The Colonist.

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THE DAILY COLONIST

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UNDESIRABLE IMMIGRATION.

At last the British Parliament has found it necessary to take some step to restrict the undesirable immigration that is finding its way into the United Kingdom. It is not many years since the suggestion of such a method was denounced. It was held to be a refusal of that hospitality for which England had been celebrated for centuries. She was regarded as the asylum which the oppressed and the unfortunate might enter as easily and freely as the rich and prosperous. Then there was opposed to such a startling innovation, as the refusal of admittance into the country, a reluctance very similar to that which Mr. Chamberlain's proposals for fiscal reform are listened to. The country had become rich and prosperous while there was no barrier kept up against immigration of any kind or from any country. Why, then, should a change be made and Great Britain take a retrograde step and wall into line with those states in which every stranger is viewed with suspicion as a possible enemy in disguise or a conspirator against the national institutions? But at last British patience has become exhausted. The danger to the country which the influx of hordes of ignorant and poverty stricken immigrants from Eastern and Southern Europe may work, has begun to be realized, while the number of unemployed is maintained at a high figure because of these thousands of newcomers who every week appear as desperate competitors with the native-born workmen in the labor field.

It may be remembered that last August a royal commission, which had been appointed some months before to consider the effect of this immigration upon the interests of the population of the United Kingdom, issued a report which attracted considerable attention. In ordinary times it would undoubtedly have received much more notice. But the people of the United Kingdom can only follow one subject at a time and Mr. Chamberlain and reform of the country's fiscal system had the stage to the exclusion of every other matter. The general conclusion that the commissioners reached was that in recent years undesirable additions to the population had been introduced from abroad and that in the national interest some measure of restriction of that class of immigrants was necessary. The Government has apparently decided to act on the recommendation of the Commission. Last week a bill was introduced in the House of Commons which is framed on the lines recommended by the Commission. The legislation proposed seems to have been suggested to a considerable extent by that embodied in the statutes of the United States which deal with a similar subject. The Home Secretary, in introducing the bill, said that the Government had no intention of interfering with the immigration of foreigners generally, but that it was necessary to prevent the admission of a class of undesirable aliens who could not enter the United States, and whose present in London particularly was becoming a serious menace to the maintenance of law and order. The criminal statistics show that crime, especially crimes of violence—is more frequent among those foreigners than among the native born. The foreigners also almost monopolize the neighborhoods in which they settle. Gradually the English tradesmen and small shopkeepers are driven out of business by foreign rivals, who are supported by their countrymen, so that whole streets become occupied exclusively by foreigners and one could almost suppose that it was in a quarter of some town in Eastern or Southeastern Europe. Sanitary regulations are also ignored by these people and there is nearly always disease of one kind or another found among them. The bill passed its first reading without a division and it will almost certainly become law. Not a few persons believe that in a year or two still more stringent and comprehensive measures in the same direction will be on the Statute Book.

DUAL SUBSIDY EXPLOITATION.

The Conservative London (Ontario) Free Press and the Liberal Winnipeg Tribune denounce as one of the most vicious phases of the railway subsidy exploitation campaign that has been carried on for some years with signal success the system of dual subsidies aggregating more than the total cost of the railway thus aided from the Dominion and provincial treasuries. Two examples are cited as illustrations of this abuse. One is the Crow's Nest Pass railway and the other the Rainy River railway. In the case of the Crow's Nest Pass railway the British Columbia legislature gave the company a grant of land, which included a large portion of the immensely valuable and extensive coal deposits, in themselves worth many times the whole cost of the line. To this magnificent grant the Dominion government added the handsome gift of $11,000 per mile of railway constructed. But the Rainy River railway has surpassed all other lines in the good fortune it has brought to its owners from the public purse. It was subsidized by the Ontario government to the amount of $4,000 a mile of railway; by the Dominion government to the amount of $6,400 a mile, and then by the Manitoba government to the extent of $20,000 a mile, by way of a guarantee of bonds, which, as far as the promoters are concerned, is equal in value to a cash subsidy. The railway did not cost more than from $18,000 to $20,000 a mile. So that not only have these promoters succeeded in getting the road built, without the necessity of their putting up one dollar, but a grateful country has in addition made these enterprising gentlemen a present of $10,000 to $12,000 a mile, the difference between $30,000 a mile—the aggregate of the three subsidies or aids—and the cost of the road. It is not surprising that the world is exhorted to admire the enterprise of these promoters in coming forward to build the lines. We are equally their admirers, but of the other line of enterprise which was displayed—that of, securing three subsidies for one and the same stretch of road.

