

A CANADIAN AMERICAN'S SCRUPLES.

The principles of a Canadian who applied to a Seattle court for naturalization papers were subjected to a severe test last week. The name of the applicant who desired to conform to the requirements of good citizenship, provided he could do so without doing violence to his regard for the country of which he is a native and whose "institutions" evidently still hold a strong place in his affections, was McKean. The judge who heard the application, was inquisitive, inquiring whether the applicant would be willing to bear arms for the United States provided the republic were engaged in a war with Great Britain. Being a man of peace as well as a man of principle, Mr. McKean said he would be very loath to point a gun in anger against the people of the land of his birth, and frankly admitted that in case of a misunderstanding, without special regard to its cause or the rights of the contestants, his sympathies would be entirely with the British. We are of the opinion that there are very few who approach the tribunal which confers naturalization in such a commendable frame of mind. We have had no experience of the ordinary procedure in naturalization courts. But we should judge that it is not the practice to inquire very closely into the national sentiments of applicants for the rights of citizenship. Why the Seattle judge was so searching in his probing in the instance in question we do not know. But he took the responsibility of refusing the request of Mr. McKean, advising him on account of his scrupulousity to remain a Canadian and to look to the British to protect him in his person and property. It occurs to us that many men of less desirable character than this loyal Canadian have been admitted without cross-examination to citizenship in the United States. If Mr. McKean continues of the opinion that he ought to undertake all reasonable obligations to the state in which he has made his home and in which he is making a living, the probabilities are that he will be treated with greater consideration and tolerance by some other judge.

PART IN PEACE.

Norway and Sweden have chosen the better part. They have decided to dissolve partnership in a friendly spirit. A very few years ago the two nations would have fought the matter out with cannon and rifles and swords, slain a few thousands of the flower of their manhood, and eventually have reached an understanding less likely to be productive of permanent results. The choice of enlightened Scandinavia proves that the world is marching on. It is said that the Norwegian people, excepting an insignificant minority, are firmly determined to set up a monarchy. This condition of mind will be considered by a great many people as not so creditable to the Norwegians as their devotion to the principles of peace. There is a class of advanced thinkers who hold that, having discarded the entanglements of the past, and having decided to start from a new mark, the people of Norway would have shown better judgment and prepared themselves for lasting peace and political tranquility if they had disregarded the traditions which prevail in Europe and set up a form of government dependent in all its ramifications upon the popular will. Having set aside the claims of the House of Bernadotte, there was nothing at all, excepting possibly the sentiments of the representatives of the reigning dynasties of Europe, standing in the way of the institution of a republic. If the Norwegians, like the people of Great Britain, had become sentimentally and practically attached to a royal house whose heads were endowed with the wisdom and tact and attractive human qualities of our present King and who preceded him, their preference could have been excused by the critics. But, having a free hand, and being absolutely untrammelled, for all the world knows, their conduct is not easily understood. Time may reveal to the smaller section of the progressive Scandinavians the mistake they made. In the meantime let the world be thankful that Norway and Sweden stand for peace in a situation which for a time was extremely critical and might have contained a menace to the satisfactory conditions prevalent in Europe.

A COMMENDABLE MOVEMENT.

It has been demonstrated in the success achieved by the experimental shipment of British Columbia fruit sent to Great Britain last year that there is a potential market in the old land for the products of our orchards; it has been determined by the government of this province to prepare the way for the establishment of the trade upon a permanent basis. The Canadian Pacific Railway Company, with its usual foresight, anticipating the possibilities of the embryonic Western industry with its hundreds of thousands of fruit trees rapidly approaching the productive stage, has joined forces with the government and will co-operate in the undertaking. The first shipment to market will be under the charge of Mr. R. M. Palmer, a most competent and enterprising official. It will be remembered that the first

step towards the invasion of the British market by British Columbia fruit was taken last year, and that the consignment was given the first place among colonial fruits at the exhibition of the Royal Horticultural Society of the United Kingdom in competition against apples from provinces with established renown, such as Ontario and Nova Scotia. We confidently anticipate just as great success by the shipment this year. It will be representative of all the fruit-producing sections of the province. If suitable transportation arrangements can be made, a matter which should be easily adjusted, considering that the interests of fruit-growers and railway companies are practically identical, the prospects of the most promising industry in British Columbia may be considered very bright indeed. Our producers have already an established market in the great Northwest Territories—a market which must expand with great rapidity, as the rush of settlers into that new Canadian region will gather force as the fame of its rich wheat-producing lands is bruited abroad. If we can successfully invade the British markets also, this Sea of Mountains, which every year ago did not present an alluring aspect to the sceptical understanding of the Easterner, will soon assume the place to which its resources entitle it in the Canadian Confederation.

