

UNREASONABLE PEOPLE.

Why do the taxpayers rage and the people hold indignation meetings to protest against the extortionate demands of the McBride government? The ministers cannot cut down expenditures. They must have salaries and travelling expenses. They tell not that they must have people to work for them—to perform the duties for which they are paid handsome salaries out of the funds wrung from the most heavily taxed country on the American continent. It has been discovered that the limit of direct imposition has been reached, and still there is not enough money coming in to support the members of the government and others in the luxuries to which they were not accustomed until fickle fortune by a curious cast placed them in positions for which they have proved their peculiar unfitness. As the ministers have traced all sources of wealth to the fountain head and have taxed it in its tangible and intangible forms until they are ashamed to even suggest apparent increases in the burden, a new device had to be resorted to. It is impossible to increase taxation, but it is feasible to escape liability by transferring part of the load from the shoulders of the government to the backs of the municipalities. McBride says he must have from a hundred thousand to a hundred and fifty thousand a year more to scramble along on. He cannot collect it, but he can force the municipalities to do so. When they feel the squeeze of the collector they will rise to a higher appreciation of the situation in which the government has been for a couple of years. And so the new School Bill provides that for municipal purposes every dollar's worth of personal property hitherto exempt shall be subject to taxation. Household furniture, wearing apparel and household effects of whatever kind, books, paintings, pictures, works of art and articles of vertu—all may be valued and levied upon by the assessor. For provincial purposes five hundred dollars' worth shall be exempt, but for municipal purposes none whatever. It is written also that income shall not be exempt under the act. For provincial purposes income up to one thousand dollars goes free of assessment, but for municipal purposes every dollar, tangible or intangible, is liable to the shorn of a certain portion of its value. Taxpayers will therefore enjoy the unparalleled luxury of realizing what dual taxation means. They will be lucky if they have anything left after the officials of both province and municipality have "gone through their clothes." It is indeed most unreasonable of them to protest.

POSITION OF THE G. T. P.

The Tory organ and its many contributors of the disestablished political faith seem to have forgotten many things in connection with the conception and birth of the Grand Trunk Pacific Railway scheme. The original aim of the company was to get into the Northwest. A large business was evidently being established there. Immigrants were pouring into the country, and the first railway of importance Canada had was particularly anxious to share in the transportation of them and of their products. So a proposition was submitted to the government. The company proposed to extend its present line from North Bay, Ontario, to the neighborhood of the Rocky Mountains. It asked for assistance in its undertaking which, it is estimated, would have been equal to what it will cost the country to get a complete all-Canadian transcontinental line under the terms finally exacted by the Laurier government. The company did not want to come to the Pacific Coast at all. It was after a sure and certain return upon the money it proposed to invest. But the government of Sir Wilfrid Laurier refused to be dictated to by the Grand Trunk Company. It decided that a new transcontinental railway line through the northern and undeveloped portion of the Dominion was necessary, and that if the country was to bear a portion of the financial responsibility it must have a line extending from ocean to ocean entirely through Canadian territory. In a word, the Grand Trunk people did not desire to come into British Columbia. The prospects there were not sufficiently attractive. And the Conservative party as represented in the Houses of Parliament sustained the position of the railway company. It held that the original position of the interests of the country should have been accepted. It was willing that British Columbia should be left out of the scheme entirely. And the Conservative representatives of British Columbia in Parliament opened their mouths when the sacrifice was proposed. Sir Charles Hibbert Tupper is held enough now in his denunciation of the alleged neglect of the government to insert in the contract clauses protecting this province against the grasping propensities of corporations and the known weakness of the present provincial government. But where was he when as a member of Parliament he could have been of some service to the cause of British Columbia? He was not in a protective or characteristically vituperative mood then.

