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STREET DANGERS.

The tram car we have with us, and will have with us until we find something which will serve the same purpose and serve it better. It is one of the necessary evils of the times, and snuffs out a life occasionally—generally a young life, more's the pity—just to teach us the necessity of moving with agility as well as caution in these days of rush and bustle. But because we have street cars and cannot get rid of them if we would is no reason why we should tolerate other street nuisances and dangers when we have the power to control them.

We notice that three or four eastern municipalities, giving up the task of controlling motor cars as hopeless, have eked out their absolute, but who shall say it cannot be justified? The reckless, criminal, red-eyed, furious chauffeur is the curse of the highway to-day. He is killing more people (for the greater part people who are foolish enough to trust their lives in his hands) than all the railways in operation. Thus far he has been able to defy all legal attempts to restrain his mad impetuosity. There is this to be said for him, that in all probability he generally does not realize the rate of speed at which he is travelling or the danger to which he is subjecting himself or his passengers. As for foot passengers who have the temerity to venture upon the highways of the land, it is their business to keep their eyes and their ears open and when they hear a "honk, honk," to jump, and jump lively. That is the most exhilarating part of the performance.

Now it is bad enough to have our streets ripped to fragments by these machines whose fractive power is in their wheels instead of in the feet of wholesome-smelling horses, but when the drivers of the vehicles defy, and boast of defying, all by-laws and regulations, it is time to deal with them drastically. Most of us know what has been going on between the city and the race track since the meet opened. There is not one car plying for hire which has not been driven at excessive speed and has been a daily menace to life. It is not due to the drivers in question that lives have not been taken, but probably to a combination of luck and complacency of drivers of other vehicles, who have naturally been quite ready to surrender their rights upon the highways in preference to risking the consequences. Such a condition of affairs is intolerable. We are glad to see the police are doing their best to put an end to the nuisance.

MAN'S LIMITATIONS.

At last man, with the aid of a machine, has down across the English Channel. This is a feat worthy of record, notwithstanding the fact that the hero of the exploit met with a serious accident in the endeavor to bring his ship into port. If the successful aviator were not a Frenchman, his Majesty the Kaiser might be expected to order his attendance at Potsdam with a view to future contingencies. As Great Britain and France are at the present time on terms of the most cordial relationship, there need be no immediate fear of an invasion of perdition Albion via the airship route. Nor any ultimate concern either unless great and unexpected progress be made in the art of aerial navigation. We have been told, and will be told again, doubtless, that it is not seemly to belittle the efforts of scientific men and brave demonstrators to overcome the natural forces of the universe and bend them to the purposes of mankind—that there were like failures in the beginning of everything, including the beginning of water navigation. To this we beg to take objection. Water navigation was a success from the beginning, principally because it recognized the pulsance of natural laws and took advantage of them instead of running in antagonism to them. It is the nature of wood to float in water. It is the nature of wood to fall through the air. That is the difference, and it is also where the difficulty of the aerial navigator comes in. His difficulties are not lessened when he adds material even heavier than wood to his ship designed to skim through the air like a bird. It does not do in these days of wonderful things to prophesy. One never knows what may come to pass. But it does appear improbable that the flying machine will ever become a thing of practical utility. It must necessarily be too light of structure, too greatly at the mercy of "every wind that blows," to make regular passages between given points. If man's ambitions cannot be satisfied short of flying through the air like a bird, the shortest way to reach his goal would appear to be to equip him with a pair of wings and a tail and let him shoot forth like the dove from the ark, trusting in providence to find in an emergency a rest for the soles of his

feet. But, even in that case, there would still remain the vital question of engine power. The heart of man, notwithstanding his acknowledged general supremacy over all created things, is weak organ indeed compared with the heart of a bird. If you do not appreciate that fact, read the following note in the New York Times, and be satisfied to move upon the surface of the earth: More than a mile a minute for more than nine consecutive hours was the record made by the fastest of the homing pigeons that flew on Monday from North Bay, Ont., to Baltimore. The air line distance is 510 miles and the time was nine hours seventeen minutes, but doubtless the birds flew considerably further than a straight course would have been, and presumably they stopped at least once or twice for food and water. If only the aeroplane could have such a motor as these pigeons possess! All the problems of aerial navigation would be quickly solved, and the Wrights and their rivals wouldn't have to wait for the rare hours of fainting zephyrs before making their timid and uncertain flights. It is a pity that birds have no sense of humor; if they did these would be days of hilarious enjoyment for the feathered tribes.