These instances of extravagant subsidies, whereby huge fortunes are made at the expense of the taxpayers must sooner or later arouse public attention to the evils which such methods bring upon the country. There are doubtless railway enterprises into the carrying out of which capital cannot be induced to engage without some financial assistance from either the Dominion or a province. Or it may even be from both. But in no case should the aggregate of such aid exceed—or approach—the actual cost of the railway. Otherwise it would be much better for the Dominion or the province to build and own its own line, leasing it to some company or individual for operation. It is, indeed, difficult to understand how a legislative body, supposed to represent the people and to protect their interests, can be led to do such reckless things as the granting of these extravagant subsidies certainly is. If it enabled the railway to carry goods and passengers at a considerably lower rate than would otherwise be possible, there might be room for an argument. But this is not the case, or at least it is so much the exception as to prove the rule. A large proportion of these subsidies generally goes into the pockets of the promoters and financial firms, whose co-operation is necessary when additional bonds or an increase of the share capital are to be authorized as is often the case.

There has been a considerable change during the last few years in public opinion respecting the bonusing of railway schemes. The careless manner in which subsidies were given at one time by the Provincial legislature, is not likely to be repeated. In many cases the donor of these subsidies—whether it be the Dominion or a province—will require some advantage in return for them or at least some security for the repayment of interest. It is in the interest of both the State and the Company that the enterprise shall be completed as soon as possible and at as low a cost. It implies that a moderate figure will represent the cost a mile. That means both low freight and passenger rates possible at the same time that the company is able to pay a fair dividend. The moderate capital charges of a line in the stock of which there is little or no water, can scarcely fail to induce investors, while low rates stimulate traffic. But such extravagant rates of subsidy as those mentioned above should be condemned as inimical to the general interests.

The attention of the authorities is called to the incident mentioned in "Fairplay's" letter in another column. If the particulars are as therein stated, and we have every reason to believe that they are, a most glaring injustice is being done the Indians, and such a line of treatment of the aborigines is bound to result in trouble for all concerned sooner or later. If the law compels the fining and imprisoning for netting fish for food it is high time that the law was changed and the sooner it is done the better.

THE CHINESE EXCLUSION LAW.

The period during which the Chinese Exclusion Law in the United States was to be in force will expire this year, and the question of what action shall be taken in regard to the matter is now becoming a live issue. The Chinese Government appears not to be willing that it should be renewed for another period of ten years, desiring that modifications should be made with a view of making less stringent the provisions against the entry of Chinese into the United States. On the other hand there is a sentiment among a considerable section of the population in the United States that if the present law is not renewed, that one still more stringent should be enacted. There appears to be a probability that there will be opposition to a renewal of the present law from the same quarters that opposed its passage ten years ago. These opponents of the measure desire that there should be some relaxation in the stringency of the present law, so as to admit freely Chinese of the merchant and clerk class. It is asserted that if this is done, the possibility of making the law effective will be rendered more difficult than ever. It is alleged that fraud is rife now and that it requires constant watchfulness and the exercise of much skill and ingenuity on the part of the officials responsible for the carrying out of the law to make the exclusion effective. With an extension of the privileges granted to certain classes of Chinese under the present law, it is urged that the effectiveness of the law would be much diminished.

Opposition to the Exclusion Law has also arisen from a new quarter and of a more serious character than that which the passage of the present law had to meet. This new opposition comes from the Southern States and demands that the barrier against the entrance of the Chinese shall be thrown down entirely. The demand comes from the cotton planters and cane growers, who say they must have cheap labor if they are to be able to continue their business. They require this cheap labor to replace the negroes who are drifting away from the farms and plantations into the cities. From several of the Southern States reports come that this movement for the admission of Chinese is taking shape. One large planter of Atlanta, Georgia, thinks "the time has now arrived when a united effort should be made by every one, in the South particularly where we are entirely dependent on negro labor, to get Congress to admit Chinese." Another Georgia planter asserts that the importation of one hundred thousand Chinese coolies into his state would be of the greatest possible benefit. This opposition to the maintenance of exclusion laws may prove to be more formidable than that which has been encountered in the Eastern States in the past, since it will be supported by a very influential section of the community which demands the right to cheap labor. Apart altogether from the economic questions that are involved, it would seem to be a very dangerous social experiment that it is proposed to try. The race question has already become a very serious one in the Southern States and the free admission of Chinese would greatly increase and make more complicated the danger which threatens the peace and order of that country. The Chinese and negroes would inevitably intermingle with results that would not conduce to the progress and prosperity of those states. There would be no comparison between the conditions that would then arise and those which will exist in the Transvaal under the regulations that will be enforced by the Government in South Africa. It is difficult to believe that the United States Congress will sanction such a course under any consideration. At the same time this new opposition to any restriction on Chinese immigration may come to be a very important factor in the controversy that appears likely to arise over the matter.