Despite the opposition of the Conser-

vative party, however, the Liberal government rigidly adhered to its determination to secure for all portions of the Dominion equal advantages under the new transcontinental railway scheme. The Conservative representatives in the House urged the acceptance of a contract which would have shut British Columbia out entirely. Now an effort is being made—an effort which naturally is meeting with no success whatever—to create an agitation over the alleged discrimination against the interests of this province. As a matter of fact there is not a word in any part of the contract with the Grand Trunk Pacific Company binding it to commence construction in any province or in any portion of any province. That is a matter that is left entirely to the business discernment or acumen of the officials of the company. The natural assumption is, of course, that constructional operations will begin at the points from which they can be prosecuted with the greatest economic advantage. There is little doubt that the line will be completed and in operation on the prairies a considerable time before the government will be able to finish its end in the East. The mountain section, the most difficult and the most costly portion of the undertaking, the section which will be most costly to the people of Canada as a whole notwithstanding the assertion that British Columbia has been discriminated against, will probably require the longest time to complete. The task of placing rails across the plains of the prairies will be comparatively simple and inexpensive. Besides, the reward will be there for the company the day its cars are ready to receive goods. There is every incentive to rush the work. No time will be lost in completing surveys and picking out the easy gradients. In many respects our friends on the other side of the mountains will have advantages over us. But it is nominated in the bond that the railway shall be completed within a certain time. Mr. Hays has stated over his own signature that as soon as surveys are completed work will be commenced on the Pacific end, and that it will be pushed to completion with all possible celerity. We do not believe there is an intelligent, unbiased man in British Columbia who does not believe that when Mr. Hays made that statement he meant what he said. Nor would any one dare to suggest that a gentleman in Mr. Hays's position could afford to break his pledge, even admitting the preposterous proposition that he was inclined to do so.

COUNTING THE COST.

There is no reference in the speech of the Minister of Education outlining the policy of the government with reference to schools to the tax of \$3 imposed on every male wage earner in the province. We assume it is the intention of the McBride administration to hand that source of revenue over to the municipalities in order that the funds realized may be applied to the purposes for which the tax was originally imposed. Now that it is proposed to bring the people to a realization of the cost of education in a manner they will appreciate, justice and equity would seem to demand this one slight concession to an already overburdened community. If the ministers are open to disinterested advice, they should have no hesitation in adopting this well meant suggestion. Such action might obviate the necessity of the majority of heads of households curtailing their wardrobes to one suit of clothes. As all wearing apparel is to be taxed under the bill now before the House, it is obvious that the self-respect of the community must be appreciably lowered if the impost be made too high. It is agreed by all students of sociology that the opinions men, and also women, entertain of their importance as the units of which society is composed bear a certain well defined relationship to the clothes they wear. We are almost certain the Minister of Education will appreciate this point, and that he will endeavor to impress upon his colleagues the absolute necessity of making some concessions to the weaknesses of the beings whose chief end in life will henceforth be to lay up stores against the day when the tax collector shall make his rounds or sends forth his imperious demands for money.

In the good old times when people were not compelled to concern themselves unduly about the burdens of citizenship all personal property of less value than five hundred dollars was exempt from assessment. Now every chair and table and bedstead, every article in which the heart of the good housewife delights, her shoes and her frocks, together with those she provides for her children, must pass the scrutiny of the lynx-eyed assessor, everything tangible or intangible that is capable of being levied upon goes down on his list, and if anything be concealed or held back it is provided that the assessor of the Assessment Act, 1903, shall, wherever practicable, apply to the assessment, levy and collection of the taxes imposed under this Act. Under the statute referred to it is provided that "every person who, without reasonable excuse, fails, refuses or neglects to comply with any of the requirements of the assessor in respect to the returns to be made to him under this Act, or who withholds any information necessary for ascertaining the true taxable amount, shall be guilty of an offence, and shall, on summary conviction before any justice,

diary magistrate, police magistrate or justice of the peace, be liable to a penalty of not less than one hundred dollars and not more than five hundred dollars for every such offence." Verily the life of the individual whose lot has been cast in this glorious province of British Columbia is not henceforth to be one glad sweet song under the regime of the first Conservative government the province has ever had. And we are not sure that it does not serve us right. We have been preening our feathers altogether too cockily of late and crowing too lustily about the advantages we possessed over our neighbors.