THE LIGHT PERMEATES.

It is just as absurd to assume that the Canadian tariff was adopted with special reference to the requirements of the East as it is to contend that the West can be made prosperous by adding indiscriminately to the general taxation on goods entering Canada. The latter policy was what the Conservative party, including the representatives of the Conservative party in British Columbia, contended for previous to the last federal general elections. Even the British preference, under which the tariff schedules were reduced by one-third, and which to that extent was beneficial to the consumers of British Columbia, who are large importers of British goods, was vigorously condemned by the opposition. But it is satisfactory to note that the organs and some of the supporters of the Conservative party in this province have been compelled to open their eyes, observe things, and acknowledge the truth. We can but hope that now light has been let in upon a darkened understanding it may continue to shine. But we confess we have our doubts. When the time for another general election draws near the preachers of sedition in the persons of the leaders of the Conservative party will invade the West, and we fear the new principles that are now so freely acknowledged will be abandoned in the name of party expediency. If the old fallacy or heresy that the producer, not the consumer, pays the duty, still lurks in the mind of any Tory whose calling has not compelled him to have business relations with people on the "outside," whether in Great Britain or in foreign countries, let him make an experimental importation, and his visit to the customs house will complete his conversion. A tariff which produces sufficient revenue to meet the requirements of the public service is the tariff for Canada. To hoist the duties up to the level which is satisfactory to the millionaire monopolists of the United States would doubt please the would-be monopolists of Canada and in time raise them to the status of millionaires also, but such a course would not increase the prosperity of the average inhabitant of the West or of any part of Canada.

THE PERENNIAL HUNGARIAN CRISIS.

The Hungarians are to the Austrian Emperor what the Poles and the Poles are to the Russian Czar, with the difference that the agitations of the Hungarians are conducted constitutionally, while the Poles and Poles, being denied the right to meet and discuss their grievances, resort to violent measures as a means of compelling attention to the fact of their political disabilities. It has long been surmised that German influences were responsible to a certain extent for the dissatisfaction of the Hungarians by their position within the empire. In confirmation of this suspicion a leaflet has been published and issued in Berlin which will bring comfort to the representatives of the reigning house of Austria. The title of this work is, "The Hungarian Crisis and the Hohenzollerns." The anonymous author argues that Hungary can never be a really flourishing and independent state until she has shaken off the Hapsburgs and installed a Hohenzollern prince as King of Hungary in their place. To the German Emperor, he says, would fall the task of saving the German-Austrians from being overwhelmed by the Slav races. The latter, he adds, would not be influenced by sentimental considerations for the Emperor Joseph, but would extend the Hohenzollern domain from Hamburg to Trieste and Istria. Hungary, like Romania, under an independent Hohenzollern prince, would be regarded as a bulwark against Slav encroachment in southeastern Europe, and would have the noble mission of annexing Macedonia as far as Salonica. The pamphlet, the circulation of which has been forbidden in Austria and in Hungary, ends with an appeal to the Ger-

man Emperor to complete the work he began by his philo-Magyar toast at Buda on September 20th, 1897. On the other hand, a Hungarian Journal, published for the authority of "an Austrian ex-minister," that the Emperor Francis Joseph's resistance to the Hungarian national demands is chiefly due to the German Emperor, who exerts decisive influence in all questions likely to affect the efficiency of the military forces of the Triple Alliance. Far from being a friend of Hungary, says the writer, the Emperor William is a sworn foe to Magyar national aspirations. Evidently all the constitutional talents of the German Emperor were not exercised in averting a clash of arms in Scandinavia.

A PRESIDENTIAL CENSOR.

