The Colonist.

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THE DAILY COLONIST

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"ALBERNI'S OPPORTUNITY."

Alberni has had its opportunity, and has not failed to take useful advantage of it.

Complete returns are, of course, not available yet, but so far as the polling places have been heard from they indicate the election of Mr. Manson, the Conservative candidate, by a good majority, as was anticipated and predicted. At the time of writing the only place to hear from which could materially alter the result was Texada Island. From advices previously received it was expected that the vote there would split about even. Majorities are almost certain at Quatsino and Cape Scott, so that the majority as a whole is not likely to be less than between fifty and sixty. In any event, Mr. Mason's return is assured, a result which is highly satisfactory. The people of Alberni have in the member-elect a representative in whom they can have every confidence, and who in ability and influence will rank well in the Legislative Assembly.

From a political point of view the Government and the Province is to be congratulated. By the turning of a Liberal into a Conservative constituency the Government has been materially strengthened. That is a factor of great importance in respect to law-making and administration. It is a fact that can be honestly appreciated by Liberals as well as Conservatives as one in the best interests of the province. From the point of view of the great majority it is better to have a government, of whatever shade of politics, strong than to have one numerically too weak to give full effect to its policy. We shall not say anything concerning the defeat which has been administered to the Opposition. That a Liberal vote of three to one, or more accurately speaking, of 320 to 102, has been turned into a large Conservative majority is sufficiently significant in itself not to require comment. If the Government is unworthy of confidence, as its opponents claim it to be, the verdict in Alberni does not reflect a high estimate of the Opposition. In the opinion of the electorate, if the Government be bad, what must they think of the Opposition? and with such food for their reflection, Messrs. Macdonald and Oliver, for instance, may be dismissed from further consideration.

The verdict, however, has a double significance. It is a distinct rebuff to the two British Columbia representatives at Ottawa, who left their duties at the capital to interfere in a local election. When these gentlemen stepped out of their legitimate sphere of action in this way they deliberately made a test of their influence and popularity with the electors, and in a large measure of the popularity and policy of the government they represent. The answer to the implied challenge they gave is not flattering to them, and we feel certain that they are anything but comforted by it.

THE ADVANCES OF THE YELLOW RACE.

There are few subjects which are more discussed at the present time than the probable future of the yellow race and its possible relations to the other races of mankind. The important place among nations which Japan, merely as an offshoot or minor branch of the Mongolians, has taken during a comparatively few years has given strong color to the theory that the yellow race will yet become the dominant race in the world—dominant in arms, in industry, in trade and commerce, and in world politics. The prediction is strengthened by the recent signs of awakening in China. There is a natural affinity between the Chinese and Japanese, and the former are beginning, in view of what the latter have accomplished, to realize their own possibilities. That is to say, the leaders of thought and politics in China are beginning to realize; because to the great mass of the Chinese people world movements are unknown and would be wholly enigmas to them. The time will come, however, when even to the coolie, naturally intelligent and shrewd, will percolate the thought of his superiors, and he, too, will realize what is in prospect for his nation and his race. This is the view which is being taken by a number of leading writers on the subject, and it is supported by much evidence in its favor.

The factors which enter into the Chinaman's future are his great numbers, his endurance, his great industry, his intelligence, his frugality and his adaptability to all conditions and circumstances and climates. There is but one drawback to his future, and that is his love for and devotion to opium. It is true that the Chinese branch of the race are not fighters, but they have other qualities that overcome. The chief of these is their persistence in living, in surviving all manner of things. A writer in the London Spectator well describes this characteristic of the race. "They left," he says, "fighting to others, and went on cultivating the soil, reaping where they had sown. The phrase, 'the meek shall inherit the earth,' has a more extended meaning and application than it usually obtains, and the history of China is proof of its truth. Timur and Ghengis Khan, and the many others who invaded China were not of the meek of the earth. Their empires have passed away like a tale that is told, and hardly a trace of them is left; but the Chinaman remains still where history first finds him. The Chinese are not by instinct a fighting race (though they may well be trained for war, as Gordon's 'Ever Victorious Army' proved), yet they are a dominant race withal. If a Chinaman marries a white woman in Australia or America, or a Malay woman in the Straits, the children take after the father, hardly ever after the mother. Horde after horde from the North and West invaded and conquered China; alien dynasty after alien dynasty occupied the throne; but it had but a passing and superficial effect on the Chinese. The Chinaman did not adopt the ways or language of the conquerors; they adopted his, and often became more Chinese than the aborigine. The successive invading hordes were absorbed by the Chinese as rivers are absorbed by the sea, and the Chinaman always remained. Every one who has been in China knows how he felt himself fascinated and dominated by the land and its people. The teeming millions of China will not always stay at home, and the nations of the world cannot always go on shutting their doors against them."