The McBride government cross is a heavy one. Nor is it certain that the load has all been piled on. The Finance Minister is not sure that he has yet traced the value of every dollar to its source and has made provision for the appropriation of the government's share of it. He anticipates a deficit for the present term. We would not be at all surprised if he were to stand up in the House and declare: "You think the taxation is heavy now; wait until you see what we have in store for you next year."

A CONTRAST OF POLICIES.

The final policy of the great Liberal-Conservative party with respect to the construction of another transcontinental railway was to proceed with the line as a government undertaking. But before that radical conclusion was reached several very conservative policies had been enunciated. The original proposition of the party led by Mr. Borden was that the offer of the old Grand Trunk Company should have been accepted. That proposal was the extension of the present Grand Trunk system to the territories, utilizing the Canadian and American sections of the railway for the transportation of the products of Canada to ports of the United States, with Portland, the present terminus, as the ocean shipping port. The government would not listen to that proposition. After mature deliberation the Conservative leaders also perceived that for Canada to bestow enormous subsidies upon a line which would confer as great benefits upon foreign territories as upon her own would not be popular. The consequence was that after considerable floundering around in search of something that would be more likely to appeal to the popular fancy, the Conservative leaders reluctantly arrived at the conclusion that the bargain made by Sir Wilfrid Laurier was so complete and so advantageous that there was no ground for them to stand upon short of government ownership. What they would have done with the line after they had built it they would not undertake to say. The probability is that if another section of Parliament had been held they would have changed their ground again, because the opponents of government ownership within their own ranks were sufficiently numerous to cause them alarm. However, their course was so vacillating, so transparently insincere, and so obviously actuated by a desire to find an excuse for opposition, that the electorate lost all confidence in them and expressed its feelings with considerable distinctness when given the opportunity. The original policy of the Conservative party was to discriminate against British Columbia. Some of the prominent men of the party held that to subsidize a line running through the wastes of British Columbia would be a prodigious waste of public money. The government thought differently and insisted upon the prosecution of a broad, national undertaking which would be of equal advantage to all the provinces. If events prove that British Columbia has been unjustly dealt with, the cause of the administration will suffer as a consequence. But the supporters of the Laurier government are content to wait the vindicating course of events.

MR. SIFTON'S RESIGNATION.

The announcement of the retirement of Hon. Clifford Sifton will be received with rejoicing by the members of the Conservative party. Not, of course, because the government of Sir Wilfrid Laurier will be weakened by the withdrawal of the Minister of the Interior. Not at all. They will be exceedingly glad that the last of the menaces to Canada has been removed from the cabinet. Hon. J. Israel Tarte was the first wicked man to go. He was the high priest of political wickedness, the perfect embodiment of sin in a public man. Mr. Tarte was cast out for assuming to formulate a policy for the government. He thought he was really and truly the master of the administration. But the government survived his departure, and still seems to be dominated by a master mind. Mr. Blair was the next to go. He departed of his own volition, although it is surmised there were certain Tory springs brought into action to lend his exit force. The late Minister of Railways was held to be the brains of the administration. But the government still seems to have a head. Now it is Mr. Sifton. He is the real wicked partner of the cabinet combination. His administration of the Yukon has been scandalous in the eyes of the Tories.

Where did he get all the money to purchase princely mansions and to buy fast horses? they ask. When they read that the Minister of the Interior has followed the two brilliant colleagues, what a paean of rejoicing they will send up! But we beseech them to remember what followed the withdrawal of the other two ministers, and not to lay the unction to their souls that the government itself will be the next to go. Sir Wilfrid Laurier has proved his strength by the ease with which he could dispense with the services of Ministers whom the unformed or the unobservant considered indispensable. The disappearance of Hon. Clifford Sifton should be a relief, not a ripple on the surface of the political waters.