THE WAR.

Without any incidents of importance the despatches from the Far East show that the disembarkation of Japanese troops on the mainland goes steadily on. A despatch from Seoul states that a fleet of forty Japanese transports was seen, the destination of which is believed to be the port of Yongampho. These vessels are supposed to be carrying part of the second Japanese army, the landing of the first one being thought to have been successfully accomplished. Now that the ice is going out of the Yalu River, the Japanese steamers are able to land supplies and stores at various points on the shore that will be convenient for the transport trains. This fact seems to disprove the accuracy of the statement that the Russians had erected forts at these points to prevent any landings being made by the Japanese. There is little doubt that the Russians were surprised at the rapidity of the Japanese advance, and hastily evacuated Wiju, being unprepared to make a defence. According to one report they were compelled to abandon twenty-four field guns, but this has not been confirmed.

From Port Arthur further news has been received through Russian channels. No details are given of the reported attack by the Japanese on Sunday last. It is stated, however, that the three merchant vessels, sunk by the Japanese at the mouth of the inner harbor, have been raised by the Russians and armed as auxiliary vessels with quick-firing guns. If this be true, it would seem that the Japanese early sea victory and their later attacks have given them little permanent advantage. The failure to shut up the Russian fleet must necessarily cause Admiral Togo considerable anxiety in regard to the safety of the transportation of the Japanese army to Korea. Of course, it is a long time yet before the Russian fleet can be reinforced by the Baltic squadron, but the fact that it that should occur the Japanese will be inferior in the number of battleships and cruisers will almost certainly lead to some determined effort on their part to defeat or cripple the enemy's fleet now in eastern waters before that reinforcement arrives.

CANADA AND NEWFOUNDLAND.

We do not give much credence to the report from Paris that, in consequence of the settlement of the French shore question, Newfoundland will take steps to enter the Dominion. While the Canadian Government and Parliament might be willing to grant better terms to Newfoundland to join the Confederation now that that troublesome question is disposed of, it is not likely that the removal of that drawback to the Island's quietude and peace would have any effect on changing the views of its people on the question of annexation to Canada. If it has any effect at all, it will probably be in the direction of strengthening their determination to remain, at least for the present, in their independent position. Newfoundlanders are very proud of their belonging to Great Britain's premier colony. Times are good in the Island, reports showing that on the whole it has never enjoyed greater prosperity than it has now. The public finances are in good shape; trade generally is prosperous and on a sounder position than it occupied before the financial and commercial crisis of some eight or ten years ago, and the development of the country's natural resources is proceeding rapidly with the aid of outside capital. While there is a considerable section of the people which realizes that union with Canada might bring many material benefits, there is no indication that such a step would receive that popular support that would be necessary for its accomplishment. All that we can hope for at present, it seems to us, is the cultivation of closer and more intimate trade relations between Canada and Newfoundland, with the aim of showing what such a union would do for both countries. It is also essential that it should be made known that whenever the people of the Island are ready to discuss the question, they will find Canadians open to respond in a fair and liberal manner.

IMMIGRATION INTO CANADA.

