The Colonist.

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A. G. SARGISON, Managing Director.

THE DAILY COLONIST

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THE PRIVILEGES OF THE PRESS.

W. H. Marcon publishes a letter, containing a poem entitled "Competitive Hell," which he takes the trouble to state was refused by the Colonist and Times. We refer to this matter, not because the incident is of any importance in itself, but to call attention to a misconception on the part of some persons as to the duty of a newspaper in dealing with communications of this or any other class. The impression to be conveyed by the statement that the Colonist and Times had refused publication of this or some other letter from the same source is that they were "afraid," or were tied down to capitalistic influences, an impression intended to be prejudicial. So far as the Colonist is concerned, it refused the communication in question because its special duty is not to advance the socialistic propaganda, which Mr. Marcon evidently has in hand. The Colonist is the advocate of neither socialism nor capitalism, and will refuse to allow any person to take advantage of its columns in season and out of season to advocate any particular hobby. Mr. Marcon will scarcely say that he has not been treated with every consideration by the Colonist. A great many of his letters have been published, and our columns are always open to those who wish to express their views on matters of current, everyday interest; but such privilege does not imply that a man shall have a right to air his views on all subjects at all times to any extent. There is a limit to which correspondents can exercise that privilege, and the editor should not require to explain to the ordinary individual when that limit has been reached. Mr. Marcon, we have not the slightest doubt, is very sincere in the beliefs which he advocates, and conceives it to be his duty to give publicity to his views wherever and whenever possible. He must concede, however, the right of a paper to exercise control over the expression of his views in its columns without question on his part, or without reflection on the management of that paper. If all the persons in the city of Victoria who hold theories on the various "ologies" and "isms" were to print their views in the local papers there would be but little room for news or other matter, and their pages would present a curious hotch-potch, ill-assorted medley of ideas. We imagine that our readers, Mr. Marcon included, would soon come to the conclusion that a "free and untrammelled press" was a snare and a delusion to be as quickly got rid of as possible. The great public are entitled to hold just what opinions they please, but they are not entitled by any divine right to impose them on the public through the medium of the established newspaper, whose first mission is to publish news rather than opinions. Obviously it would be impossible for every man to exercise that right. Those who are not satisfied with the present restrictions imposed upon the expression of opinions in this way are entitled to air their views on the public streets, in their own houses, in public halls, or by starting newspapers of their own. Our object in referring to the matter is to remove a current misapprehension that it is the duty of a newspaper to publish everything sent into the editor that is not of an absolutely libellous or indecent character. In this particular instance there was, perhaps, no greater objection to Mr. Marcon's letter than to others of his which had previously appeared, except that he would have persisted in sending more of the same character and without ending, and there is always the limit to which a correspondent may press the advantage of privileges accorded to him.

THE FOREIGN ELEMENT.

A great deal of discussion has arisen in Canada over the importation to the Canadian Northwest, in large numbers, of Doukhobors, Gallicians and others from the congested and oppressed districts of Russia. Some of the criticism which the Dominion Government's policy in this respect has evoked has, it is true, been of a partizan nature, and, therefore, has not been taken as seriously as it might otherwise have been. Nevertheless, the matter is one which requires, perhaps, more serious consideration than is being given to it by the Dominion Imigration Department, which is still continuing its efforts to attract this class of immigrants. We observe by the press of Eastern Canada that the Doukhobors are preparing another large immigration movement. The community at Yakutsk is selling its property and preparing to leave in a body for this country. Large numbers of these people have already settled in the Northwest, and we know that some phases of their experience have not been such as to encourage further efforts in the same direction.

It is not desirable that these folk should be settled in large communities by themselves, in which their eccentricities as a people, peculiar customs and beliefs, are liable to be perpetuated, creating new race and social problems to be dealt with by the Government hereafter. This is a view upon which we think the majority of the people in Canada are agreed. You can already travel for miles in the newer districts of the Northwest Territory where you will not encounter a settler whose native tongue is English, and we are informed that the Bible Society in Winnipeg issues Bibles printed in seventeen foreign languages in order to supply the demand there. In the interest of Canadian sentiment and British ideas, which should prevail throughout this country, in every part of it, it is wholly undesirable that a policy of this kind should continue simply for the purpose of filling the vacant territory with settlers. No foreign element, in sufficiently large numbers not to be readily absorbed without leaving a distinctly racial strain in any particular part, should be encouraged to form part of Canada.