There are some notable features in the King Edward VII., which is the very latest type of English battleship to go into commission. One of these is said to be the symmetrical "cleanness" of her sheer lines. With a graceful sweep the stem springs out to a ram of thirty tons in weight, while the transom and counter curve away from the stern walk in a pleasing contour. The superstructure is kept down to the smallest possible limits. Electric fans do the work of the tall cowls that crowd the boat deck of most warships; the steel masts look the trimmer for the absence of the familiar ponderous military tops; and the broadside outline of the hull does not bulge into casemates, the secondary armament being mounted in a battery behind the upper armor walls. It had been intended that this class of battleship should have a displacement of 16,000 tons, but Sir William White, the designer, found it impossible to get the most effective compromise of fighting qualities within this limit, and the normal load displacement works out at 18,350 tons. The broadside belt is of nine-inch Krupp steel, of uniform thickness throughout. Above this belt, which is nearly ten feet wide, is a wall of eight-inch Krupp, forming a complete citadel for a length of more than 200 feet. The gun positions for the primary armament are most effectively protected, being encased with nickel steel plates varying from six inches to fifteen inches in thickness, according to the vulnerability of the position. The turret-back protective deck is double, being formed of two-inch and one-inch Krupp plating respectively. The armament includes four main guns, mounted in twin pairs, en barbette, forward and aft, throwing projectiles of 8½ cwt. with an energy equal to penetrating sixteen-inch Krupp armor (the hardest yet invented) at 3,000 yards range. They may be fired at the rate of one round per minute. The sub-main armament consists of four 9.2-inch quick-firing turrets. These guns throw projectiles of 380 pounds with a muzzle velocity of 2,200 feet per second. For secondary armament the ship carries ten 6-inch quick-firers, with very high velocity.

In response to an intimation from the agents of the McBride government that this province was willing to bestow a subsidy on the undertaking, Mr. Morse in Victoria interviewing members of the Legislature upon the subject, and has expressed surprise that the sentiment of the Assembly seems to be opposed to the desires of the administration. In view of the declaration of Mr. Hays it would be interesting to have a specific declaration from the General Manager of the Grand Trunk Pacific as to what his company is prepared to do, outside of and apart from the contract with the Dominion government, that would make it worth the while of the people of British Columbia to grant the company a subsidy of millions of acres of land.

The Japs are beginning to reap a few advantages from their undisputed command of the sea. Scarcely a day passes in which they are not reported to have captured a steamer or two. They should have the nucleus of a merchant navy of considerable proportions before the war is ready to admit that he has had enough—providing, of course, that the various fleets Russia has on the way to the East fail to sweep the Japanese navy from the sea.

THE ISLAND OF CYPRUS

Has Become Peaceful and Prosperous Since Britain Assumed Control. While under Turkish administration Cyprus was a constant source of disturbance. Since Britain took hold, in 1878 it has become peaceful and prosperous. The last annual report states that the year was one of favorable seasons. The total revenue rose from £130,112 to £215,920, £20,134 more than the average annual receipts for the previous 24 completed years since the British occupation. Each item of revenue showed a substantial increase. The expenditure increased slightly, being £140,284, as against £139,714 last year. The returns establish the fact that the island has repaid the advances made to it. In regard to the growing of cotton it is stated that its output might be increased largely if the present cultivators were aided so as to extend its cultivation.

Daniel Herman, a policeman, shot and instantly killed a school teacher, Miss Minnie Mulreigh, on the street in Chicago on Monday. It is said Miss Mulreigh had refused to marry Herman.

THE TWO COMMANDERS.

The Stoessels were originally Scandinavian. From Sweden in the troublous reign of Emperor Paul came the first of the race. Stoessel, grandfather, was a full-blown general before he came to found a masterful race among the Slavs. He was Lutheran by religion, and a desperate gambler both in fam and money. His son, Ivan, joined the Orthodox religion, by that change becoming a Russian, and fought in the war of 1812. This Stoessel's younger brother married a pure Russian, who in 1848 persuaded him with the son who is now, perhaps, the most distinguished Russian officer living.