Although the season has scarcely opened, the immigration into Canada, both from Great Britain and the United States, has already commenced on a large scale. The immigrants are almost all bound for Manitoba and the Northwest Territories. They are reported to be generally of an excellent class, many of them possessed of considerable means, while others are sturdy agricultural laborers, a class of which Central Canada can scarcely have too many, whether from the standpoint of the country or of the immigrants themselves. It is impossible in regard to this immigration to avoid a comparison between its character and that of the immigrants who in the past have come to Canada as the result of costly and tedious labors on the part of paid agents of the Dominion Government. All Europe was gone over in the attempt to secure emigrants to Canada, and the Government offered all sorts of financial and other inducements to get people to come here. The results were not encouraging as regards either the character or the volume of the immigration, and it is now realized that a huge proportion of it was unsatisfactory. The experience of the United States should teach us a lesson in respect to this. The inducements that Canada can offer to good immigrants are such that they will attract the most desirable class, while nothing will compensate us for the introduction of an element which has given much trouble in the United States. Among the immense population on the other side of the boundary line that undesirable class does not constitute such a dangerous element as it would among our comparatively small population. But during the past three or four years we have seen enough to show that it is not in the public interest to encourage the poor and ignorant people of central and southern Europe to come here.

While the conditions in British Columbia are not favorable to a large and indiscriminate immigration to this Province, we shall benefit in many ways from the large influx of people into the country east of the Rocky Mountains. Our lumbering and other industries will find, as the result of that growth in population, enlarged markets, while a part of the newcomers will gradually find their way into this Province, attracted by the climate and other conditions that exist here.

PROHIBITION IN ONTARIO.

Mr. Ross appears to be in a rather difficult position at the present time. With only a bare majority of three in the Legislature, he is liable to defeat at any time by the absence of one or two of his supporters. Already during the present session he has only escaped disaster by putting up one speaker after another to talk against time until some absentees could be got to the House. Now his difficulties are increased by the demands of the temperance advocates. It is well known that Mr. Ross pledged himself to bring in drastic legislation respecting the liquor traffic. He has accordingly submitted measures in that direction to his supporters in the House. According to the reports he was prepared to propose the total prohibition of the liquor traffic. But this found little support among his followers. Then the suggestion was made that as an alternative the liquor traffic should be made a monopoly of the Government. But this was also rejected. Three or four caucuses of the party were held without any result. It seems that the utmost that could be carried through the Legislature would be a measure making the present law more stringent; raising the license fees and reducing the number of licenses that are issued. According to a despatch from Toronto, Mr. Ross has sent a written reply to the Prohibition deputation that waited on him last week. While he says that he agrees with the views expressed by the deputation, he does not think it possible to give effect to them by legislation at this session. He understands, however that they are not in favor of amendatory measures, but require Prohibition. Under these circumstances Mr. Ross intimates that if the Government can do nothing this session, it will consider it to be its duty to ascertain what means will be available in the future for the desired action. In other words that any action must be postponed for the present. The Prohibition deputation will meet on Monday to decide what action shall be taken on Mr. Ross' letter.

It is tolerably certain, therefore, that if Mr. Ross ever entertained the idea of dissolving the Legislature and appealing to the country on the temperance question, he has abandoned it, at least for the present. There is no reason to believe that Mr. Ross is not personally sincere and honest in this matter. But there does not seem to be any ground for believing that Ontario sentiment is yet ripe for such a drastic change as the total prohibition of the liquor traffic would be. Nor are we able to follow the argument that to a convinced Prohibitionist the transfer of the traffic to the Government as a monopoly would be acceptable. To moderate and not extreme men; to those who desire to see temperance and sobriety become general, a government monopoly of the traffic has much to recommend its adoption. But, as we have said, it is not possible to harmonize the position of a Prohibitionist with that of approval of the conduct of the traffic by the Government and we think that those who opposed such a proposal were more consistent than Mr. Ross in that respect. What the outcome of the present situation will be, it is impossible to say, but the probability is that nothing will be done at the present session and that efforts will be made during the recess to arrive at some plan that will secure support at the polls. But it is doubtful if that can be accomplished.

After all legislation on the liquor traffic or on any other matter is of little use or value unless it has such a body of public opinion in its favor as will ensure the law being observed. We think few persons would venture to assert that in their opinion public sentiment in any province in the Dominion is ripe for the total prohibition of the liquor traffic. If this is the case, it would seem that earnest temperance advocates would be well advised to accept what can be obtained—more stringent regulation of the traffic, a reduction in the number of licensed houses, and by this and other ways gradually limiting the traffic and the temptations to drunkenness. By insisting on Prohibition or nothing, these extreme persons really injure the cause that they profess to have at heart and delay the accomplishment of the result which they are anxious to achieve. In the United Kingdom the work of the Public House Association has shown that much may be done in the cause of temperance by organized effort to remove the worst features in the traffic as ordinarily conducted and a similar effort might prove to be equally successful in Canada. However, we shall await with interest the reply which the Prohibition deputation will give next week to Mr. Ross' letter. In any case it is extremely doubtful if the temperance question would really have so much effect on the result of a general election as some strong Prohibitionists assert it would. The experience of the past seems rather to show that in a political contest, where the fate of a government and the question of the retention or loss of power are involved, that political and party affiliations are too strong to be resisted and the effect of the introduction of a question like that of Prohibition is after all comparatively trifling.

