

THE SPEECH.

THE GALLED JADE WINCES.

and that the city of Seattle will put its
on record as the only place in the world
that is afraid to meet its competitors
the open field.

Let us briefly review the line of con-
duct that has culminated in this exhibi-
tion of commercial poltroonry. Seattle
with commendable energy was first
the field for the Alaskan trade. Unde-

vacant offices, but we dare say he can find one, and he can publish the advantages of the city he represents to every one who comes to Victoria to outfit. He will be subjected to no special license. He will be treated with the utmost civility. He can ply his business without hindrance. Victoria merchants do not fear such competition.

GREAT BRITAIN'S BATTLE.

The position taken by Great Britain in the Orient has been received with great variety of comment in the United States. A leading San Francisco paper said a few days ago that the impression prevailed in London, that the United States would sympathize with the British government in any attempt to repress schemes looking to the closing of China to the commerce of the world, but without foundation in fact, as would be shown upon the firing of the first shot in defence of freedom of trade. The inference from the article was that the United States would take prompt steps to show friendliness to Russia or Germany or whoever the opponents of Great Britain might happen to be. There is an element in the American press which is phenomenally ignorant and phenomenally prejudiced. Like the *Saturday morning paper*, it supposes that the President is on the alert to do discreditable things. The *Colonist* has, through the discussion taken the contrary view and insisted that the interests of Great Britain and the United States were identical in the Orient. At one time we thought, and so said, that the Washington administration was singularly unmindful of its duty in the premises; but there is reason to think that a mistake, and that in point of fact there is an understanding between London and Washington. A statement was made in London a day or two ago that effect, and although it was hardly official, it bore some marks of authority. We find in the *New York Commercial Advertiser*, a paper supposed to be pretty close to the administration,

AN EMERGENCY EXISTS.

to one in the United States. If it is to
one in the United States, a great city
will grow up at its southern terminus,
and the trade of the country will pass
largely into the hands of Americans. If
the terminus of the road is a point in
Canada, the trade will be controlled by
Canadians. This difference is of the
utmost importance. It concerns not
Victoria and Vancouver alone, but the
whole Dominion. The enterprising peo-
ple to the south of us have made all
their arrangements to control the Yukon
trade, and a part of those arrangements
is the construction of one or more lines
from the head of Lynn Canal to points
on the Yukon waters. Let such lines
be built and controlled by Americans
and let them start from American cities and
the trade of the Yukon will be almost
wholly in the hands of Americans.

It is the knowledge of this that has led to
the agitation in British Columbia for an
all-Canadian line. Every one who has
come out to the Coast and looked into
the matter for himself agrees with the
people of British Columbia on this point.

There is one exception, namely, Com-
Dumville and he has, or thinks he has,
an interest in one of the enterprises for
the tapping of the Yukon from an Alas-
kan point. In this matter his interests
are those of the American cities that
have been the rivals of the British
lie Columbia cities in competition
for the trade of the North. Ever-
one else advocates an all-Canadian line.
It is of the utmost importance that such
a line shall be begun in time so as to
render the construction of any line from
the head of Lynn Canal unnecessary.

The government of Canada could not
afford to stand back and permit Ameri-

Does the Citizen appreciate what the control of the trade of the Yukon means to Canada, and what its loss would signify? We can hardly believe it does for if it did, it would approach the consideration of a question of this vital importance without partizanship. If it can be shown that the bonus granted is excessively large, let it be done, and it will all join in a demand for its reduction; but do not let Canada

The regulations made by the United States government in regard to traffic through Alaska are very satisfactory so far as they go. If any person prefers to take an escort with him he may do so. We suppose that some of the transportation companies may adopt this course. In order to meet the provision as to bonding, we think it would be advisable for Victoria commercial houses to form a bonding company and send agents to Skagway, Dyea and Wrangel. Perhaps one will not be needed at the latter point. The arrangement for depositing duties to be refunded is the same as that made for the transportation of goods through Canada en route to Alaskan points. On the whole, this is quite satisfactory. We do not see how the United States government could be expected to have done anything more. The paragraph as to the free admission of articles required for the present comfort of passengers is quite liberal. There is nothing at all unreasonable in the regulations for the government of steamers on the Yukon. It never was claimed by any one in Canada that the right to the free navigation of the Yukon gave Canadians any right to do a coasting trade along that river where it flows through Alaska. The transfer to Canadian steamers at St. Michael's must be under the supervision of a customs house officer but this must always be the case when foreign goods are transhipped. The new regulations will be a serious disappointment to those American papers that thought their government was about to make an exhibition of international boorishness. It is their promulgation that has led to the demand for the exclusion of Victoria agents from Seattle.

