it would eliminate from the aid
given all appearance of its being a char-
ity. The family would receive what its
head had contracted and paid for.
We suppose it is not reasonable to ex-
pect that a measure to provide insur-
ance of this nature can be perfected in
time to be introduced into the session
of the legislature this year. Sufficient
time should be taken to perfect the plan
to decide what lines of employment should
be embraced in it and how the system
can best be organized. We shall be
glad to receive suggestions on the sub-
ject, and the hope that some time in the
future they may be crystallized into
the form of a statute.

A RELIEF FUND.

We print a letter from Mr. James E.
Painter, in which he makes a suggestion
as to the starting of a relief fund for the
families of the sufferers by the Union
Colliery disaster. No doubt the people
of Victoria will be very glad to do what
is right in this direction. In the course
of a day or two we will probably be able
to let the public know just what the re-
quirements of the afflicted families are,
and if a request is then made for contri-
butions they will come in freely. Mean-
while Mr. Painter is to be commended
for his suggestion and the evidence he
has given that he means what he says.

YUKON GOVERNORSHIP.

It is stated that Mr. Ogilvie has re-
signed, or is about to resign, the position
of commissioner for the Yukon, or the
governorship, as it is commonly called.
Rumor connects the name of Mr. J. H.
Ross, of Moosejaw, with the probable
vacancy. Mr. Ross is a member of the
Northwest Council. He entered public
life during the time when Mr. Dewdney
was Lieutenant-Governor at Regina, and
has occupied a position in the Council
ever since—that is, for eleven years.
Mr. Dewdney says that he is a
thoroughly reliable and competent man,
and that he has the confidence of the
people whose administrative experience ought
to qualify him in an exceptional way for
the work to be done in the Yukon coun-
try. Mr. Ross is a Liberal in politics.
While speaking of this office, we wish

to express the opinion that the salary,
\$8,000, is not enough. A man ought to
get more money than that to pay him
for accepting such a responsible post at
such a remote point. It may be true
that there are chances to "get on to"
things that will more than make up for
any deficiency in salary, but the govern-
ment ought not to take this into account
in fixing the rate of pay. If it is to be
considered, there are some men who
would pay a handsome bonus for the
commissionership.

ORIENTAL IMMIGRANTS.

We print certain correspondence be-
tween the federal and provincial govern-
ments bearing on the question of the
Chinese head tax. It is very evident
from the despatch from the Clerk of the
Privy Council that, for the present at
least, any agitation for an increase in
this tax or for greater restrictions upon
Oriental immigration will just be so
much energy wasted. We do not believe
that any disposition exists at Ottawa
to put any additional obstacles in the
way of Chinese entering Canada, and
are inclined to think that there is no
substantial difference in the attitude of
the two political parties on this ques-
tion.

In regard to Japanese, there is no
room to doubt that the present federal
government will not, for Imperial rea-
sons, take or countenance any steps up-
on any different footing from other for-
eigners. These are points that should
be well understood, for there is no sense
in our legislature inviting legislative dif-
ficulties by enacting laws which will
not be permitted to remain in operation.

A MILITARY BURDEN.

A Philadelphia paper prints a com-
parative statement of the cost of the
military and naval expenditures of the
United States and those of the prin-
cipal European powers. By the figures
given, the United States is far in the
lead, with Great Britain next, then
France, Russia and Germany, in that
order. Pensions are included in all
cases, and the totals are:

United States \$292,000,000
Great Britain 210,000,000
France 210,000,000
Germany 200,000,000
Russia 143,000,000
The United States pays \$144,000,000
for pensions, which is more than all other
countries put together. Deducting
pensions in all cases, the figures are:
United States \$230,000,000
Great Britain 147,000,000
France 147,000,000
Germany 127,000,000
Russia 127,000,000
The United States comes out ahead by
\$78,000,000, although her navy is by no
means second in strength. Deducting
naval expenditures and pensions, we get
the following as the cost of the several
armies:

United States \$170,000,000
Russia 147,000,000
France 127,000,000
Germany 127,000,000
Great Britain 99,000,000
United States 245,000,000
France 184,000,000
Germany 181,000,000
Russia 143,000,000
These figures are not a very close note
of. They show several things, and
among these, that the people of the
United States can no longer point the
finger of scorn at the tax payers of
Europe carrying soldiers on their backs.
The cost of the army of the United
States is almost as great as the cost of
the army of the United Kingdom, and
is greater by far than the per capita
cost of the army of Russia upon the
people.