The writer in question, in fact, goes deeply into the question. He says that the advance of the yellow race is not an armed advance, the result of the victory of Japan over Russia, but an advance which is the inevitable result of an evolution of races that has been going on almost ever since man first appeared on earth. At the dawn of history the races he roughly divides into five groups—"red," "white," "yellow," "black" and "brown." The evolution of mankind since that time has involved a struggle for the possession of the earth. These races did originally occupy different spheres of influence, and to a large extent do yet. The white were mainly located in Central Asia and Europe, the black in Africa, the red in America, the yellow in the Orient, and so on. "There is," he says, "an inherent antagonism between these groups amounting almost to a natural law which prevents them from living together in the same country and keeping their independence and separate identity." They do not physically assimilate, as a rule, but one either absorbs the other or exterminates or drives it out or rules it as a conquered race. In North and South America the "red" man is fast disappearing. In parts of Africa the "black" man is disappearing. In Australia the natives have almost passed away. In the West and South, therefore, we find the white race dominant and advancing, and the black, red and brown either extinct or decadent. In the East it is quite different. Here the yellow man is largely supreme. He is driving the Russians from Manchuria and is thwarting their aims with respect to the Pacific Coast, Singapore and Penang are practically Chinese cities. In the Malay protected states the shops and mines are in their hands. The Mongolian is fast overrunning the isles of the Pacific eastward and southward of the continent of Asia. In America and Australia and South Africa the white man has shown his fear of the yellow man by passing exclusion laws against him. The writer asks the question, "How long will these be effective?" and answers by saying, "Just so long as the Chinaman chooses." The Chinaman is conservative and slow to change, but that, it is held, will make the movement of regeneration after the fashion of Japan, more effective when it takes place. The great characteristic of the race is its staying power. Before Rome—the greatest of old-time empires—China was. Its people were, prior to the days of Rome, homogeneous, enjoying a form of government and a well-developed civilization. Rome has vanished, but China remains today a united empire.

The white race can only live, flourish and reproduce itself without deterioration, says this writer, in countries where it can labor without the help of colored races—that is, in cold or temperate climates—and therefore, he thinks, the sphere of influence is limited; but the yellow man can live, work and thrive anywhere in the world. His final conclusion—with which, by the way, the editor of the Spectator does not agree—is:

"The final racial fight will be between the white and yellow races. But it will be a 'war of peace,' unless the white race chooses, as in the present war, to make it other. It is a significant fact that the white, black and red races are on the decrease all over the world, and the yellow race is increasing. This world existed probably for countless ages before the first man appeared on it—where his home was, and what his color, who can say?—and it may exist for countless ages after the last man has passed away; but everything points to that last man being of the yellow race."