WE must congratulate the Trent L. Topic upon its humor. We hope it will let us have more of it. It is a capital thing to have a new feature introduced into political journalism. There is malice in the Topic's fun, which makes it all the more enjoyable.

IF anyone ever told anybody that when a man obtained a license at Dawson City he had to return to Victoria to register his claim, as the Seattle Times intimates someone did, he told what was not true. But everyone who goes to Yukon will not want to go to Dawson City, and the great majority will not go near that place. And if a man were at Dawson City he could not get a license, for there are none there, and there will be none there for several months yet.

THE CANADIAN PRESS.

THE STIKINE-YESLIN R.R.

Finally, one or two very important arguments for the construction of the railway and the early establishment of a through all-Canadian route may be emphasized. Of course the point of overwhelming importance is that the trade should be secured in Canadian channels. There are, however, arguments of another kind that deserve consideration. We have already spent probably three or four hundred thousand dollars of public money in establishing garrisons in the Yukon, and have better means of getting supplies into the country are provided, as well as more expeditious travelling facilities for the public officers and the police who must administer its affairs, it will be perfectly reasonable to expect that to meet our responsibilities there, and the most imperative reasons, national as well as humanitarian, demand that we shall not shirk these responsibilities. Again, it is inevitable that many thousands of people will go into the Klondike this autumn, and the government should fall upon that unhappy multitude with supplies short owing to the enormous difficulties of transportation, and any large number of human beings in want of food should be penned up in that inhospitable land. The name of Canada would suffer and the government would receive unsparring censure. Thousands, we repeat, are about to rush into the Klondike. Many of these desperate men will be careless of returning and careless to make adequate provision for a winter of those terrible severities they know little or nothing. It is therefore provided that the railway should be completed by the first of September, and navigation is open on Teslin Lake and the rivers to Dawson City up to November 1 there will be two months after the completion of the road to get supplies in or to get the people out of the Klondike. The government is showing foresight and energy, and who knows but that terrible calamity will be averted. All fair critics will admit that the government is dealing very prudently with a problem of great gravity and difficulty. That the ministers by a surprising and unexpected development in a region away beyond the lines of civilized communication, that Canada ought to be held for the Canadian people, that no attempt at tampering and no attempt to be taken, that we ought not to plunge into great new expenditures if they can be avoided, and under all the circumstances the country will probably agree that the government has met a heavy situation with promptness and energy with admirable courage and with excellent business capacity.—Toronto Globe.

BY WAY OF VARIETY.

ry proposed to me. This is wh
Henry said upon that eventful occasi
"Nan, s'posin' you and I hitch
ses together."—Boston Transcript.

"What are you doing, Jimmie?"
"Readin' th' dictionary through."
"How do you like it?"
"Oh, some o' th' words is good, b
others hain't much sense in 'em."—Jud

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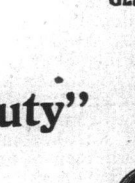
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First Telephone Girl—What did Belle say when you told her your engagement was broken?

Second Telephone Girl—Oh, she said it only meant another ring-off,—Yonkers Statesman.

Jim Johnson—So yo' bought dat chicken ob 'Squire Henner, eh? Whad did ye' buy sech a skippy one fo'?

Abe Johnson—Oh, I didn't buy him toe nights ago.

Dis chicken had a habit ob roostin' 'nights up on top ob de dog-house, an' I was wraided ef he kep' on de under chickens might be follerin' his example.—Judge.

Righty waterproof peajackets, pants and smox. Very heavy. B. Williams & Co.

"Jack Frost at last!" she said, as looked out of the window.

"My dear," cautioned her mother, dislike to hear you speak of any one in familiar way. It shows lack of breeding."

If you must use his Christian name at say "John Frost." Mary, to the merrings.—"the gentleman into the parlor we rings."—Chicago Post.

Professor of Folk Lore—No, merrings are never classed as ordinary fairy tales. The idea in your head?

What proper class of fairy tale?