President Roosevelt has done a very surprising thing—for Theodore Roosevelt. One of his young men in the person of an employee of the United States got wedded to the lady of his choice, and was promptly dismissed from the service because of his alleged precipitancy. This is surely an extraordinary act on the part of a chief magistrate with such pronounced views upon the subject of the duty of men towards the state. The president has been diligent in season—some hold out of season also—in preaching the doctrine that the individual who does not raise a family is not a true American nor a good citizen. And yet here is a man who takes the first step to establish his position as a patriot with sound views and a profound regard for the stability of the republic by cashiering a day laborer. President Roosevelt believes in all things being done decently and in order. While he regards the family as the sure foundation of the state, he is convinced that the family must be constituted in the good old-fashioned style after a probationary period of courtship. Mr. Browne, who officiated in an act which on general principles is worthy of the highest commendation, broke with violence through the conventional rules and regulations which the Roosevelt dynasty considers essential as preliminary to sound and true family life. He got married after an acquaintance of a few hours with the lady of his hasty choice. The bride was a chorus girl in a comic opera company. She was doubtless a highly respectable young lady, but the environment of the variety theatre is regarded with suspicion by a class who are still under the bonds of conventionality, of which class the president appears to be a member. The summary treatment of Mr. Browne by the president, who would seem to be acting as a warning to all United States civil servants that the eye of the presidential censor is upon them, and that to walk circumspectly and discreetly, with due regard to public opinion, is the price of continuity of office. And yet there will be found Democrats innumerable and Republicans not a few, not all of them disappointed office seekers, who will say that men who have been guilty of more serious offences than Mr. Browne, who married a chorus girl, have been retained in the civil service at Washington, D. C.

MERELY EMPTY WORDS.

There is a great cry going up from Europe in favor of laying the foundations of a lasting peace between the nations. The Czar of Russia had just issued a call for a peace conference when the war with Japan broke out. The Grand Dukes did not deliberately provoke the Japanese into the act of taking up arms. They looked upon a challenge from Japan as one of the things not to be thought of for a moment. Acting upon that assumption, they thought they could pursue their designs upon Manchuria, and eventually upon Korea, with impunity. Their eyes have been opened with a rude Oriental hand. But the facts of the case of Russia and Japan do not warrant the conclusion that the war lords of Europe are not sincere in their professions of a desire for the permanent peace of the world. They mean well, and they would set up to the summit of their humanitarian aspirations if things did not turn up to interfere with their plans. The weaknesses of their position are always exposed, however, when obstacles arise in the path of the ambitions they cherish for their respective countries. There is little doubt that the Russians thought humanity would be benefited if they were given all the latitude they desired in Asia. Their ostensible aim was to shed the light of their religion into the dark places of heathendom and to bestow the political freedom which has accomplished so much for Russia upon the Asiatics. They argued that the perpetuation of the present conditions, a sine qua non of Japanese dominance, was not desirable from the point of view of all who love light rather than darkness. There would naturally have accrued to Russia incidental advantages of a political and territorial character—such as the possession of ice free ports and additional opportunities for commercial expansion. But the ruling passion was to confer blessings upon a dark portion of the earth. Understanding as no outside nation could the philanthropic object of their ambitions, the Russians naturally assumed that the divine blessing would follow their operations and that the heathen blockaders would be put to confusion. From the general tone of the re-

marks of the vanquished, it is apparent that they do not yet comprehend the attitude of the Almighty towards them as indicated by results. Russia meant well. She was forced to take up arms to vindicate her benevolent intentions. The war lords all mean well in expressing their great horror of war and consuming desire for perpetual peace. But if they longed to give convincing evidence of their bona fides of their good intentions, they might disband a large portion of the armies which are such a burden upon the peaceful plodders of industry, thus exhibiting some degree of confidence in their own professions and the professions of their neighbors. The portion of the world which devotes practically all of its energies to the peaceful pursuits of industry and of commerce will not display much interest in peace conferences until the huge armies of continental European states are reduced to the proportions necessary for the maintenance of internal tranquility.

PROVINCIAL FINANCES.

It is announced by the rehabilitated organ of the McBride government that the end of the financial year will leave another small surplus in the provincial treasury. The Minister of Finance worked out a surplus last year, but he was practically the only man in the country that could do that. The balance sheet proved that the liabilities had been increased as a result of the year's operations, notwithstanding that the assets of the people, the land and the timber, had been disposed of with a more prodigal hand than ever before. Owing to the growing demand for lumber consequent upon the exhaustion of the supplies in Eastern Canada and the United States, our timber areas are rapidly becoming of great value, a fact of which a business administration should take the fullest advantage while conserving the natural wealth of the country against the day when such resources will be of greater value still. With such vast additions as have been made to the general taxation of the province by the present government and the growing revenue from the other sources represented by the province's natural wealth, the treasury ought to be well filled. But if the estimated surplus for the coming year be of no more substantial character than the paper surplus of last year, neither the government nor the overburdened taxpayers will be in a position to receive congratulations.