In saying as much it is not necessary to reflect upon the character of the immigrants themselves. Critics have been unnecessarily severe upon these poor people, whose lot in life has been none too fortunate. They are people, as a rule, with strong religious and moral convictions, and who are honest and industrious—people who, in 25 years from now, if not too much sequestered, will, or the majority of them, make good and desirable citizens. Born and reared in a country to which our civilization is foreign, with many habits and customs not in harmony with ours, with religious and political views the product of conditions unknown to English-speaking communities, and belonging to a different family of the white race, their advent to this country in a wholesale way must exert an influence on new communities in a new country that will be difficult to overcome in their adaptation to the general spirit of Anglo-Saxonism, which we wish to see prevail. If the Government were acting from philanthropic motives in endeavoring to better the condition of an oppressed people, we could understand and appreciate the motive; but, even upon that assumption, it cannot be made justifiable, for the reason that if this country undertook to look after all the downtrodden and unfortunate peoples of the world, of our own race, not to speak of the millions of others who are at least worthy of our sympathies, by assisting in placing them where they will have civil and religious freedom and opportunity, the millions upon millions of acres of our vacant land would not be sufficient to hold them, and our own English and Canadian population would be hopelessly swamped and our institutions blotted out. While we cannot very well refuse to give place to those who come voluntarily, it is not our mission to make of this country an asylum or a reformatory for the poor and unfortunates of the whole of Europe. Every country's hospitality and charity, like those of every man, must of necessity be limited to a consideration of what it can afford in its own interests. We have troubles enough now and always have had from a religious and racial point of view without unnecessarily augmenting them. There are those who predict, and with good reason, that in the Northwest we are creating the political elements that, by reason of the dominating population to grow up there, will rule Canada and control its destiny. It is, therefore, of the most vital importance that the majority shall not be of races, and nationalities, and creeds out of harmony and unfamiliar with those principles and institutions that have for centuries been peculiarly British, and upon which the greatness of the Empire is based, and by which the British people have exercised a beneficent and dominating influence throughout the world.

CANADIAN PACIFIC RAILWAY DEVELOPMENT.

The management of the Grand Trunk Pacific is not yet in a position to announce definitely when the line of that railway west from Winnipeg will be undertaken, and there is uncertainty as to when the construction of the line to Fort William will be commenced. It will be a year or two before the Canadian Northern, which is showing great energy and enterprise, will have completed its main and branch lines so as to handle fully the traffic of the Northwest available within its territory. In the meantime the main dependence of that country must be upon the Canadian Pacific Railway, and it is not improbable that for all time to come, if it does not maintain the long lead it now has in transportation business, at least it will be by far the most prominent factor in it. The Canadian Pacific Railway has been the pioneer railway of the West, and it has always, not without making some mistakes, been exceedingly enterprising and far-seeing. It has kept its facilities well up to the requirements of traffic, with the result that, now that competitors have entered the field, it is able to cover the whole of the territory in which traffic originates. It will, no doubt, by a series of branch lines follow population in all its ramifications. In this respect it has a great advantage over competing roads. For five or six years the latter will be engaged in bringing their main lines up to a state of efficiency and completeness now possessed by the Canadian Pacific Railway. The necessity for further capital has to be demonstrated by the earning powers of their lines. Their older rival is not hampered by lack of capital for all necessary extensions and improvements. It can take advantage of every opportunity for expansion, and by the time its competitors will have reached its present status the Canadian Pacific will have forged far ahead. It is a truly wonderful corporation. Whatever may have been the fault-finding and complaints of the years gone by, Canadians everywhere recognize that it has been and still is the greatest factor of development the Dominion possesses.