LETTERS TO THE EDITOR.

BIG FISH.

Sir,—In yesterday's issue you gave the weight of the largest salmon caught in the Cowichan river as a little over ten pounds. I would like to mention that on Saturday, April 2nd, Major Bland and Capt. Popham landed from the Cowichan river a spring salmon weighing twenty-three pounds, and two steel heads weighing twelve and ten pounds each. They also had a good basket of trout. I weighed the fish, so I know the figures are right.

O. TULK.

Duncan's Station, B. C., April 9th, 1904.

AIDS TO NAVIGATION.

Sir,—The maritime public of British Columbia have been accustomed for so many years past to know that the sea marks in these waters are established with accuracy and carefully maintained in their exact positions that it comes as quite a shock to find out such is not now the case. There are some cailings, like that of doctor, for instance, that touch a man in his most vital point, his life and pocket, and the command of our lighthouse tender is one of them, for should a sea mark placed by the master of this vessel be out of position, not only a pecuniary loss may be incurred, but danger and death is probably the result of such ignorance. There are already two buoys on this coast, the exact positions of which are unknown. One of these buoys, at the request of several shipmasters, was ordered by the government to be placed on Tattenham ledge, Malaspina strait. A notice to mariners states that the buoy is in a certain latitude and longitude; seafaring friends assure me such is not the case. I have since learnt that this buoy was simply put down at what was supposed to be the end of the reef, and that no attempt was made to verify its position. The other buoy that calls for enquiry is the one ordered by the government to mark a dangerous reef at the northern entrance to Malaspina strait. Where is this buoy and why is the reef not surveyed and mariners informed about it by means of the charts? If this ignorant and unsatisfactory state of affairs goes on much longer, insurance on shipping using this coast will certainly increase and shipping men must be prepared accordingly.

INSURANCE.

Vancouver, B. C.

ILLEGAL FISHING.

Sir,—We have been noticing that the fishermen have been taking large baskets of fish out of the Cowichan river lately, but nothing is ever said in the columns of your paper with regard to the Indians who are repeatedly fined, or sent to jail for catching two or three salmon to keep their families from straving. I suppose they get them by what we are pleased to call illegal means. That is, by using a short gill net; but it is just what they have been accustomed to do from time immemorial. A pitiful case of that nature was tried before the court here yesterday, when an old Indian was fined $10 for catching four salmon for his own food, with a short piece of net; and after he has tried to get the amount from his friends and failed, he has to go to jail for 14 days. Of course, the officials are not to blame, as they are simply carrying out the law; but it seems strange that the Indians should in this way be deprived of their natural food. On the other hand, what about the baskets that are filled by white fishermen with little trout, each of which would eventually become a large salmon if permitted to live? and I am sorry so say, some of the baskets are filled more illegally than the Indian's stomach. I refer to the contemptible method of dynamiting the pools and killing all the fish in them.

FAIRPLAY.

Duncans, V. I., April 9th, 1904.

PROVINCIAL PRESS.

On Saturday evening last the home of Mr. Peter Hooley, McKenzie avenue, was the scene of a very pleasant gathering, when the boiler makers of the C. P. R. shops gave a concert in honor of Mr. John Scott, locomotive foreman, who is leaving Revelstoke to take charge of the shops at Kamloops. Mr. Hooley ably filled the position of chairman, and the manner in which followed songs, readings and recitations, showed that the rivet drivers were out for a good time.—Revelstoke Herald.

On the 25th and 26th ult., Thomas G. Earl, member of the Board of Horticulture for the Interior, and Mayor James Shepard, Farmers' Institute delegate, held a most interesting series of meetings at Summerland. The lectures delivered were on fruit and various phases of fruit culture and were largely attended. On the 28th ult., these gentlemen lectured on the same subject to a large audience at Peachland. Mr. Earl speaks in the highest possible terms of the interest manifested by the people of Peachland and of the courteous treatment he received while among them, declaring that they were the finest people he ever met.—Vernon News.