SIGNIFICANCE OF TREATY.

The new British treaty with Japan is not a verbose document, and yet it seems to provide for every possible contingency in the East. The expired instrument provided that if either Great Britain or Japan, in defence of their respective interests, should become involved in war with another power, the other high contracting party would maintain a strict neutrality and use its efforts to prevent either power from joining in hostilities against its ally. If in the above event any other power or powers should join in hostilities against that ally, the other high contracting party would come to its assistance, would conduct the war in common, and make peace in mutual agreement with any power or powers involved in such war. The above contains in brief the essential features of difference between the two treaties. If a crisis should arise in the affairs of the two powers, either should become involved in war, a good deal would depend upon the interpretation placed on the words "special interests." If the terms of the old instrument had been identical with the phraseology of the new, immediately on the outbreak of the late war with Russia Great Britain would automatically have become a party to the hostilities, instead of merely remaining a buffer to prevent other powers from lending moral or material assistance to the Russians. There are other important features in the treaty, such as the provision for the combined defence of India against the aggressions of possible foes in the future, but the close alliance of the great naval powers of the Orient and the Occident is the great outstanding fact. Great Britain in Gibraltar possesses the key to the Mediterranean. Great Britain in Singapore holds the key to the China Sea (the great highway of Asiatic commerce) on the south. Japan holds a strong strategic position on the north of the same important body of water. The United States through possession of the Philippine Islands is also in a commanding position on the east. So it may be said that for the present the political and commercial status of the portion of Asia in which great developments are expected is in the hands of the dominating powers of Europe, America and Asia.

General Booth is one great reformer

and benefactor of his kind whose services are not going to be recognized posthumously. The city of London, amongst whose poor he has principally labored, has conferred its freedom upon him. There may not be much that is valuable in a man who is not recognized posthumously, but the fact that he is recognized posthumously is a tribute to his worth. The city of London, amongst whose poor he has principally labored, has conferred its freedom upon him. There may not be much that is valuable in a man who is not recognized posthumously, but the fact that he is recognized posthumously is a tribute to his worth. The city of London, amongst whose poor he has principally labored, has conferred its freedom upon him. There may not be much that is valuable in a man who is not recognized posthumously, but the fact that he is recognized posthumously is a tribute to his worth.

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DRAFT MEMORIAL WAS ENDORSED COMMITTEE'S REPORT MET WITH APPROVAL

Board of Trade Will Lay Recommendations Before the Royal Commission To-Morrow.