RAILWAYS IN CANADA.

In a country of such colossal dimen-
sions as Canada, it was inevitable that
transportation problems should occupy a
foremost place in public attention, and
should to a very large degree determine
the policy of governments. One might
say, using a figure of speech, that the
original conception rested upon a cor-
nerstone as a corner stone. Those who
are at all familiar with the conferra-
tion campaigns in the Maritime Pro-
vinces know how very large a part the
promised construction of the Intercolonial
railway played in influencing the
people to consent to unite their fortunes
with what were then the provinces of
Upper and Lower Canada. This rail-
way was the meritorious consideration
which induced New Brunswick and
Nova Scotia to agree to a compact which
the very large majority of the people
considered was a sacrifice on their part.
But they needed the railway. The
United States had refused to renew the
Reciprocity Treaty, which expired in
1854, and the people on the Atlantic
seaboard, deprived of the market ad-
vantage by the republic, turned their at-
tention towards the interior of British
North America, and sought to devise
ways and means whereby they might
obtain better communication with that
region. The offer of the Imperial gov-
ernment to guarantee the loan for the
construction of the Intercolonial railway
showed a way by which this great boon
could be obtained, and thousands of
votes were influenced by it.

Previous to Confederation the four
original provinces of the Union had all
done something to bring about railway
construction within their several bor-
ders, and a very considerable part of the
debts assumed by the Dominion under
the Terms of Confederation was for
money granted in aid of railways.
Similar in nature was the large amount
of indebtedness assumed in connection
with the canals. Indeed, for a proper
understanding of the transportation

problem, it is necessary to take into ac-
count the vast sums spent by the people
of Canada, both before and since Con-
federation, for the creation and improve-
ment of our great canal system.
The first period in the history of the
Dominion may be called the Intercolonial
Period. The Dominion then consisted
only of the four original provinces, and
the policy governing the government was
the construction of this line of railway
connecting them. Simultaneously there
was in progress an extensive system of
canal improvement in Ontario. The
second Canadian Period was the Cana-
dian Pacific Period, during which the
Dominion was extended from the At-
lantic to the Pacific, and its different
portions united by a great transconti-
nental line. We are living in the third
period, when the policy of development
lines is in force. This latter is not a
very correct definition, but we use the
term "development lines" to distinguish
such roads from the Intercolonial and
Canadian Pacific, which form an in-
tegral part of the complete scheme of
Confederation. To the same class as the
latter roads belongs the Esquimalt
& Nanaimo railway, which was bonused
by the federal government as a substi-
tute for the extension of the transconti-
nental line to Esquimalt, as was origi-
nally intended under the Terms of Union.
To the same class also belongs the
Prince Edward Island railway.

It is important to keep these consid-
erations in mind, for when they are
given their due weight, they show that
the government is pledged by the Terms
of Union to build a railway from Esqui-
malt to Vancouver, and that it has never
been dealt with as a mere local matter
constituting a province, but as part
of a general scheme to unite the scat-
tered provinces, physically as well as
legally, into a nationality, and after-
wards to develop them.
The total amount expended by Can-
ada in railway construction is, in round
numbers, \$125,000,000, of which \$45-
\$58,128 was on account of the Inter-
colonial and \$62,784,161 on account of
the Canadian Pacific. In the amount
paid on account of the Intercolonial the
cost of the Drummond County road is
not included. The other expenditures
are:

Cape Breton \$3,800,679
Oxford and New Glasgow 1,949,063
Eastern Extension 1,324,042
Abbotsford and Laidlaw 5,708,107
Windsor & Annapolis 600,883
Montreal & European 333,942
Carleton Place 48,410
To these sums must be added \$1,290
for the amount expended on the Gov-
ernor-General's car, and \$40,000 must
be deducted for what was paid to the
government by the city of St. John as
purchase price of the Carleton Place
road. The total amount expended in
railway subsidies chargeable to Con-
solidated Revenue was \$17,619,222, and
the total amount expended on account of
canals was \$72,504,401. These sums,
together with the cost of the Drummond
County railway, the amounts voted since
the statement from which we are quot-
ing was made up, and also the sums for
the purchase of the government land
legislation, bring the contribution of the
people of Canada as a whole to the so-
lution of the transportation problem up
to about \$230,000,000 in round numbers.
In addition there are outstanding the
following liabilities: An annual sub-
sidy of \$186,000 to the Atlantic &
Northwest railway, which was originally
for 20 years, 12 of which will have ex-
pired on June 30th next, and an annual
payment to the province of Quebec of
\$119,700, being interest at 5 per cent. on
assistance given by that province to the
line between Ottawa and Quebec. There
are other features of this matter which
will be dealt with in another article.

THE NAVY LEAGUE.

We print a letter this morning in
which an appeal is made to the citizens
to assist in establishing here the efficient
branch of the Navy League. No argu-
ment is necessary to impress upon the
people of British Columbia the impor-
tance of doing every thing necessary to
keep "the senior branch of the ser-
vice" in a condition to preserve the
power of the Empire at least at its
present relative position to that of other
nations. The history of British great-
ness is synonymous with the history of
the navy. It was well said not long ago
that the world had been witnessing a
blow from Britain's left hand, delivered
under exceptional difficulties. It has
yet to see her strike with her right arm,
which is the navy.
Those best qualified to judge are of
the opinion that a great deal of good
will result from the establishment of
branches of the Navy League in all
parts of the Empire, and certainly the
objects set up by our correspondents are
such as must commend themselves to
every one. We hope the movement will
be very successful.

CANADIAN FINANCES.

The gross debt of Canada on June 30
last was \$346,206,979.82; the assets
were \$80,713,173.06, leaving the net
debt \$265,493,806.86. Public works are
not included in the statement of assets,
which are made up of the sinking fund
and other investments, and provincial
and other accounts. Therefore the pub-
lic works may be offset against the net
debt. It is impossible to place a value
upon these, but they are worth very
much to the country than they ap-
pear. There was a slight decrease in
the net debt during the last fiscal year,
the reduction having been \$79,630,71.
In two other years only since Confed-
eration, has the net debt decreased, nam-
ely, in 1871, when the decrease was \$503-
224.80, and in 1882, when the decrease
was \$1,734,129.62. The greatest in-
crease was in 1889, when \$28,751,414.95
was added, of which \$10,199,520.33 was
on account of the Canadian Pacific, for
which land was taken from that coun-

Some Properties for sale by the B. C. Land & Investment Agency Limited, 40 Government Street, Victoria, B. C. In nearly all cases easy terms can be obtained. Bargains.

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- MOUNT TOLMIE ROAD**—Opposite Jubilee
Hospital, 8 acres, all cleared; will sell
in single acres extremely cheap. Good
building site; only \$500 per acre. Apply
40 Government street, B. C. Land & In-
vestment Agency, Limited.
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good locality; \$1,800. Apply 40 Govern-
ment street, B. C. Land & Investment
Agency, Limited.
- DALLAS ROAD**—Modern 8-roomed dwell-
ing, lot 60x240, tennis court, etc., will be
sold very cheap. Also a new bungalow.
Apply 40 Government street.
- SUBURBAN RESIDENCES**—A nice choice of
call and see our list. Apply 40 Govern-
ment street, B. C. Land & Investment
Agency, Limited.
- VICTORIA ARM**—Five acres, all under cul-
tivation, and good building site, \$1,250.
Apply 40 Government street, B. C. Land
& Investment Agency, Limited.
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tivation, 12-roomed house, good barns, etc.;
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good house in town. Apply 40 Govern-
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- STRAWBERRY VALE PARK**—34 miles
from city, in blocks of five acres each;
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