A petition asking the government to build a magazine and store stumping powder, for sale at cost price to the ranchers in this district, is being circulated amongst the farmers near Armstrong. It may be see at Wood, Cargill's store, and all interested are asked to call and sign it.—Armstrong Advertiser.

The Ladies' Aid of the Methodist church must feel well satisfied with Monday night's entertainment. We have said so before, and we repeat it, that the Chilliwack public are the most public to please of any in Western Canada and when this fact is fully understood round congratulations may be freely indulged in. The Chilliwackers want a lot for nothing, everything at A. and they get it, to some extent, at the Henderson hall on Monday night.—Chilliwack Progress.

The Silver Cup mine opens up the first of next week. This will start things going in Ferguson. The Nettie L. will follow suit in a week or two.—Trout Lake Topics.

After working 30 shifts, Jim Ward came into camp last week from the Fisher Maiden. Owing to the breaking of the road six of the force had to come down hill, and the Fisher Maiden has a car strung along the road from the mine to the wharf at Silverton. The Maiden looks like a mine this winter. If the extension of the lower tunnel ends in ore the Maiden will be tested to a depth of 700 feet, and be one of the banner mines of the Slocan. George Long deserves credit for the able manner in which he has brought this mine to the front.—New Denver Ledge.

The first rehearsal of the chorus which is to present Belshazzar, was held last night at St. George's church, and a large number of the best singers of the city was present. The choruses in this cantata are much above the average heard in such productions, and the solo work is also of an exceptionally high order.—Rossland World.

THE BRITISH COLONIST

A. DE COSMOS, Editor.

Saturday, April 9, 1859.

Our Fort Yale correspondent writes under date of April 9th: "The rush for the upper country continues unabated and the fever seems to have seized upon all conditions of society. Great stories are afloat as to the richness of the upper country, and coarse gold and nuggets are becoming common here, being brought from above by miners and traders, who immediately return with stocks of provisions. That the country is rich in gold is not now doubted, and the yield of '59 will astonish the grumblers of '58. Look out for another rush from California about June. Flour is worth $11, beans 10c., bacon 27c to 28c; E. B. syrup in 5-gal. kegs, 89; pork, $27 per half bbl.; China sugar, 18c.

Capt. H. S. Murray is building on the opposite side of the harbor, at Deadman's Point, for the British Columbia Steam Navigation Co., a boat of the following dimensions: Length, 145 feet; depth of hold, 4 feet; breadth of beam, 27 feet. She is to be propelled by two high-pressure engines, 16 inch cylinder, and 6 feet stroke. When ready to run with wood and water on board, she will not draw over 12 inches of water. It is expected she will be able to navigate Fraser river at all stages of the water.

Mr. Samuel Swift, who arrived on the Eliza Anderson from the mines, brings us the most encouraging news as to the character of the mines above the Kanyon. Many a time the miners have made 25 ounces per day; the lowest amount made in a day was 8 ounces; the last day's work to his share after all expenses were paid was $125.

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LOCAL

(From Friday's Daily.)

Marine Hospital.—The department of marine and fisheries, under whose jurisdiction comes the supervision of the Marine hospital on the Indian reserve, has a gang of carpenters at work effecting certain improvements to the building which were asked for by the board of trade. Some $5,000 will be expended on the interior and exterior and when completed the institution will be in better shape than ever before.

Snow Retards Mining.—The snow remaining in the mountains on the island so late in the season is retarding mining operations and many prospectors who would otherwise be out in the hills are in the city awaiting the approach of warm weather. N. T. Tregear, manager of the Lenora mine, reports that the Lenora and Richard III. mines are shipping steadily to Crofton, although the heavy fall of snow is interfering with work somewhat.

First Fish Traps.—The first fish traps for salmon ever built in British Columbia waters are now under construction at Otter point for Messrs. Todd and Sons. Pile-drivers are busily engaged in sinking piles for several traps in the vicinity of Otter point. Judging by the manner in which the driving of the piles is being rushed, the traps are intended for use during the sockeye runs of the coming season, but Messrs. Todd & Sons state that it is not expected that the traps will be available for use this year.