We refer thus at length to the views expressed in rather a striking and original way by the writer—who does not, however, sign his name—on account of the interest which at present attaches to the war in the East and its probable consequences. The problems of the future to be created by the dominancy of the Japanese on the Pacific coast of Asia include the possibility of a close defensive and offensive alliance with China. Japan, of itself, by virtue of its restricted territory, cannot, even if it would, become a menace to other nations; but by consolidating with Korea and entering into a treaty with China and reorganizing it on a military and industrial basis, its influence and strength would be tremendous. Probably the opinion of the writer in question is the more correct that it is not as a people militant that the Chinese are dangerous, but as an industrial factor, whose victories are those of peace. How the destructive agency of opium, which is regarded as the greatest danger to the race, will ultimately affect the Chinese it is impossible to say. It has worked great havoc, both mentally and physically, and if it continues to spread may cause the nation's downfall and ruin. If, on the other hand, the nation is leavened by the influence of Japan and physical regeneration be included in the "awakening" of which we read so much, the "yellow peril" will undoubtedly some day be a real one. It may take a century for China, with its 500,000,000 of people, to follow the example of the Japanese, because it is a great mass to be moved, and revolutions may in the meantime occur to lessen the danger to the outside world. It may be that the effect of our Western civilization, upon which the Japanese have remodeled themselves, will be to introduce those evils that work themselves more speedily on the life of a people, as shown in the history of past nations. On an old and stable model the Chinese have lasted uniformly much as they are now for thousands of years. The Western element may prove to be the virus, the disturbing ferment, to upset settled traditions and institutions and bring about the end that otherwise would have been long removed.

AN APPALLING DISASTER.

The disaster, with such fatal results, which occurred through the explosion of a boiler in the United States gunboat "Bennington," while lying in the harbor of San Diego, Cal., immediately called to mind the blowing up of the battleship "Maine," in Havana harbor February 15th, 1898. The "Bennington" explosion has caused the death of about fifty persons; by the Maine disaster 266 were killed. As yet both disasters are shrouded in mystery. The latter was the immediate cause of the Spanish-American war, for although a commission, for lack of evidence, was unable to fix the responsibility for the accident, public opinion in the United States decided that Cuban officials were to blame, and the war broke out. No explanation is as yet forthcoming as to the cause for the "Bennington" explosion. If due, as suggested, to structural defects or other weakness, it is a serious reflection upon the nature of the inspection, which permitted such things to go unheeded. If it turns out to be the result of carelessness, it furnishes a commentary upon the discipline in force. One could scarcely imagine a similar happening in the case of a British man of war, where inspection is so rigid and discipline so firm. Neglect or carelessness on board a gunboat is wholly inexcusable. It may turn out that something unavoidable was the cause of the direful accident. For the credit of the American navy let it be hoped that such is the case. In the meantime the sympathy of all go out to the victims of the disaster and to the relatives and friends of those who met death in this sudden and awful manner.

THE INTERCOLONIAL DEFICITS.

Hon. Israel Tarte has at least one distinguishing merit. He is frank. Discussing in his paper, La Patrie, the financial position and management of the Intercolonial, he does not believe it right to blame Mr. Collingwood Schreiber, now retiring as deputy minister of railways, for the annual deficits. In fact, he regards it as very unjust. Mr. Schreiber, he says, had nothing to do in the administration of the Intercolonial railway. Mr. Tarte, as well as any living person, knows the true position of affairs, nor is he writing in a spirit unfriendly to the government, because, as we know, close friendship has been restored between him and Sir Wilfrid Laurier.

Why should we not, he asks, go straight to the mark, to the root of the matter? The Intercolonial railway, he says, is administered by the members through whose constituencies it runs, or rather by the election workers. Patronage is the real cause of the deficits. The member is besieged by the voter, and the members lays siege to the minister, and unless some one is appointed to a job, the member loses a certain number of votes. The government is held up, in other words.

"And then there are," says Mr. Tarte, "the contracts, the purchases, the tariffs, all of which are regulated from a political point of view. Last year, for instance, we had the general elections, and they must have cost the I.C.R. at least $500,000. Had the Conservative party been in power, the same thing would have taken place.

"It is not, in fact, a question of political partisanship, but one of public interest, and in our opinion it is better that the matter should be frankly discussed. A minister who would place himself above the exigencies of party would, if he were a business man, make the I.C.R. at least pay its expenses. That minister, it appears to us, is yet to be born."