In addition to the 12,000 miles of railway, the Canadian Pacific Railway has various important systems auxiliary to transportation—telegraph, express, car works, hotels. It owns or controls its own lines of steamships, both upon the Pacific and the Atlantic, and on the Great Lakes. Wherever it has been necessary in its own interests for the creation of traffic, or where other capital was lacking, it has taken a hand in the development of mining, smelting, agriculture and lumbering. Its latest departure, as we know, is the taking hold of the E. & N. Railway land grant on Vancouver Island, and for the purpose of creating settlement, and consequent increased traffic for the Island line, has undertaken to develop it on a comprehensive scale. The management has thus been wise and enterprising enough to adapt methods to conditions as they have been found, and in this respect the Canadian Pacific Railway stands practically alone on the continent of America. It is a multitude of utilities and resources and industries and agencies in itself. Stimulated no doubt by the prospect of competition of two more transcontinental lines within its own territory, it is now going to spend $10,000,000 in double-tracking the main line between Winnipeg and Lake Superior. The contract, we understand, has been let and will be completed within three years. This is the pivotal point of the whole system—the connecting link between the wheat fields and the Great Lakes—over which traffic is the most congested. A double line will greatly facilitate its movement. There is great activity throughout its whole system, and it is certain that the present will be the banner year of the company. We are told that the workshops are unusually busy providing rolling stock. No less than fifteen box-cars are being turned out daily, and the demand is ever increasing. From the most unpromising railway proposition in America, which it was predicted would not earn its "axle grease," we have seen the greatest and most profitable system on the continent evolved. A remarkable feature is that the portion of the line that runs through the most barren section of Canada should be the busiest and the first to be double-tracked.

Two things account for the great success that has been achieved: First, because absolutely essential, management, which amounted almost to genius; and, second, the fact that the people of Canada were at its back, and the fortunes of the nation were bound up in it. The New York Sun once referred to it as "the Dominion of Canada on wheels," and in that phrase a great truth was expressed. Through the national development which followed upon the Canadian Pacific Railway as part of a great national policy inaugurated by Sir John Macdonald and his party, the Canadian Northern and the Grand Trunk Pacific have been made possible, and it is pleasing to know that the coming of the latter two only tend to make the prospects of our pioneer transcontinental railway all the brighter, with, at the same time, room for all three

MARCELLE: AN HISTORICAL NOVEL.

This is a new novel by Hampden Burnham, author of "Canadians in the Imperial Service," "Jack Ralston" and other books. It is published by William Briggs, Toronto, and is a duodecimo volume of 400 pages. It is a tale of New France at the time of Frontenac, and the author says in his introduction that "in a few minor instances, as in the case of Madame de Frontenac, we have ventured to depart from the records of history, but in general we shall be found to have adhered to them." It refers to a period replete with historical romance and adventure. There is a deadly feud between the Iroquois and the Hurons, who took sides with the English and French, respectively, in the conflict for the possession of the continent of North America. It was the days of the picturesque "coureur-de-bois," who roamed the forest far and near, traded with the Indians, contracted marriages with their daughters, defied the laws of the land with reference to the sale of intoxicants to the natives, lived dissipated and adventurous lives, upset social law by their carousals when they came to the centres of civilization like Quebec and Montreal, and generally were characterized by free and easy ways, the envy and admiration of the French-Canadian youths, and a thorn in the side of the church authorities.