—Clever student—Fairy tales, in Cleveland Plain Dealer.

"What ails the glass-ecaser?"

"He got a bit of ice in the turn bash."—Detroit Free Press.

To dye or not to dye, that's the question. If dye you must on account of your grey beard, use Buckingham's Dye; it is the best and cleanest.

(From Our Own Correspondent)
OTTAWA, Feb. 3.—In piercing weather the third session of Parliament opened this afternoon in the Senate chamber, the largest ever witnessed, the ladies dressed decollete having for lack of accommodations. Lord Aberdeen's arrival by Dandurand was introduced as senator. Among the dignitaries were Lieut.-Governor Mowat, Sir Wilfrid Laurier wore his uniform with the decoration of St. George and the Legion of Merit, but not his Cobden Club badge.

When the speech from the throne was read and the Senate had Sir Mackenzie Bowden in the position, asked for the Yukon charter. Hon. David Mills, succeeded Sir Oliver Mowat as the Senate, said he would have on Monday. In the Commons the readings were of the usual character. Five new members were introduced, Gauvreau, Temisouane, Desjardins, Drummond; Ross, R. Malouin, Quebec; and Bertram. The debate on the address was postponed to-morrow; in the Commons.

Unquestionably of the subjection in the speech from the that referring to the Yukon on the matter that attracts most at Public opinion is deeply stirred concessions granted by the government to Mackenzie & Mann. Mack here and along with him is his lieg vicer, Mr. McLeod, a C.C. Member Manitoba and the Territories are practically a unit in their opposition monopoly clause and will strenuously insist upon its being modified.

The Montreal Gazette, the Conservative newspaper of Quebec, comes out strong against the government's bargain for the Yukon railway. The Gazette says: "On so important a question as that of railway communication with the Yukon, it is of course proper that the government should be held to account. It is a serious contravention to the principles of public administration to take a step of this kind down before taking office. A contract has been awarded by private agent without the formality of public tenders, which the Liberals in opposition insisted was necessary in matters of much less moment. It is to be concluded by the government just before the meeting of Parliament that the Liberal government shows how completely the Liberal order-in-council, which they were so loud to condemn." The Gazette proceeds to condemn utterly the government's bargain.

Sir Wilfrid Laurier, to head of Senate, gives notice of motion to investigate the Drummond County railway subsidy affairs.

Mr. Davin will ask if the government intends to develop a route to Kluvia Edmonton.

Mr. Reid gives notice of a bill to
lish a railway commission with po
regulate freights.

Mr. Penny proposes to lop off so
the religious holidays in Quebec.
Mr. Taylor proposes to strength
alien labor law.

Mr. McInnes will question the government regarding the arrangement made by Mr. Sifton at Washington. A deputation consisting of Columbia members had a lengthy view with the government to-day regarding American customs charges on Dyea and Skagway. To-night's session will be devoted to Mr. Sifton's advices on this subject and will be of an unfavorable character.

The government has decided to grant an extension of time to the Dardanelles ship railway to earn the Doris subsidy of \$10,000 a year for 23 years. The enterprise accordingly will be liquidated with a loss to British shareholders of nearly \$4,000,000.

Mr. Scriver stated to-night that he was carefully considering the governor's offer to him of the position of Lieutenant Governor of the Northwest Territory. He decided not to take it, owing to his advanced age and ties in Huntington.

1963, last year, 7,323 were fully ve
f storm warnings, 1,015 out of 1,1
The marine department contem
bandoning the carrier pigeon ser
able island owing to want of suc
Patron member Rogers got ve
last session because he was charge

accepting a leather trunk provided
parliament for each member
shouting for economy. The trunk
lies in the lobby of the building
its name on in big letters.
The usual state dinner was given
Government House to-night.

SPEECH FROM THE THRO
Some Interesting Measures Promised
Formal Greeting to Parliamen
Feb. 3.—The speech

the Governor-General
the third session of the
ment of Canada was as follows:
Gentlemen of the Senate;
Gentlemen of the House of Commons;
I have observed with great pleasure
the remarkable advance in the pro-
importance and material progress
Canada during the year which has
closed. The loan recently effected
shows that the credit of Canada
never stood so high in European
markets and affords evidence of the
expecting that the burden of the
will, in the near future, be materi-
ally reduced by the substitution of a
lower rate of interest on our indebt-
edness than that which now exists.