THE MAN OF THE HOUR.

The president of the United States, being the only estate of that great realm which is elected at a general election, as we understand the term general election, has great responsibilities thrust upon him sometimes. Occasionally a president acts in accordance with his tremendous responsibilities; generally he doesn't. President Taft seems determined to live up to his responsibilities in the present legislative clash at Washington. He has placed himself, practically, in the position a government majority at Ottawa or Westminster would occupy under similar circumstances. He is dictating the fiscal policy of the nation and causing a great buzzing in the two legislative beehives. He is undoing most of the work the two houses, led by Payne and Aldrich, have been toiling upon and talking about through the long hours of long, hot summer days—including the most sacred and hottest of days, the glorious fourth of July. The face of President Taft is jolly and rosy and smiling—but his back is broad, and behind that back is hidden the Big Stick labelled "veto." The majority in both branches of Congress have scoffed at the idea that any pledge was given the people that the tariff should be revised downward, and have been diligently revising it upward. The president has taken issue with the majority. He plainly intimates that as far as he is concerned there were no mental reservations in his speeches. He meant precisely what he said when he told the people he was in favor of tariff revision downward—and one can understand as he reads of the scurrying to and fro between the White House and the Houses of Congress that the representatives of the trusts and monopolies at last realize that behind that fine, open, good-natured countenance there is an inflexible will. They have about reached the conclusion that it must either be a revision downward, with their consent, or the old Dingley tariff, without their consent. That appears to be the situation at Washington. The president is seized of his responsibilities. He is determined that the will of the people, as made plain in the presidential election, shall prevail as against the will of the trusts, as revealed in the attitude of the majority of Congress. The people of the United States apparently did not make any mistake when they chose Taft for President.

But if their electoral machinery were less cumbersome and complicated they would not at any time be dependent upon the will of one man for the means of consummating the popular will. The House of Representatives is elected in dribbles at intervals of two years. The Senate is elected in dribbles also by the state legislatures. The evident intention of the constitution is to guard against gusts of popular passion and to insure something we hear a good deal about in our own local and national politics as a "continuous policy." The actual effect, as it appears to those who observe the phenomena from a distant and disinterested point of view, is to postpone reforms and perpetuate abuses for indefinite periods. Three times in the history of the United States there has been an unmistakable popular demand for revision of the tariff downwards and for an end to the extortions made possible under that tariff. Twice Congress has defied popular sentiment and raised the tariff to higher altitudes. A third time the call went forth peremptorily for reform—and the creatures of the trusts in Congress were proceeding in the customary callous and indifferent way to carry out the suggestions of their masters—when a master of them all, intervened and called a halt. If a completely new congress were elected every four or five years by popular vote such brazen defiance of the popular will would obviously be impossible.

But the fiscal movement is now in the right direction, although some narrow-minded politicians in the United States may think it is in the wrong direction because it will meet with the approval of foreign nations. The probability is that the effect of the reduction, slight though it may be, will be so visible in increased trade and augmented revenue that it will be fol-

lowed by still more imperative demands for lessened taxation. Commercial intercourse between the United States and foreign nations will be stimulated, to the mutual benefit of buyer and seller, and the cause of international goodwill will be more deeply chiselled in the column of fame than that of Roosevelt.

THE MINISTER'S VISIT.