Parkman in "Frontenac and New France" speaks of this period in the following words, which are quoted on the title page of his novel by the author: "New France battled against a fate which her own organic fault made inevitable. Her history is a great and significant drama enacted among untamed forests, with a distant gleam of courtly splendors and the regal pomp of Versailles." In this arena, as we have said, fought the Indians with each other, and for and against the French. "To the rivalry born of discovery in the first instance," says the author, "was added the rivalry of commerce, and from the differences of interest, always intensified by wars at home, arose the conflict of arms between France and England in America which culminated in the fall of Quebec." When Champlain first colonized the country he made the mistake, a most costly one, of taking sides with the Hurons against the Iroquois, their ancient foes, and throughout the French had to count on their enmity and bitter hostility, and their alliance with their commercial enemies, the English of the New England colonies. Much of the tragedy in the pages of the history of the 150 years that followed the governorship of Champlain has its origin in that fateful error. There is material for many novels, in which fiction need not take the place of facts to arouse the reader's most deep interest. The striking elements of such romances are and must be the Indian, the Indian of the Fenimore Cooper type—the noble red man, not the blanketed loafer of the plains as we see him today—the coureur-de-bois, the missionary and the noblesse of the ancient capital. These are the elements of Mr. Burnham's "Marcelle." On the American side of the line we have many novels of the War of Independence and of the whole colonial period. We have few by Canadian authors, if any, of the days of Frontenac. We speak subject to correction on the latter point. Those we are familiar with are mainly focussed about the fall of Quebec, the days immediately prior to and after. Therefore, our author has chosen a fruitful time, with ample material. Of all the French governors, Frontenac was probably the most distinguished and picturesque. His entire regime was one of conflict, not only with the Iroquois, against whom he waged war, but with the church dignitaries, with whom he had a standing quarrel as to precedence and authority. The sympathies of the ancient colony were divided in a marked way between His Excellency and the Monseigneur. It was the old fight of Church and State. Many incidents of the novel before us arise out of this diplomatic strife.

It would take too long to outline the plot. Marcelle, the heroine, is the daughter of Black John, a "coureur-de-bois" of the most pronounced type, and an Indian mother. She is brought up in his cabin, motherless, near the shores of Lake Huron, where her father traded with the Indians, carrying on an illicit traffic—the bane of the government and the special detestation of the missionary. Her only love was an Indian chief of the Huron tribe. She was lured to Quebec by Latour, a "mauvais sujet," was rescued from his toils, placed in the convent, taken by order of the Governor to the Chateau St. Louis, where she lived for some time under court protection, and though a simple maiden of the forest, becomes a belle, with numerous suitors; and is married against her inclinations to Philipe Beauharnais. She escapes, after a tragedy, with her original lover, the Huron chief, with whom she goes back to her home and her father, the wife of an Indian, and the curtain goes down in the final chapter upon a scene of happiness for Marcelle. The merit of the story is that it describes things of historical interest relating to the affairs of our own country. The working out of the narrative is neither skilful nor artistic. There are no impossible situations, but the real Marcelle, had there been one, would never under ordinary circumstances have acted the part she did. As a literary effort it is much better than an effort at constructive imagination, even although in a literary way it is marred by some inexcusable errors. "Marcelle" cannot be called an important contribution to Canadian literature, but it is well worth reading.

THE WINTER GARDENS.

An esteemed correspondent wants to know if the Colonist is in favor of the winter garden scheme. The position of the Colonist is this: If it can be demonstrated that as a commercial proposition it can be made self-sustaining, it should be gone on with, so as to be completed as soon as the C. P. R. hotel is completed. The financial status of the city, and its many other requirements must, however, be taken into account. The city cannot afford to assume a large liability, the interest on which will not fully be met by sources of revenue well in sight. The scheme ought, therefore, to have the careful consideration of a special committee of business men to determine the financial features involved. As a matter of off-hand expression of opinion, we believe, under proper management, the winter gardens will pay well; but it should not be a thing of guesswork. It is a pretty large undertaking for a city of the size of Victoria. If, however, Victoria is laying itself out to become a tourist resort and a place of residences it must provide facilities for the entertainment in a suitable and healthful way of the people who come here. It is better that such entertainment, in a large way, should be under the control and supervision of the city authorities, and that for two reasons: first, the cost to the public would be the minimum, and, second, all objectionable elements can be permanently eliminated. From a physical culture point of view, which is most important, swimming baths, bowling alleys, bowling greens and the like are of immense advantage. There are no such advantages now, at least in the winter time. If the city can provide these at a price which will make them generally available and at the same time pay for the cost of maintenance and interest charges on a fair proportion of the capital expenditure, they should be undertaken. The plan provides for a number of small stores and offices. When the new hotel is built and in operation, and Douglas street is opened up and completed, it ought to be a first-class business location, particularly for those who might wish to cater especially for the tourist trade. As a business location its value would be greatly enhanced, of course, by the erection of the crystal palace now proposed. The city could also exercise control over the character of the stores doing business, a matter of some importance, considering the location. These are matters that require the most careful going into before the public are asked to decide upon the proposal in the form of a by-law. It ought not to be a difficult thing to prepare an estimate of receipts and expenditures upon a conservative basis to show whether the city would be justified in undertaking it or not.