Bought Much Salmon.—Calculations on the serving of one salmon ration a week, the Japanese have purchased enough salmon on the Pacific coast in the last few weeks to feed an army of 250,000 for six months, says the Seattle Post-Intelligencer. Altogether the purchases of salmon by the Japanese government here have amounted to between 275,000 and 300,000 cases. This big purchase would fill from 550 to 600 ordinary railroad freight cars. Such a train would be more than four miles long.

Visiting Whalers.—The schooner Chas. Hansen, Captain Danvey, which is bound for the Arctic on a three-year whaling expedition, lies off the outer wharf. She goes from here to Nanaimo, from Nanaimo she proceeds to Unalaska, and there awaits the opening of navigation in Behring sea, when she will go on to Point Barrow in the Arctic. The whaler belongs to Plummer & Company of San Francisco, and is equipped with all the gear required for the killing of the big monsters of the deep. She carries a crew of twenty-five men.

C. P. R. Plans.—Well defined rumors are afloat that the C. P. R. within the past few days has made overtures to the owners for the purchase of all the property on the south side of Humboldt street from Government to near the Reformed Episcopal church. Such a piece of property would almost seem to be a necessity for the C. P. R. if a pleasing environment is to surround the fine new tourist hotel structure which shortly to be erected. The buildings on the property in question are, in number of cases, dilapidated shacks though Messrs. Pendray's and Weller's factories are substantial buildings.

Coal for Nome.—The Pacific Coast Company, of Seattle, will engage in the coal trade with Nome this season on an extensive scale. The company plans to ship from Ladysmith to Nome this summer from 15,000 to 20,000 tons of bituminous coal. Part of the coal will be sacked for shipment, but the most of it will be sent North in bulk. On Saturday last the company chartered the ships J. B. Thomas and St. James to load at Ladysmith for Nome, and sail from that port the latter part of May. Both the vessels are owned by the California Commission Co., of San Francisco. They will take from Ladysmith a total of 5,000 tons of sacked coal. Both are now lying desengaged at Winslow.

New Telephone Connection.—The Dominion government has just completed the telephone line to Ganges Harbor, Salt Spring island, thereby giving that district direct communication with the outside world. E. Castley, foreman of construction, made the completing connection in Malcolm & Purvis' store at Ganges Harbor on Tuesday afternoon, making use of their long distance telephone. Duncans was called up and the service was perfect. Conversation could be heard very distinctly. A few hours after church connection was established the first message was received from Victoria for delivery. A switchboard is to be installed at Ganges Harbor immediately which will be "central" for the local system.

Another Pioneer Gone.—Once again death has visited the ranks of the pioneers and claimed one of the best known and highly respected members in the person of Frederick Carne, sen., who passed away early yesterday morning at the age of 76 years. Born in Cornwall, England, he came to Victoria in 1858, and for years engaged in mining in Cariboo. Mr. Carne subsequently acquired the Angel hotel, and for nearly thirty years maintained this popular resort of the traveling public. Thirty years ago he joined the pioneer Oddfellows' lodge, Victoria No. 1, and also became a member of Vancouver Encampment No. 1. In both the lodge and encampment he took all the degrees, and occupied the highest positions, and is a life member of the grand lodge. He leaves to mourn his loss, besides a widow, three daughters, Mrs. J. L. Crimp, Mrs. A. D. Whittier and Mrs. J. A Grant, and one son, Fred Carne, jun. The funeral takes place on Saturday afternoon from the Oddfellows' hall.

Good News For The Old People

A New Source of Strength and Vigor for Those Who Feel Their Vitality Waning and Suffer From the Ills Consequent on Old Age.

The story of Dr. Chase's Nerve Food is a story of great cheer for the old people.

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As the years go by the blood gets thin, watery and impure, and fails to supply the nourishment required to keep vitality at high water mark. Circulation gets bad, and the nervous system suffers. Besides the pains and aches, besides the weakness and dizziness, there are feelings of numbness which tell of the approach of paralysis and locomotor ataxia.

Judging from the experience of the thousands of old people who have tested this great food cure, it seems to be exactly suited to overcome these conditions, consequent on old age.

Unlike ordinary medicines, Dr. Chase's Nerve Food is entirely restorative in action, while others seek to tear down the tissue. Dr. Chase's Nerve Food cures by forming new, firm flesh and tissue and building up the system. It thus permanently overcomes disease and affords lasting benefit.

Dr. Chase's Nerve Food, 50 cents a box, six boxes for $2.50, at all dealers, or Edmanson, Bates & Co., Toronto. To protect your against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.