In short, Mr. Tarte blames the system. Mr. Tarte admits, and the Liberal party virtually admits that the Liberal government is not strong enough or honest enough to resist those who would raid the treasury through the medium of the railway. They are afraid to make the railway pay for fear of courting unpopularity—of losing votes. It is a very pretty confession. Why should not a railway be run in the same way as a post office department? Canada sent a railway manager to one of the Australian colonies. The government there concluded that what was wanted to make the railway system pay was a man who understood railways as operated on the American continent. This gentleman has turned a failure into a success. As an expert in the business of transportation he was given a free hand and the railway was divorced from political control. There are many such men in Canada, who, if permitted to introduce a system of business control free from politics, could put an end to the era of Intercolonial deficits. We understand that the traffic receipts are larger than ever they were, and with the prosperity being enjoyed in the East there is no reason why such a condition of things should continue. It is true, that the railway policy of the government in respect to the Grand Trunk Pacific and the Canada Atlantic has been such as to stifle the Intercolonial railway, and the task of making it profitable from now on will be much greater than it would otherwise have been. It must now depend largely upon local traffic, whereas with the Canada Atlantic and a western division of the Grand Trunk railway, as feeders, or as part of a transcontinental government system, it should have shared in a great traffic and, under proper management, paid handsomely.

THE ALBERNI ELECTION.

News from every section of Alberni indicates the return of Mr. Manson by a good majority. The information is mainly from private sources, and represents the prevailing sentiment so far as it can be ascertained. In addition to that we have the very positive opinion expressed by Captain Tatlow, who returned yesterday from the scene of conflict, in an interview we publish this morning. The Minister of Finance is inclined to be conservative in his opinions rather than otherwise, and when he expresses himself confidently in this matter, we believe he has good grounds for his belief. Of course, an election is always an uncertainty until it is held; but so far as can be determined up to the present time, victory for Mr. Manson seems to be assured. That is the general feeling. The onslaught upon the constituency by Messrs. Macdonald, Oliver, Smith, Sloan and others has not had that electrifying effect that was anticipated; and we understand they feel sorely disappointed at a reception, which they led themselves to believe would be of quite a different character.

UPPER CANADA COLLEGE.

The Colonist is indebted to a professor of Upper Canada College for a very beautiful souvenir entitled "An Epoch in Canadian History—an appreciation." It is published by the Upper Canada College Old Boys' Association, Toronto, and covers a period of between 1829 and 1905, or practically one of 75 years. It was at that time that the old Blue School was built. It was undertaken under the auspices of Sir John Colborne, who succeeded Sir Peregrine Maitland in 1828. "The Blue School" was the founding of Upper Canada College at York. In recognition of Sir John's services in this connection a full-page portrait of him in color forms a frontispiece of the souvenir, which throughout is charmingly printed and illustrated. The progress of the school is pictorially represented at certain stages and various other scenes of historical interest in connection with this well known school, "the Eton of Canada," are shown. Frank Arnoldi, K.C., whose name appears on the title page as author, has given in its 36 pages a complete history of the college from its inception to the present time, and among the names which appear at every page are those prominently associated with the history of Upper Canada, many of them today being amongst our leading Canadian citizens in various walks of life. We have at the very outset a picture and a short sketch of Rev. Henry Scadding, D. D., who was the first pupil to be enrolled, and who afterwards graduated from Cambridge and took orders. He lived a long and honorable career and died in Toronto in 1901, aged 88 years. His history of Toronto is a well known and a standard work. Then we have such names as Rev. John McCaul, LL. D., Hon. G. W. Allan, Christopher Robinson, K.C., Lt.-Col. G. T. Denison, W. J. McMaster, Hon. Adam Crooks, Sir Matthews Crooks Cameron, Douglas Armour, G. Mercer Adam, W. R. Brock, Dr. Parkin and those of many others at various times associated with the institution. It contains a record that altogether reflects much of the past of Ontario and that will be especially interesting to those who have been pupils of Upper Canada College.