Yesterday afternoon a special general meeting of the board of trade was held, there being a good attendance of members. The only business dealt with was the report of the committee appointed to draft a memorial to be submitted to the royal commission on transportation during its forthcoming sitting in Victoria. C. H. Lugin, chairman of that body, presented the report—which was adopted unanimously. The chair was occupied by T. W. Patterson, the newly elected president, and among those present were the following: C. H. Lugin, S. Leiser, J. A. Hayward, G. A. Kirk, Capt. Clark, Elliott, S. Rowe, W. J. Kingham, W. J. Pendray, H. P. Bullen, A. H. Estlin, B. S. Heisterman, Thos. Earle and G. H. Wilson. A few appropriate remarks by the presiding officer opened the proceedings. He explained the reason for calling a special meeting. It had been done as a result of the appointment of a royal commission for the investigation of transportation conditions by the Dominion government. The board had selected a committee to submit recommendations for reference to that body. He understood Mr. Lugin had been entrusted with the presentation of a report and, therefore, had pleasure in calling upon that gentleman. The latter in his introductory remarks, showed that there were two reports, one that of a joint committee appointed by the board, the city council and the owners of property along the inner harbor, and the other a draft memorial prepared for presentation to the commission on behalf of the board. The former has already been published in these columns, and the second was read as follows: To the Royal Commission on Transportation: Gentlemen—The Victoria, British Columbia, Board of Trade respectfully present the following for your consideration, with the hope that you will think it of sufficient importance to be submitted to the government: That the ocean coast of Vancouver Island, including Victoria on the south and Quatsino Sound on the north, for the reasons hereinafter given, presents certain advantages in connection with the commerce of Canada, which ought to form the subject of a thorough investigation. On this coast the harbors, which can be utilized in connection with ocean-borne commerce, are: Victoria—This harbor consists of two parts, the inner harbor and the outer harbor. The inner harbor is perfectly landlocked, but requires to be deepened before it can be extensively utilized in connection with ocean-borne traffic. By the outer harbor is meant the water area bounded on the west by Macaulay Point and on the east by Holland Point. There is already docking accommodation in the outer harbor for steamers drawing 20 feet of water, and by the construction of a breakwater this could be extended so as to provide extensive and perfectly protected facilities for vessels of any size or draught. Esquimalt—This harbor is adjacent to Victoria. It is safe, excellent and commodious. The general depth is six fathoms. The Royal Roads, lying between Albert Head and the entrance to Esquimalt, afford good anchorage for a distance of three miles anywhere within three-quarters of a mile from the shore. The approach to Victoria and Esquimalt from the ocean is by way of the Strait of Juan de Fuca. This Strait has the very great advantage resulting from the fact that soundings can be obtained at a distance of 30 miles out at sea from its entrance. Through the centre of the Strait there is a deep water zone, running east and west, having 100 fathoms and upwards of water. This continues until the Race Rocks are passed, where vessels turn northward to reach Victoria or Esquimalt. Beyond this point the depth decreases to 60 and 70 fathoms. The water shoals rapidly on either side of the deep water zone. It is said that on no other part of the Pacific Coast of North America are conditions of this kind so favorable to navigation to be found. Barkley Sound.—This is an extensive arm of the sea 30 miles west of the entrance to the Strait of Juan de Fuca. It has several arms, the principal being Alberca Canal, which extends inland 22 miles. Numerous islands lie at the entrance to the Sound, the principal passage between them being what is called the Middle Channel, three miles wide in the narrowest part, with from 30 to 54 fathoms of water. The evidence of shipping men is to the effect that Barkley Sound is one of the best and safest ports on the Pacific Coast. Quatsino Sound.—This is the most north-westerly of the deep inlets characterizing the west coast of Vancouver Island. It penetrates the island 25 miles, and has three arms. There is good depth of water throughout the whole Sound. Its entrance is easily recognized from the ocean by reason of its high mountains, and sailing ships can enter it under almost any weather conditions. On the accompanying map Yellow Head Pass through the Rocky Mountains is indicated by a small red disc. From this a centre and with a line drawn to Port Simpson as a radius, a semi-circle has been described. It will be seen that the whole of Vancouver Island lies well within this circle, which, in point of fact, runs 115 miles be-

yond Victoria and Esquimalt, 95 miles beyond the entrance to Barkley Sound and 35 miles beyond the entrance to Quatsino Sound. The whole ocean coast of Vancouver Island, as above described, is therefore nearer Yellow Head Pass than Port Simpson or any part of the Mainland north of the entrance to Gardner Channel.

It is submitted that the nature of Yellow Head Pass and its relation to the greatest producing areas in the prairie region of Canada make it as adapted in an especially favorable degree to become one of the principal gateways of commerce through the mountains. Fuller surveys than have yet been made are necessary before a decision is reached as to the shortest route by which a railway can be constructed from Yellow Head Pass to the Vancouver Island harbors above named, with grades sufficiently favorable for a first-class road.

Estimates of trans-Pacific distances differ. Those furnished the Dominion government in connection with proposed routes for the Canadian Pacific railway, put the distance from Yokohama to the entrance of the Strait of Juan de Fuca at from 4,100 to 4,800 miles; from Yokohama to the centre of the channel separating Vancouver Island from the Queen Charlotte group at from 3,870 to 4,025 miles, and from Yokohama to the western entrance of Dixon's Entrance at from 3,673 to 3,833 miles. The Canadian Pacific railway advertise the distance from Yokohama to Vancouver as 4,233 miles, and the Grand Trunk Pacific in their estimate of distances put the distance from Yokohama to Port Simpson at 3,890 miles. Kai-en Island, reported to be the intended terminus of the G. T. P., is substantially identical in distance from Yokohama with Port Simpson.

These estimates show that a port near the northern end of Vancouver Island is for all practical purposes as near Yokohama as the proposed terminus of the Grand Trunk Pacific is; and it is apparent from the most casual inspection of the map that the ports on the west coast of Vancouver Island, as above described, are from 75 to 400 miles nearer Yokohama than the terminus of the Canadian Pacific railway is.