"Stoessel," says a Russian authority, "was an intensely pugnacious lad, and drilled and bullied every village child he could lay his hands on. His first opportunity to drill and bully on a large scale came in 1877, when he volunteered to help the Bulgarians, and as captain of the insurgent forces turned five score clumsy peasants into a company of as courageous soldiers as ever came from a Turk stood face to face with."

"Stoessel," says M. Grigorovich, who remembers him in those days, "was the Little Corporal come to life again. He was small, thick-set, beardless, dominating, and affectionate. Like most of our officers, he gambled, but he gambled like an arithmetician; and unlike many he studied, studied, studied, and knew at thirty as much military history as the whole of our general staff."

Stoessel and the Bowers. The masterful student rose slowly. He was only a colonel in 1900 when the Boxer outbreak brought him to the front. But he was the first to enter Tientsin, and by this act emerged from the obscurity of a commander of Siberian troops to the position of an international leader. He was promoted to the rank of major-general. Stoessel had, no doubt, watched with keen eye the relative efficiency of the allied forces, and discerned better than his compatriots the soldierly qualities of the Japanese. For certain it is that when the campaign terminated, and he was appointed to Port Arthur, he began a series of important works for the purpose of strengthening the fort.

His first act was to fortify the outer zone of Port Arthur hills, which had been left alone, through motives of economy, by Gen. Velitchko. Resolution is written upon Stoessel's face. The stout, compact, yet boyishly agile, figure, the widely-parted legs, the head thrown back until it seems to flash defiance, the characteristic carelessness in dress—all seem to speak the man of tenacity, rather than the man of genius and finesse. Stoessel's soldiers, who began by dreading, learned to love him, and called him affectionately "Babaev Zhel-ezo," or "Rusty Iron"; and this rough nickname fitly spoke of descriptive genius which expresses the man's indomitable and unbroken will in essentials, combined with indifference to external things. "When Stoessel found a sapper who did not know how to use a spade," wrote a correspondent of the "Sivo," "he took the spade himself, and, taking off his tunic, showed the man how to work, ignoring appearances, his waste of valuable time and everything under the overmastering obsession of having work done thoroughly and well."

Discipline of a Penal Battalion. The Port Arthur hero's discipline put his subordinates to a severe test. "No man under the rank of general can afford to gamble," was one of his dicta; and he declared that he would cashier any officer and flog any private who he caught risking his money when he should be working. A few days after war broke out he closed every drink shop in the town, and flogged mercilessly three times soldiers. "If you want amusement, go and listen to the band," were his words. The whip and the threat of the whip within a week reduced Port Arthur and its desolated, mixed population to the condition of a penal battalion.

It was he who broke the war, as he broke the conflict between Japan and China, by the sinking of the Kowshing in 1904. Short, stout, yet alert, with a physique which at once betokens his nationality, Togo is a man of singular self-restraint. No figure bulked larger in the public mind during the early days of the war than that of the popular admiral who gained his early knowledge of naval affairs on the decks of the wooden Vesta. It was he who began the war, as he began the conflict between Japan and China, by the sinking of the Kowshing in 1904. Short, stout, yet alert, with a physique which at once betokens his nationality, Togo is a man of singular self-restraint. No figure bulked larger in the public mind during the early days of the war than that of the popular admiral who gained his early knowledge of naval affairs on the decks of the wooden Vesta.

Gen. Nogi served his apprenticeship in the art of war in a stern school—a school which produced more than a dozen of the famous Satsuma rebellion. Nogi, who is with Oyama in the north, also fought with the Imperialists in the great struggle in 1877. Like Oyama, Gen. Nogi saw service in the war with China, where his European training stood him in good stead. Ten years ago, when the Japanese first closed in on Port Arthur, Nogi bore an important part in the attack. To-day he will again march into the siege, and it is probable that the acknowledged leader of the victorious troops.