Hon. William Pugsley, Minister of Public Works, who is now in the city, is the head of one of the most important branches of the government service. It is the chief spending department, dealing with public buildings, harbors and rivers and telegraph construction, and its budget is increasing in proportions every year. The minister can well be said to have his finger on the country's pulse, because he can easily mark the development and progress by the applications for post-offices, customs houses and wharves. He is more familiar, therefore, with conditions in this province than one would expect in a statesman hailing from the Atlantic seaboard, and we feel sure that his present visit will emphasize in his mind the needs of British Columbia in respect of the service over which he has control. The record of the Public Works Department in the Pacific province during the last ten or twelve years has been extremely gratifying. Before that time public buildings were conspicuous by their absence and harbor improvement was at a standstill. Now there are few towns of any importance which have not buildings, while substantial appropriations for the improvement of harbors and river navigation appear annually in the expenditures of the department. We have no doubt that the present minister, conscious of the good work already done, will do his utmost to better the record. Of course, it is a case of the demand exceeding the supply. Every mail brings to headquarters requests for a postoffice here, a wharf there and a telegraph line somewhere else, and it is necessary to confine the expenditures to those services most urgently required in the public interest. No department needs more careful control and there is none more capably administered.

As a parliamentarian Hon. Mr. Pugsley has few equals at Ottawa. His courtesy and tact, combined with the enviable ability to meet any onslaught with perfect composure, have placed him in the vanguard of the debaters of the House.

We trust that his visit here will be pleasant and profitable and that what he has seen will be of appreciable value to him when he and Hon. Mr. Templeman are giving their consideration to the needs of the West.

THE TRAMWAY AGREEMENT.

There will be general regret that after months of labor over the details of its agreement with the B. C. Electric Railway Company, and after finally approving the terms of that agreement as made between the city and the company, the members of the council have thought it necessary to still further amend that document. While in a general way vigilance for the city's interests is to be commended, it does seem remarkable that an agreement which has been considered of such length and which has been the subject of such numerous and protracted conferences, should be found in the end to require still further alteration.

There are two outstanding requirements which are fundamental in the development of this city. One is the enlargement and improvement of its water supply, and the other the development of electric energy in such quantities as to permit the proper expansion of the city and its environs. This latter seems to be absolutely essential if this section of British Columbia is to keep pace with the rest of the province. So long as the fruit-grower of Saanich or Metchohn must rely on wagons for transportation, coal oil for illumination and some non-electric system for driving his machinery, he is at a distinct disadvantage with the farmer in other sections where these can be all taken from the trolley wire, at his door. Given these advantages, and no portion of the province is so attractive as the vicinity of this city. A gridiron of electric tramways with the denser population it will induce, will do more than any other thing we can suggest to attract railways to this city.

For these reasons we are extremely anxious that some arrangement should be reached, and without unnecessary loss of time, with the B. C. Electric Railway. We have frequently criticized that company in the past, and may be compelled to do so in the future, but we think the council will be following the path of prudence by expediting, rather than delaying, the consummation of the present agreement.

INTERNATIONAL FISHERY LAWS.

Professor Prince and Dr. David Starr Jordan are now in the province. The presence of the two International Commissioners, both of them fishery authorities of world-wide fame, again draws public attention to the importance of uniform regulations for the preservation of the valuable salmon fisheries in the boundary waters of

British Columbia and the state of Washington. The Commissioners, who were appointed under the Fishery Treaty of April 11th, last year, have already submitted to the federal governments at Ottawa and Washington their first set of regulations, which apply to what are known as the "Treaty Waters," extending from the Bay of Fundy on the Atlantic coast to Juan de Fuca Straits and Puget Sound on the Pacific Coast, and including the Great Lakes and rivers of the interior. These regulations have not yet been made public, and cannot be announced until the two governments have decided on a date for their simultaneous promulgation, as required by the terms of the treaty.