The approach to the Vancouver Island harbors above mentioned is very much safer than to any of the harbors on the Mainland, because no intricate channels have to be navigated in order to reach them. Hence delays and dangers from fog or smoke—the latter is during some seasons a serious inconvenience—are, in the case of the island harbors, reduced to a minimum. During the winter season the frequent storms add to the difficulties of navigating the narrow channels by which the more northerly ports on the Mainland are reached. This element of danger is especially well known along the ocean coast of Vancouver Island. It is never necessary for vessels bound for the island harbors named to wait for favorable tides.

The delays and dangers incident to navigation on the inland coast waters of British Columbia and arising from fog and thick weather generally, will be increased as the number of vessels engaged in the trade of the Pacific Northwest is increased, and this observation has reference not only to ocean-going vessels to and from Puget Sound and British Columbia ports, but even to the smaller craft of the coasting trade. The development of the Yukon Territory, Alaska and British Columbia will very greatly add to the number of vessels of large and small, engaged in the coasting trade. The tendency of ocean-borne commerce is towards very large vessels, and the momentum of immense ships is such as to add vastly to the danger of navigating narrow channels, where there is much shifting moving, during thick weather.

It is conceded that Canadian railways, in connection with modern steamships on the Pacific coast, will afford a great, if not the principal, inter-imperial route of traffic and travel. Shanghai may be regarded as the commercial centre of the Orient. It is distant from London 12,380 miles by the all-sea route via Suez. By the shortest available route via the Vancouver Island ports the distance of Shanghai from London will not exceed 11,000 miles.

A large quantity of wheat is shipped every year from Portland, Oregon, and Tacoma and Seattle, Washington, to the United Kingdom and other parts of Europe, and it is submitted that the fact of the harbors of British Columbia being open at all seasons of the year may influence the route of grain shipments from the western part of the Canadian wheat fields.

At the present rate of increase in population in the United States that country will soon cease to export breadstuffs, and the rapidly growing demand for wheat and flour in the Orient will have to be met in a large degree from Canada.

For the above reasons, among others which cannot be specified in the space which this memorandum ought to occupy, it is submitted that it is desirable in the interests of Canada and the whole Empire, that the available routes by which the ocean coast of Vancouver Island can be reached from railways on the Mainland should be thoroughly investigated, and the board especially commends to your consideration and that of the government, the route via Yellow Head Pass, Bute Inlet and Seymour Narrows. This route was examined thirty years ago by Mr. Macaulay, C. E., and highly recommended by him for the Canadian Pacific railway, and the board suggests that the experience gained by engineers during the period since that survey in locating railway lines through mountainous country, and the proved facilities for railway construction developed during the same period render it highly probable that a full exploration and survey of the country between Yellow Head Pass and Seymour Narrows would result in a more favorable conclusion than that reached by Mr. Smith.

In his report to the Dominion government in 1877, Sir Sandford Fleming said: "An unbroken line of railway from the railways in the Eastern provinces to one of these harbors on the outer coast of Vancouver Island would be highly desirable. All the facilities of navigation to be encountered in reaching the Mainland from the ocean would then be avoided." Then, after some observations as to the west, he adds: "The exigencies of the future may render a continuous line of railway to the outer shore of Vancouver Island indispensable at this time." And the board respectfully suggests that, in view of the rapid development of Western Canada and the great progress inaugurated in the Orient, the exigencies which Sir Sandford Fleming referred to, are not actually at hand, are likely soon to arise, and, therefore, that no time should be lost in arriving at a full understanding of the nature of the problem to be faced in reaching the desired result.

Victoria harbor. Presenting a short bay showed how it would often be possible to construct a road of wharves, as the commercial activity of the port increased along the waterfront. All these matters might be brought before the commission, the latter had been appointed to obtain any information regarding the improvement of routes of traffic and transportation, and, therefore, it was an opportunity given the citizens of Victoria to lay before the authorities all the improvements that are wanted and would be welcomed.

S. Leiser moved, seconded by G. A. Kirk, that the report be adopted. Mr. M. Bell, secretary of the commission, wrote an announcement that the commission would meet at 10.30 o'clock on the morning of the 30th of the month. This was received and adopted.