ADVOCATES CLOSE SEASONS FOR FISH

J. P. BABCOCK GOES FULLY INTO SUBJECT

The Fisheries Commissioner's Annual Report Brought Down to Legislature Monday.

The annual report of the fisheries commissioner, J. P. Babcock, was brought down to the House on Monday afternoon. The following extracts are taken from the report:

"It is common knowledge to all those who are in anywise interested in the salmon fisheries of the Fraser river that the catch of sockeye, on both sides of the international line, was this year the smallest in many years; though it may not be generally recognized that it was the smallest in the past twenty years. In the Queen's lake district—both this year and last—no breeding sockeye were observed. In both the Shuswap-Adams lake and the Seton-Anderson lake sections only a few hundred fish were found. In each of the last two years were found in the Harrison-Lillooet lake district than in any other; but even in that district a noticeable decrease was observed this year over last.

"The decrease in the catch, and the absence of fish upon the spawning grounds of the Fraser river this year and last, is entirely attributable to excessive fishing, past and present. I can find no other reason for this condition. To continue fishing for salmon under the laws at present existing will surely

Cause Their Extirpation. In the Fraser river and its tributaries, I do not believe that any intelligent person on either side of the international line who is interested in the salmon industry does not recognize this statement to be true, and that the consequence of recognizing the immediate necessity of restricting the fishing in both our own and American waters, and the protection afforded them in our own waters, though deemed adequate at some time of its enactment, is seriously inadequate now.

"Adequate protection—that is protection that will give the salmon a free and open passage from the ocean to the river for some period of the time they are spawning—will never be secured until the parties on both sides of the line agree to enforce the same regulations. It is therefore a matter of urgent importance that the Canadian and American authorities recognize this to be true, and take measures to stop the excessive fishing, and thus insure an abundance of fish reaching the breeding grounds each year. The statement that our own regulations are insufficient, and do not accomplish their object, is not true. The regulations in the main are no possible excuse for the failure of the state of Washington to enact laws for the protection of the fish, for a part of each season, in her waters. Had the state of Washington for the past ten years given the sockeye

The Same Protection as to closed seasons has been afforded them in our own waters, it is reasonable to presume that the Fraser river spawning beds would not be in the condition they are to-day. However extensive as we all know that the sockeye will be exterminated unless they be given a free-way for a time each season to the headwaters of the Fraser, any accusation as to who is responsible for the damage already wrought is useless. Manifestly, as has been already said, the proper thing to do now is for those interested to concur in the enforcement of efficient laws for their protection which will be mutually binding on all concerned, to the end that they shall participate their species in their wonted abundance.

"Measures which might have been adequate before the run had become so diminished will not answer now. In a previous report I advocated the state of Washington should establish a closed season for 36 hours each week, as has been enforced in our waters—or many years, and I am still of the opinion that if that shall be done in the years of the big run, and any fishing whatever be prohibited from August 25th to September 15th in her waters; and that all fishing in the Fraser above the railway bridge at New Westminster be prohibited, and our other present regulations enforced, an abundance of sockeye to seed the spawning grounds will be insured in the big years. I do not, however, believe that such provisions would produce that result in the three following years of the poor runs.

"From my familiarity with the present conditions existing on the fishing grounds, and my observations of the barren spawning grounds of the Fraser, I conclude that the sockeye which run to that river in the off years are positively being exterminated, in fact, so near that I believe