The general tenor of the first code may be gathered from recent public statements made, more or less authoritatively, and no less an authority than the Hon. the Minister of Marine and Fisheries himself has stated that the regulations are such as will meet the approval of reasonable, thoughtful men on both sides of the boundary line, and that Canadian interests have been in no way impaired but maintained most satisfactorily. Such an expression of opinion has done much to allay alarm. Dr. David Starr Jordan, who may be relied upon not to accede to any unwarranted or important American interest, has publicly declared that he and Professor Prince have dealt with all the controversial points as though there were no such thing as a dividing international line. British Columbians have had reason to feel some fear as to the fishery interests of this province. The parties in Washington State who are prominent in the salmon industry, have repeatedly demanded that Canadians must curtail their fishing, stop taking their customary quantities of fish, and apparently preserve the salmon in order that the United States traps may continue to take their enormous toll of the school on their way to the Fraser River. Such one-sided and selfish views are, happily, not shared by the two Commissioners, and their present visit is for the purpose of personally investigating points in the movements of the fish and the methods of capture, which may require to be dealt with in future international regulations.

It is understood that the first set of regulations completed and signed in May last in the presence of the British Ambassador (the Right Hon. James Bryce), are on the lines of certain existing Canadian regulations which have been generally accepted in Canada as necessary; such as a weekly close time, limitation of length and location of trap-net, pound nets, a close season from August 25th to September 15th (rather shorter for the traps near Victoria), the length and depth of salmon gill-nets, etc., but any international license system, enforcement by both federal governments of the laws enacted, and other details are at present matters of recommendation by the Commissioners with a view to legislation in future years.

The preservation of the salmon, especially the "sockeye" supply, is of such supreme importance that any fair, uniform and reasonable restrictions and regulations such as Professors Prince and Jordan have framed will have a claim to be favorably viewed by intelligent men on both sides of the international boundary line.

Much of the criticism indulged in in certain quarters, for ends other than the prosperity of the fisheries, will be found to be empty and vain when the International Commission's regulations are made public.

What Other People Think

THE SUNDAY CLOSING BY-LAW.

"To the Editor:—If His Worship the Mayor is sincere in his desire to carry out the people's decision regarding Sunday closing, as he no doubt is, there is a very easy way for him to accomplish this object. He should at once apply to the Attorney-General's department for permission to prosecute those who keep their places of business open on Sunday, and after receiving such permission he should order the chief of police to prosecute all who violate the Dominion Lord's Day Act.

He could make out a very strong case to the Attorney-General. He could show that the people by a referendum have asked for a Sunday closing by-law, that the city council has attempted to carry out the people's wish by enacting such a measure, and that a decision, which may or may not be sound, has declared it ultra vires of the council. He could show, too, that there is at this very moment a Sunday closing law of some kind in Vancouver which seems to hold water all right, as it is being vigorously enforced. Such a course on the part of Mayor Hall would be to pay for 2,000 gallons of water monthly, when only 500 or 600 gallons are needed or used, is simply putting a premium upon waste, and the city cannot afford to tempt its citizens to waste water just now, whatever may be the case after we get the Goldstream or Sooke supply.

It is just possible that the city's fire department was not the only one that needed the improvement it recently received.

CLEAN UP DAYS OF OUR ANNUAL JULY SALE

The remaining days of this week are clean up days of our annual midsummer sale, and it will pay you to take advantage of the special offerings we will make during the next day or so.

Clear Out Prices on Slightly Soiled High Quality Bed Clothing

White Wool Blankets. Reg. value \$5.90. Tuesday	\$4.50	White Wool Blankets Reg. value \$6.50. Tuesday	\$4.90
WHITE WOOL BLANKETS, slightly soiled through being handled, size 64 x 84 in. Reg. price \$5.90. Tuesday's clean up price, per pair	\$4.50	WHITE WOOL BLANKETS, exceptional quality, size 66 x 86 inches, slightly soiled. Regular price \$6.50 per pair. Tuesday's clear out price	\$4.90
White Wool Blankets Reg. \$7.50. Tuesday	\$5.50	White Wool Blankets Reg. value \$7.50. Tuesday	\$5.90
WHITE WOOL BLANKETS at just two dollars less than regular value; large size. Regular value \$7.50. Tuesday's clear out price, per pair	\$5.50	WHITE WOOL BLANKETS, finest quality wool, size 68 x 86 inches. Slightly soiled. Regular value, per pair, \$7.50. Tuesday's clear out price, per pair	\$5.90
Hemmed Sheets Reg. value \$1.85. Tuesday	\$1.50	Hemmed Sheets Reg. \$2.25. Tuesday	\$2.00
EXCEPTIONAL VALUES are these. They are made of very soft cotton, size 72 x 90 inches, hemmed ready for instant use. Reg. value \$1.85 per pair. Tuesday's clear out price	\$1.50	HEMMED SHEETS, ready for instant use, extra heavy quality soft cotton, large size. 81 x 90 inches. Regular price \$2.25. Tuesday's clear out price, per pair	\$2.00