EXTRADITION PROCEEDINGS.

The San Francisco Chronicle, in dealing with the Collins extradition case, is exhibiting a profound lack of knowledge about the subject so far as the proceedings in our courts are concerned. It says, for instance, that "the authorities of that province are setting up unreasonable objections to his extradition to stand trial here (in San Francisco) for the crimes for which he has been indicted by the grand jury." Now, as everybody knows, the provincial authorities are not interfering in any way with the case, which is in the hands of the court entirely. It is wholly a matter of law and evidence, and we think our courts may be trusted to act in accordance with the law and honestly upon the evidence. In this respect, we have no doubt that they will bear comparison with the courts of San Francisco.

The Chronicle makes a number of rambling statements. For instance, the demand for "two expert witnesses" "to expound the law of perjury in force in California," which it regards as extraordinary, is made, not by the "provincial authorities," but by the solicitor for the authorities seeking extradition. It refers to Canada "having a weakness for harboring rogues seeking refuge from the penalties of the crimes they have committed in the United States," of American fugitives from justice escaping extradition "through the connivance of Canadian courts and officials," and that "it is not creditable to our northern neighbors that unwarranted obstacles should be put in the way of bringing him to the bar of justice." All this is very refreshing coming from a paper published in a state and in a country where courts are notoriously corrupt. If some criminals find a refuge in Canada, and are able to evade the law, it is because of defects in the law or the peculiar conditions, and not because Canada either loves or encourages that class of population. The best evidence of that is the rigid way in which the law is enforced against transgressors among our own people. There are many refugees from Canadian justice in the United States. It is a matter that the authorities of neither country can fully control. It is absurd to bring charges against our courts or court officials in connection with extradition proceedings. The official who was even suspected of conniving to defeat justice would find his position a very disagreeable one indeed. Our Canadian judiciary at least has a reputation for administering the law fairly, honestly and above board, and only a newspaper used to different methods could suggest that the contrary is the case in British Columbia.

MILITIA EXPENDITURES.

Lord Dundonald was dismissed by the Liberal government and denounced by the Liberal press because he outlined a plan of organization for the Canadian Militia which would involve a considerable expenditure, spread over several years, long enough or longer than the interest enough to resist those who would raid the treasury through the medium of the railway. They are afraid to make the railway pay for fear of courting unpopularity—of losing votes. It is a very pretty confession. Why should not a railway be run in the same way as a post office department? Canada sent a railway manager to one of the Australian colonies. The government there concluded that what was wanted to make the railway system pay was a man who understood railways as operated on the American continent. This gentleman has turned a failure into a success. As an expert in the business of transportation he was given a free hand and the railway was divorced from political control. There are many such men in Canada, who, if permitted to introduce a system of business control free from politics, could put an end to the era of Intercolonial deficits. We understand that the traffic receipts are larger than ever they were, and with the prosperity being enjoyed in the East there is no reason why such a condition of things should continue. It is true, that the railway policy of the government in respect to the Grand Trunk Pacific and the Canada Atlantic has been such as to stifle the Intercolonial railway, and the task of making it profitable from now on will be much greater than it would otherwise have been. It must now depend largely upon local traffic, whereas with the Canada Atlantic and a western division of the Grand Trunk railway, as feeders, or as part of a transcontinental government system, it should have shared in a great traffic and, under proper management, paid handsomely.

This would amount (taking the figures of the census of 1901 as a basis) to over one dollar a head for every man, woman and child in the Dominion, and if the revenue fails to show a larger increase this year than it did last, the burden thus created may become hard to bear. Nor does Sir Frederick Borden propose to stop at this point. The proposals embodied in the amended Militia Act provide for an increase of the permanent force to five thousand men, which, the populations of the two countries being considered, is relatively as large as the standing army of the United States. The Montreal Gazette thinks the proposal absurd, and says further that the minister of militia has even indicated that he has thought of requiring all young men between 18 and 21 to undergo three years' training in the militia, an undertaking that would probably add some five millions a year to the charge on the treasury. This sort of thing is clearly out of the question in every way. It would not be militarism but foolishness, because it would be beyond the reasonable power of the people to bear. The fact seems to be that the Minister of Militia has fallen under influences that are not politically wholesome, and the loose-jointed system of the Laurier government does not provide a check on the excessive zeal of its members, especially when the zeal leads to higher expenditures. It will have to be outside opinion that will check the inclination to go beyond what is reasonable and wise in this as in other branches of the public service.