THE INTERCOLONIAL.

An increase of freight rates is announced on the Intercolonial Railway as the first step towards making it pay, showing that the criticisms of the extraordinary way in which it is being run is having some effect. The Montreal Gazette points out that it probably costs the country $1.20 to make the Intercolonial pay $1, which is not business, even though it may be regarded as good politics by the members through whose constituencies it runs. The next step that is suggested to be taken is to lift the railway entirely out of the slough of political control. Political interference is admitted by the Prime Minister and his colleagues to be the cause of the heavy deficits. A government that is not strong enough to resist the demands of its followers to do something that is manifestly against the interests of the country is not strong enough to govern this country, because the Intercolonial railway is only one of the large interests to be protected against graft. The Gazette points out that it is physically one of the finest railways in Canada serving the most productive territory in the Maritime Provinces and connecting much of Quebec with the city of Montreal and its markets. It says that Mr. Emmerson should make the staff serve the railway and not have the railway for the staff. Although the Intercolonial runs through the lower provinces, it was paid for and is run at the expense of the whole of Canada. It should, therefore, be operated in the interests of the whole of Canada, and not as a political preserve to make and keep votes for any section of politicians. Such a conception of its use is a violation of the first principles of good government. If Mr. Emmerson wishes to make a record for himself as Minister of Railways he should place the control of the Intercolonial in the hands of a first-class railway man, and make him responsible for its success, even if he had to pay him twice his own salary. The powers of the general manager ought to be so great as to place it outside of the right of the Minister to interfere in any detail. Such an arrangement, once it was thoroughly understood by the public, would save the Minister and the Government and members of Parliament a great deal of worry and annoyance to which they are now subjected in the way of patronage and favors. Now is a good time to try the experiment. Elections are four years away, and by the time they came around again the new regime would have been so thoroughly established that no one would have the hardihood to attempt to disturb it. The easiest way for the members of the Government to rid themselves of the importunities of which they now complain would be to place themselves in a position to say to their friends: "We cannot help you; the management of the road is entirely out of our hands." When they pray, as we assume they do, at times, "deliver us from all evil," they should think of the Intercolonial and then proceed to get themselves out of the way of temptation as suggested.

THE RETIREMENT OF SIR MACKENZIE BOWELL.

The other day Sir Mackenzie Bowell, leader of the Conservatives in the Senate, created a mild sensation in that usually serene body by announcing his intention to retire from the position he had occupied since the advent of the Liberal Government to power. There were many expressions of regret from both sides of the House, and in the press, since his intentions became definitely known, there have been many tributes, Liberal as well as Conservative, to the character of the man and to the services he has performed to his country in a long public career.

Naturally there have been differences of opinion respecting Sir Mackenzie Bowell as a statesman and as a politician. There are few, if any, respecting his qualities as a man. He is described by one newspaper as a "sturdy representative of the best Canadian type," and the description is apt and accurate, except that perhaps he is not of Canadian birth. He was born in Rickinghall, Suffolk, England, and came to Canada at the age of 10. He is now all but 82 years old, and, therefore, has spent 72 years of his life in Canada. His claims to be regarded as a Canadian are as well founded as those of most persons in the Dominion. That he is thoroughly Canadian in spirit and in aims he has long ago demonstrated. He has been for 38 years a representative of the people in Parliament, 25 years in the Commons and 13 in the Senate. He entered Sir John Macdonald's cabinet in 1878 as Minister of Customs, and during the whole time the Liberal-Conservative Government was in power since he had a seat in the Cabinet. The people of British Columbia have pleasurable recollections of his visit in 1893 on his way to Australia, as Minister of Trade and Commerce, one of the results of which was the meeting of the Colonial Conference at Ottawa in the year 1894. His services in that connection were recognized by Her Majesty in the following year.