More Stringent Regulations than above outlined must for a time be enforced. I am so strongly impressed with this fact that I have no hesitancy in recommending that fishing on the Fraser river, and its waterways, be prohibited on both sides of the line, be prohibited from July 1st to September 15th, for the years 1906, 1907 and 1908. It may be said that this is altogether too radical. It may also be said that such legislation can never be enacted, since the fishermen and canners would oppose it for the reason that it would for three years drive them from the river. I nevertheless submit that for three years the sockeye spawn deposited in the Fraser watershed has not been sufficient to supply the demand for sockeye to those of the past three years, and that, notwithstanding the excessive fishing during that period, the catch has not been sufficient to yield a profit to either the fisherman or the cannery, and that many of them have lost money if it be the business of the fishermen and canners, under the existing laws as to seasons and

methods (which they admit have tended to the extermination of the fish), has not been profitable for three years, upon what ground can they reasonably expect to make a profit in the years 1906, 1907 and 1908 under more restrictive regulations? For argument's sake, let it be assumed that the runs in 1906, 1907 and 1908 will equal in number those of the years 1902, 1903 and 1904, and that the fishing season be made shorter in order to permit of a reasonable portion of the fish to reach the spawning grounds, who will assert that the fishermen and canners will do as well as they did in the latter years?

"I cannot believe that the run of salmon in the Fraser district in the years 1906, 1907 and 1908 will equal that of the last three years. It certainly will not, if the theory is correct that

The Run Depends upon the result of propagation in the Fraser in the fourth preceding year. If sockeye fishing in the Fraser district, on both sides of the line, be prohibited in the years above specified, the fish which do come in from the sea will reach the spawning grounds; when by natural propagation, aided by the hatcheries now in existence (which combined have a capacity of 90,000,000 eggs), the river will be thoroughly seeded, even though the run should be materially less than that of the past season. If for a period of four years the sockeye be given free access to the spawning grounds of the river, the fishery will be restored to a condition of profitable proportions. It is equally certain that if the river be not thus seeded the spawning season will decrease. The fishermen and canners should recognize these facts now, for sooner or later they must face the fact that the only way fish can be restored to the Fraser from fish bred there is to temporarily forego 'catching' them. It follows, then, that the greater the decrease in the run the longer it will take to restore it to its former condition. If the fishermen and canners, by their intervention, shall prevent the chaining of lower and lower runs, the fishing for salmon in the Fraser district for the next three years, and yet consent to more restrictive measures than those at present in force, they will, nevertheless, face certain loss in 1906, 1907 and 1908, while postponing the restoration of the runs to profitable proportions, and the time when salmon fishing and canning shall again become a lucrative business.

"There is one other consideration in this connection that should be taken into account in this industry. I have shown in my previous reports that the entire spawning beds of the Fraser watershed, with the exception of the Queen's lake section,

Were Abundantly Stocked with sockeye spawn in the fall of 1903, and that the young fish, as they were produced, were seen in countless thousands migrating to salt water as fry in the spring of 1902, and yearlings in the spring of 1903. Upon these facts, taken in connection with the generally recognized truth of the statement that the run for a given year depends primarily upon the result of propagation in the fourth preceding year, I found my belief that the run in 1906 will be large. If a failure is not large it will not be due to a failure to seed the spawning grounds, but to some unknown and adverse conditions existing upon their feeding grounds in the sea, or deprive the four-year theory. No fisherman or cannery believes that the run next year will be as large as now. If it is, it should be closed prohibiting the catching of sockeye in the Fraser district for three years following 1905, the canners would undoubtedly make exceptional efforts to increase their pack in that year. As they have mastered the art of increasing their canning capacity they would be enabled to take all the fish offered them by the fishermen, which they did not do in 1901. Knowing that the river was to be closed to fishing they would not expect to make more fish than in 1901, but would pay a higher price for fish, being assured of a brisk market for the three closed years at largely advanced prices over those of 1901, and would not be compelled to cut prices as was done in that year. The fishermen and the canners would strive to make more money out of the run of 1905 if they knew the river is to be closed for the three following years than they otherwise would. I therefore conclude that all the money they can make out of the sockeye fishing for the next four years will be made from the pack of 1905.