The special committee held a meeting on the memorial was empowered to present it to the commission, being given the privilege of adding to their numbers if necessary. Appended is the list of the committee: C. H. Lugin (chairman), T. W. Patterson, M. P. P., and D. R. Kirk, and the following additional: Capt. J. G. Cook, L. G. McQuade, G. A. Kirk, Elliott, S. Rowe and Joshua Kingham. The meeting then adjourned.

NEW FACTORIES ON SEHL'S POINT WILL BE UP-TO-DATE IN EVERY RESPECT

Plans Nearly Completed and Work on Buildings Will Commence in a Few Days.

Work will commence in the course of a few days on several new buildings at Sehl's Point, the property recently acquired by W. J. Pendray as a location for his paint and soap factories. The present site of the works will be required by the G. T. P. in a short time, and the construction of the new buildings as rapidly as possible. It is understood that the necessary plans have practically been completed and approved so that there should be nothing to interfere with the progress of the undertaking.

Discussing the matter Tuesday, Mr. Pendray stated that it had been decided that the paint and soap departments should be placed in separate buildings. One of these buildings will be three stories high, and will occupy the most prominent position on the point. In addition a number of subsidiary structures are to be erected to be used for storing goods and other purposes. The wharf also will be strengthened and added considerably. In short nothing will be omitted in order to increase the manufacturing facilities of the plants to three times their present output, and besides, to make transportation convenient.

As yet may depend upon the fact that Mr. Pendray will present a much more animated scene when our factories are in operation there than at the present time," remarked Mr. Pendray. He stated that the scope of the business would be extended materially. Instead of confining themselves to the Northwest Territories and the territory of British Columbia, the company will reach out for a share of the business of the Yukon and other Northern sections in addition to that of the Orient. For this reason, Mr. Pendray stated, that the capacity of the plants would be enlarged to the extent mentioned. In this connection it might be stated that the new buildings to be erected will be of the most modern and improved equipment, and every imaginable convenience. Mr. Pendray and his sons have made an extensive tour of the various states and Canada, and have the largest soap and paint factories in route in order that the ideas thus gleaned might be used to advantage when the necessity of moving from the present site made it imperative that new buildings should be provided.

FISHERMEN MISSING. Believed to Have Been Drowned in the Gulf of Georgia.

It is believed that Manuel Nino and a companion were drowned early last Sunday. A week ago Sunday they set out from the Fraser river for Point Atkinson in a sailboat. They reached their destination and started home again, but nothing was heard of them since. It is thought that the man and his boat-puller were drowned.

Sunday afternoon the auxiliary cutter Loafer, of Vancouver, picked up a dorycraft, which bore neither name nor number, was brought to Vancouver.

On Saturday afternoon a green painted boat, 14 feet on the keel and 6 feet beam, was picked up at Point Atkinson by a Japanese fisherman. It was towed to the Albion cannery on the Fraser river to await a claimant.

General Booth of the Salvation Army in a lengthy article published in London Tuesday, dealing with the situation of the trade in respect of persons at present out of employment in England, announces that he has chartered eight steamers which in the spring will go for Canadian ports with an object of whom will be guaranteed employment.

BASU... YOUNG... Flying...

New York... is alleged... high commission... The Pond... rest and... The story... more troops... ject is given...

DOMI... Large Num... Night... New West... crowd get... exhibition... lumination... the... the electric... the entire... being almost... innumerable... industrial... effect was... for the man... The Guar... outlined... by their... This mor... cert on the... horrid racing... est runs his... bright sun... ies to mak... tion a sud... THREE... E. J. H. H... Se... At Vanc... can, charge... Jas. Hend... months' im... ander. H. G... prominent... Jas. Hend... the presiden... the... collecting... trustworth... duced in... the name... had his hand... writing... the rubber... other writ... the... able. After... Victoria, he... Mr. M... mated... tional... A young... Duncan, as... and Thun... money on... no money... it over to... the... not to put... back the... However... Scott, has... returned in... payment w... It was re... He... Mr. C... evidence... the case... from the... not a crim... servedly... proof that... with who... ought fac... the... the only... that the... forced doc... This... clear to... committed... other expl... ing passed... prison... despoys n... likely. He... was intent... Mr. Hen... the young... fore that... had been... to do... present... ment of... would be... the... as lent... under the... him to the... ST... The Ch... Drev...

Port Se... British... 6th in... a large... part of... managed... morning... ST... The Ch... Drev... Port Se... British... 6th in... a large... part of... managed... morning... ST... The Ch... Drev...