What we are going into now, continues the Gazette, is a huge military establishment, and a great—or, relative to our former experience, a somewhat large—standing army. This situation and its consequent expense, have been brought about through the determination of the government to separate us, in so far as defence is concerned, from the rest of the Empire. At the last colonial conference the representatives of the various dominions were asked to what extent they could co-operate with Great Britain in the task of defending our common interests. It was pointed out that the charge upon Britain for the army and the navy was very heavy, and it was suggested that the Empire at large might well contribute to the cost, thus sharing the burden. Every part of the Empire, with the exception of Canada, agreed to participate in the expense. Australia, South Africa, even the small colonies, promptly undertook to join—not on a share and share alike basis, but in a reasonable manner—in the bearing of the responsibility. While Australia gave $1,000,000 a year for naval defence, it was officially set forth that our position was—"Canada, nil." The absolute and positive refusal of our government to join with Australia and South Africa in Imperial defence has been followed by action in Britain. The Atlantic and Pacific squadrons, which served in Canadian waters, have been withdrawn. The enormous sums spent annually among Canadians owing to the presence of the fleet, have thus been stopped. Following this change the recall of the forces at Halifax and at Esquimalt has been decided upon, and the Dominion has been asked to garrison those points. The new expenditure is largely the result of this altered situation. We will have to provide a million a year for Halifax and Esquimalt, and, in addition, seeing that the military connection is practically cut, we are called upon to take the expense of a heavy armament, and of a larger permanent force or standing army. Accompanying these changes the idea of conscription is mooted by the Minister of Militia. This politician now wants all the young men to be forced to appear at three annual camps. It will be observed that the new financial situation, the increase in the military expenditure from $1,000,000 to $6,000,000 per annum, is produced in part by necessary outlays, and in a larger extent by the new policy under which the government refuses to co-operate with the Empire and elects to stand alone. The question is whether the militarism of the administration is as wise as the co-operation that has been rejected. From the point of view of expense Imperial co-operation would certainly have been the better policy. A small contribution would have saved us a large expenditure. It seems probable, also, that, with a view to efficiency, we would be better off under the principle of co-operation than we can be going it alone. Military machinery is constantly changing, and our small means could be better used in union with the Imperial service than in the purchase of armaments which in a few years become obsolete. Certainly, as regards the navy, we would have a more desirable position if we were contributing to the Imperial service than we shall have when we begin to invest in warships for ourselves. The life of a battleship is short, and we shall be continually renewing our plant, at great expense.

Throughout the position taken by the Gazette is identical with that of the Colonist. Concluding, it says that "business principles today look to co-operation. Union gives strength. It is the same in the larger or national sphere. Working in harmony with the Empire, for defence purposes, we would be stronger, and the expense would be far less than it promises to be. It would surely be wiser to join with the Empire wherever we can than to stand for isolation, and thus to hasten that day of which Sir Wilfrid Laurier speaks when he describes the gradual weakening of the tie and the severance of the connection, 'just as the ripe fruit falls from the parent stem.'"

IRELAND'S REPRESENTATION.

The proposal to reduce Ireland's representation in the Imperial House of Commons from 103 to 72, has led to a technical defeat of the government, Mr. Redmond's want of confidence motion having carried by a majority of three. That Mr. Balfour will accept defeat and resign is not certain, indeed the opinion in government circles is that he will not, but will stand or fall by a test vote on Monday next when all the forces of Parliament will be assembled on either side for a decisive struggle.