"I submit then that the Closing of the Fraser River District to sockeye fishing in 1906, 1907 and 1908 is necessary, because (1) the run of sockeye salmon to the Fraser depends primarily upon the number of fish propagated in that river's watershed; (2) that the run of a given year depends upon the number of fish propagated there in the fourth preceding year; (3) that there were not sufficient fish propagated there in the years 1902, 1903 and 1904 to produce profitable runs in 1906, 1907 and 1908; (4) only by the means suggested can the extermination of the sockeye be prevented; (5) if it is not done now, there are grave dangers to the fish being exterminated, but it is almost certain that the canning industry will be destroyed; and (6) it will postpone indefinitely their restoration to the river in profitable numbers. "The restoration of the salmon to the Sacramento river was accomplished by restricting the fishing and the establishment of hatcheries. Restrictive measures are as necessary as the establishment of hatcheries, for without the former the latter cannot be operated, yet it is constantly asserted that the depletion of the run in the Fraser river is due to the failure to establish large hatcheries. No hatchery system, no matter how extensive, can save the salmon from extermination if sufficient fish do not reach the spawning grounds each year from which to obtain eggs. Last year the hatcheries in existence on the Fraser did not obtain more than 25 per cent. of the eggs they had capacity to handle, and this year they obtained less than 12 per cent.

"The remedy for the trouble on the Fraser must be applied at the place where the injury has been done and is now being done—on the fishing grounds, and that remedy is to prohibit fishing for salmon during the years 1906, 1907 and 1908."

WHAT MAKES YOU DESPONDENT? Has the stomach gone wrong? Have the nerves grown tired and listless? Are you threatened with nervous prostration? South American Grown is nature's corrector, makes the stomach right, gives a world of nerve force, keeps the circulation perfect. A regular constitution builder for run down people. One lady says: "I owe my life to it!"—54.

The post-mortem examination on the body of Miss Catherine McCready, who was found murdered in her villa near Naples, shows that death was caused by a single stab wound. As yet there is no clue to the identity of Miss McCready's murderer.

LARGE ATTENDANCE

OF THE CENTRAL FAIR

Speeches by the Hon. R. G. Tupper

From the delegates from the Columbia fisheries buildings this morning opening session of convention of the state. It was at 11 o'clock, after 11 o'clock, natives being present. W. P. Cowichan, P. J. Brander, son, Delta; S. H. H. Peatt, Metcalf, Kamloops; Henry J. Harris, Maple; A. Gale, Victoria; Osoyoos; James B. Matheson, Spallumchee; Lillooet; N. E. Buckingham, Fowle, Matsqui; Naimo; E. Nord; Arthur Venables, J. A. Anderson, agriculture, was in the chair. In his he requested all in the effort to develop expedient means of good plan to contribute in his address those following to suggestion was accepted.

Credentials have been moved and seconded, of the Island tary. This carried Sir Henry Joly, nor, and Hon. H. agriculture, were Henri expressed regret. He thought of British Columbia. Of all industries it required most development, fishery and timber, were unlimited thing at hand for work hard in order. It was particularly try to clear wild the expense entailed, but encouraging vote more attention the British Columbia to their fruit by property for market, soon assume proper satisfy all interests delegates, and through British Columbia (Applause).

Hon. Mr. Tupper past year had been throughout British Columbia lines. They would not do done considerable of the possibilities of agricultural stand been sent to the D. Winnipeg and the quality of the fruit universal attention known, it had been medal in England. was steadily increasing and had made advances during that period over 60 down in fruit, 15,500 acres in fruit province.

When the industry point it could easily be the duty of the British Columbia to this end in view of agriculture bill had been found by nurserymen, who strongly disapproved of them being pointed out ultimately to support British Columbia was now considered to be an open question. Regarding the similar progress in the year. There was a province, and in 12 months more pounds of butter by the local estate didn't by any means. During the total agricultural production of \$10,000,000 du course all of this the province. So the Yukon and But it gave some ability of expansion industries.

A bill dealing with fishing considered had been thought character, and a cultural committee stand over. A similar bill had been introduced in the province. The stumping was before the legislature. On recommendation of alteration of the memorial being sent to Ottawa. The Dominion government the matter by the