During the long political reign of Sir John Macdonald, both in and out of power, he was his staunch supporter and intimate friend. It was his duty as Minister of Customs to put into practical operation the National Policy that followed upon the return of the Liberal-Conservatives in 1878, and he was closely associated with all the epoch-making policies conceived and inaugurated under the administration of his renowned chieftain. His sound judgment and practical business ability aided greatly in their success. Sir Mackenzie Bowell was particularly distinguished for his hard-headedness, a quality quite as useful in government as imagination. He came to conclusions as the result of careful investigation, and once his judgment was formed he yielded to no one. Strictly speaking, he was not a politician of the popular type. As a leader, if he failed in any one particular it was in the lack of tact. He was a slavish adherent to conviction, and he had not the pliability for compromise on any basis. This was his weakness as leader of the Conservative party and as Premier of Canada, a position to which he was called after the death of Sir John Thompson. He had always been a careful and firm administrator of a department, and never aimed at leadership, not even in his own Province of Ontario. No one can say, however, that those qualities which rendered his leadership not a success are anything but creditable to him. He is a conspicuous and even brilliant example in Canada of a public man who strove to live up to the ideals he had formed in respect to public trusts and public responsibilities, and now in his retirement he can feel that his course through life is universally appreciated. His well-known sturdiness of character and honesty of purpose are known to the people, and the esteem in which he retires, to him, at least, will be sufficient reward for a life well spent and for a long and arduous period of years, blameless in office.

Though all self-made men are not the men who are entitled to our highest admiration, Sir Mackenzie is one. He started in life as a "printer's devil" in a newspaper office, and graduated through the various departments until he became editor and proprietor of the Belleville Intelligencer, for many years a leading exponent of Liberal-Conservative views in eastern Ontario. The practical bent which such a training gave to his mind was his distinguishing trait as a public man. It is a training of which he himself is very proud. He was a strong and vigorous writer, as he was a strong and vigorous politician. He was a journalist of the George Brown and Horace Greely type, and, although, as we have stated, he never became a recognized leader in his own province, for reasons which, perhaps, would be better understood at the time than now, he was a man who, through his newspaper, exercised a very powerful influence in the party, and personally in his own section of Ontario. Now that he is dropping out from public notice, as he will in retirement, he carries with him the highest esteem of the members of the profession, which he so long and conspicuously honored. He was a hard fighter and made many enemies in his time, as all men of his calibre and temperament do, but there are but few men today in whose minds enmity towards him survives his going out of the arena. Sir Mackenzie is among the fast disappearing members of these known as the "Old Guard" of Sir John Macdonald. In physique and character he was perhaps the sturdiest of a sturdy lot.

TIME FOR A CHANGE.

The St. John Sun in a long and well-considered article discussing the "weakness of Parliament" thinks it is an exceedingly defective organization for the purpose intended. It points out that Parliament meets once a year for the purpose of voting supply, amending or enlarging the body of federal laws, considering new public enterprises, and commending, condemning or otherwise criticizing the action of the administration. It goes on to describe the character of the two chambers, one, the Senate, being more or less a reflection of the other, whereas it ought to be initiating and maturing non-controversial legislation before the Commons takes it up. Today there is hardly any initiative in the Senate, although made up of men of mature and business experience. Half of the time is spent in idleness waiting for the Commons to send up bills for ratification.

On the other hand, the Commons is not wanting in a certain kind of activity, and, the Sun says, cannot be called an intolerant chamber. It, however, has the habit of drawing out its sessions into an intolerable length. Work that should be done in three months it takes six months to do. It says that for representatives of the people have been more than six months of the year the at Ottawa, sitting in their ill-ventilated chamber five days in the week, afternoon and evening, and until late at night, meeting in standing committees in the forenoon, attending to correspondence as they could find opportunity, a considerable percentage of them following the business of the house carefully, and bringing to the discussions the result of study and thought. They could have closed up the session in half the time, with shorter daily sittings and less individual effort. The country would have been better satisfied with a three months' session than with six. It would have been money in the pockets and health to the body and mind of the members, and the result is legislation and investigation would have been about the same. The paradoxical feature of the case is that the members most responsible for a long session would prefer that the session should be short. All motives of self-interest, and all inducements of public benefit favor a shortening of the sessions, but they grow longer.