LINENS AT JULY CLEAN UP PRICES

BREAKFAST CLOTHS Reg. \$1.00, Tuesday	75c	BREAKFAST CLOTHS Reg. \$1.25, Tuesday	90c
BREAKFAST CLOTHS, made of fine unbleached damask, hemmed ready for use, size 60 x 60 in. Regular value \$1. Tuesday's clear out price, each	75c	BREAKFAST CLOTHS, made of extra quality bleached damask, large size, 66 x 66 in. Hemmed ready for use. Reg. value \$1.25. Tuesday's clear up price, each	90c

LAST CALL FROM THE HOSIERY DEPT.

Ladies' Hose at 25c LADIES' BLACK COTTON HOSE, garnet tip, double heel and toe, fine velvet finish, sizes 8½, 9, 9½ and 10. Per pair	25c	Ladies' Hose at 35c LADIES' COTTON HOSE, full fashioned, special ankles, double soles, in black and tan. Sizes 8½ to 9½. Clean out price	35c	Ladies' Hose at 50c LADIES' LISLE THREAD HOSE, lace ankles, double sole, in black, tan and white. Sizes from 8½ to 10. Special clear out price, per pair	50c
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DAVID SPENCER, LTD.

being daily witnessed at the race track to be repeated another year. It is time Canada wiped out the disgrace of having upon her state books a law legalizing such practices, and it is not easy to understand how a high-minded statesman like the late Sir John Thompson was ever induced to allow these clauses to remain in the code when he last revised it. Race track gambling has been prohibited by statute during recent years in many of the states of the American union, which doubtless accounts for the present meeting here. When a thing gets too rank for New York, Kentucky or California it ought not to find a resting place anywhere within our borders. This is a favorable chance for Mayor Hall to give the Cabinet ministers an object lesson in race track gambling which may not occur again for some time. The opportunity ought not to be lost, and if His Worship will rise to the opportunity and act promptly and vigorously he will deserve the gratitude of every right thinking man and woman in this city.

MONEY WASTED AND SETTLERS NEGLECTED

Quatsino Has Impassable Trail While Government Does Unnecessary Work.

A correspondent writing from Quatsino tells of a deplorable condition of affairs for which the local government is held responsible in connection with the trails of that district. According to the letter the needs of the district are not being properly looked after while money is being spent without stint on work that is not necessary. The letter is as follows: "The trail for the Quatsino has a striking example by the power that be of how to spend money and not have much of anything to show for it in the line of actual improvements. Through the settlement runs a foot trail that is not passable in winter time except by wading in mud and water, ankle deep. The school house is situated almost in the middle of the settlement and the number of scholars attending is sixteen. In the past five years about six hundred dollars have been spent on this trail—practically nothing. When windfalls obstructed and bridges were carried away the heads of families who children attended school turned out and repaired the road in order that the school should not close.

"Now this year an appropriation of \$2,500 was made, and as soon as we heard that goodly sum was to be had we requested that we be allowed to select out road foreman and thus safeguard our own interest and make sure that the trail would be put in such shape as to make it passable. But our little 'Tin God' in Alberni paid no attention. Instead he selected a road foreman and gave instructions for a wagon road, a thing for which there is no earthly use at the present time. There is not a horse, mule or ox in the whole settlement, nor is there an acre of ground under cultivation in any one place. There is no hay nor grain of any kind raised and the families here located have all they can do to feed themselves, let alone feed horses for which at present they have no use. What we want of a wagon road or rather a piece of one, it will be up to the McBride government to explain. What we needed and wanted was a good graded foot trail, say about four feet wide. The length of the settlement trail is about five miles and the money expended in this way would

have given us a passable trail from one end of the settlement to the other. Had there been any money left over we need not have been any the wiser, as there are a number of settlers without trails of any kind.

"Up at Caloney Lake a floating landing, or pier, has been constructed for the benefit, I suppose, of the trout fishermen, as there are no actual residents there with the exception of Mr. Brown. What was wanted was a trail along the lake to the upper end of it. The way the thing now stands, a 50-foot wagon road is being built running from nowhere to no place, and of absolutely no benefit to any one unless the road foreman intends to farm the right-of-way thus cleared. There is not a wagon or a vehicle of any kind in the settlement and we hardly need a 66-foot trail to run a wheelbarrow on.

"The trail for the Quatsino village will be the same old story, the children having to wade through mud and slush as usual to reach the school house. Mr. McBride, it's up to you."

MOROCCAN REBELLION.

Madrid, July 25.—Five thousand Spanish soldiers left Madrid this morning to assist in repulsing the tribesmen of Morocco at Melilla. It is stated that at least 25,000 troops have been transported this week to Morocco and that a determined effort is to be made to bring the rebellion to a quick ending.

NO WELCOME FOR CZAR.

London, July 25.—A demonstration by the organized labor party was held in Trafalgar Square yesterday to protest against the visit of the Emperor of Russia to England.

Fig Jelly.—Take one and one-half dozen figs, one cup liquor, one tablespoonful granulated gelatine, one-quarter cup water, one-half cup sugar, the juice of one lemon, one-half cup sherry. Cook the figs in boiling water, which should just cover them. When the skins are tender drain the figs from the liquid, strain the latter. There should be one cupful. Soak the gelatine in the cold water and dissolve it over hot water and add to the fig liquor; add sugar and stir until dissolved and the mixture is cool, then add the lemon juice and sherry. Strain again into a shallow dish or ring mould and set to cool. Add one-third powdered sugar to one cup of whipped cream and one-fourth teaspoon orange or vanilla extract. Whip until stiff. When the jelly is cold, arrange the figs in the middle of jelly, and garnish with the whipped cream.

COLWOLFORE

RESIDENTS

Proposed Re

Through the Helmsken, K.C. local press on Saturday a proposed route to serve a number of visitors and for a long time and Metchohn pressing for a tioria. A ferry has been advocated for a long time by the government of the district have been by their representatives M.P.P., and in have had a strong Recently Helmsken taken over the sympathy with enlisted, it is b wood development and hopeful the completed.

The proposal at the foot of proved and that would provided to o Right in rear erty surrounding route is obtain the Esquimaux only 1,000 feet, narrowest open mission would build the road government constructed bridge way on the dressing for the would be access and a quarter would have a Seaward they Royal Roads to and down to R side the lagoon home which H building in full valued farm of lies in full view picture is pres

Another quar the boundary erty of Mr. H Mrs. Harris, fo home, leads to The two prop to give the lan from Mr. T it into the har report on the and is said to the proposition area a quick present althou the city, and miles from it residents have ten miles to a road. From a the road would On Saturday Helmsken even tunity to see Valley. Colwo half hour was Ideal summer w the Belmont wh met the party were placed at lagoon. A visi pitable home of is the presiden velopment Lear past provided cultivated farm inspected. Pro bert Head the A. T. Watt, of antine station, interest in the landing was m new road whic

DIAN Enter Ca therefore than in th This is ou itors should stock pure the cutters, to us to disp obligation make a spe ceptionally blue-white

\$100 Dian Best va Now is y invest in a to-day wh splendid st select.

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