Here is the main point of the Sun's article, and the condition it refers to is common to all legislative assemblies:

The possession and exercise of this privilege—referring to the right of a member to talk long and incessantly upon all kinds of subjects—by each member of the house destroys all sense of proportion in parliament itself. A trivial personal or local matter may claim much more of the time of the house than some measure of universal and permanent importance. Weeks are spent at the beginning of the session over matters of less consequence than those which at the end of it are rushed through in a few hours or minutes. The whole scheme of additional indemnities and allowances, involving a charge of more than $600,000 a year, brought down this week, received less discussion than is often given to an increase of salary allowed to one second-class clerk, though the principle accepted in the transaction of this year seems to be rather important. Three months ago Parliament was proceeding at a rate that would have been too slow if the session were a year long. This week and last the machinery is working at a pace that would cover the whole of the work of the session in less than two months.

Concluding the Sun says, and in its conclusion most readers will agree, that the time has come for the adoption of some system of shortening discussions. After a measure has been explained and discussed somewhat fully a limit of time should be fixed for the debate at the various stages. This is done at Washington and the state capitals. Under the closure it is done at Westminster. It is the practice in France and other continental countries with representative parliament. There is usually also a limit on the number of speakers and the length of their speeches after a certain period in the consideration of the measure. In Washington we hear of Congressmen borrowing five minutes' time from each other. Such commercial transactions may sometimes be found inconvenient, but at the least they give the members a saving sense of the value of the material whereof life is made.

CHANGES IN THE TARIFF.

Among the tariff changes that have taken place which affect British Columbia industries are the following: Rolled oats, six-tenths of a cent per pound; dry white lead, 30 per cent. ad valorem; white lead, ground in oil, 35 per cent. ad valorem; cement, Portland and hydraulic or water lime, in barrels or casks, the weight of the package to be included in the weight for duty, 12½ cents per 100 pounds; in bags, 12½ cents per 100 pounds, together with 25 per cent. ad valorem on the bag.

Exemption from duty of machinery not made in Canada for use in alluvial mining.

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FOR SALE—Fresh cow. Apply Heal P. O. jy27

FOR SALE—Oxford Down rams, 3 years old and under, registered, and ready for service; also 10 registered ewes. J. D. Reid, Metchosin, B. C. jy26

FOR SALE—One milk Durham bull, years old; 4 cows soon to calf; 6 he with calves at foot. Prices moder Apply John S. Young, West San road.

FOR SALE—Fresh cow, H. McCullough Strawberry Vale. jy16

FOR SALE—Breeding stock for sale: 14 Shealling Shrop rams, bred by Hon. Sidney Fisher; also ewes and lambs. Berkshires pigs, 2 Shorthorn bulls. G. H. Hadwen, Duncans. jy16

FOR SALE—A few C. S. White Leghorn roosters, 3½ months old, all right for next season, 90c. each, pair $1.50; guaranteed pure bred, extra hardy and vigorous, originating from best American stock. Jno. Spears, Cordelia, P. O., V.I. jy30

FOR SALE—Young Irish setter dogs, ready for work. Speed's Grocery or 100 Moss. jy30

FOR SALE—A good horse weighing about 1,200 lbs., 8 years old. Apply to L. O. Demers, "Oak Dell House," Colwood B. C. jy30

TO BE SOLD—Fine driving mare, 5 years old. Apply I. T. Jones, Parson's Bridge. jy30

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WANTED—AGENTS

WANTED—Gentlemen or ladies—$800 per year and expenses; permanent position; experience unnecessary. M. A. O'Keefe, 157 Bay street, Toronto. ap13

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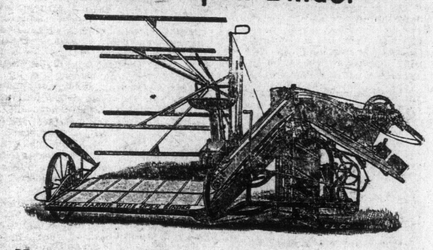

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