Irish Nationalists will fight the proposed redistribution with all the bitterness and energy possible and possibly, in their desire to overthrow the present administration, the Liberals will aid them. The representation of the three kingdoms and of the principality of Wales in the House of Commons is at present as follows:

	Members.
England	465
Wales	30
Scotland	72
Ireland	103
Total	670

According to Mr. Dicey, the voting strength of Great Britain is in the neighborhood of 10,000 electors per member. If the various parts of the country were given one member for every 10,000 voters the representation in Parliament would stand thus:

	Members.
England	499
Wales	30
Scotland	69
Ireland	72
Total	670

This arrangement on a population or voting basis deprives Ireland of 31 seats and Scotland of three, and gives England an addition of 34. It happens that in Ireland the smaller constituencies are those represented by Nationalists. A redistribution calling for the uniting of constituencies in order to make them practically of uniform strength would mean the merging of a great many Nationalist constituencies into neighboring ridings. It is maintained by Mr. Dicey that this process, while decreasing the Irish vote from 103 to 72, would give Parliament from Ireland a larger proportion of Unionist members than is now returned. The outlook for the Home Rulers under a redistribution is thus anything but favorable. There is a constitutional question involved in the proposal to redistribute. According to the Act of Union Ireland is entitled to 103 members. Can a reduction be made in the face of that legislation? It is contended that the statute is not unalterable, and that it was never intended that there should be 103 members no matter how small, relative to the entire population of Great Britain, the population of Ireland might become. The point to be decided is whether the Act of Union is of the nature of a treaty or is of the character of an ordinary Act of Parliament. But whatever the fact may be, the redistribution will be fought with bitterness by the Nationalists. It means the next thing to extermination to them.

CHILLIWACK'S PROGRESS.

Citizens of Chilliwack are considering the installation of waterworks to supply the town from Elk Creek Falls. The estimated cost is $25,000, to be raised by an issue of bonds secured on the assessed value of the town property, $200,000, and it is calculated that the revenue would amount to $1,200, which would leave only a small sum to be raised to meet interest and sinking fund.

The town also proposes to have electric lighting and a street railway, as its people are ambitious to keep abreast of the times.

A NAVAL DISASTER.

Universal sympathy, irrespective of nationality, will be felt for the gallant officers and men who suffered in the appalling explosion on the boilers of the United States gunboat Bennington yesterday morning. According to late despatches, thirty-four officers and men were killed and close upon one hundred wounded, while fifteen are missing. The sympathy in Victoria with the sufferers will be enhanced by the fact that the Bennington is known here, having visited Esquimalt some time ago. Despatches give no cause for the disaster, but a searching investigation will undoubtedly be held.

A PEACEFUL INVASION.

Active measures are being taken by the Manitoba government, the C.P.R., and the C.N.R. to secure 30,000 men in the East and transport them to the prairies to help in the wheat fields during the coming harvest. This is a wonderful fact, when it is remembered that thirty years ago the only inhabitants of those same prairies were the Indian and the buffalo. There is, however, another side to the picture, which shows the one weak point in making a specialty of wheat growing. It is a business which gives employment to a large army of men, but only for a limited period in each year, while mixed farming, properly conducted, provides employment for the farmer and his assistants the year round. Small farms well tilled are therefore more profitable in the end, for while wheat farming enriches the few, mixed farming holds the population together and affords a comfortable living to the greater number.

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NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, viz.: Post planted at N. E. corner marked H. A. B., thence running south two miles, thence west one mile, thence north one-half mile, thence east one-half mile, thence north three-quarter mile, thence east one-quarter mile, thence north one-half mile, thence east one-quarter mile to point of commencement, located four and one-half miles east of Snout Point, on Toby Inlet.

Dated July 22, 1905.

jy23 H. A. BULL.

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FOR SALE—One milk Durham bull, 2½ years old; 4 cows soon to calf; 6 heifers with calves at foot. Prices moderate. Apply John S. Young, West Saanich road. my27

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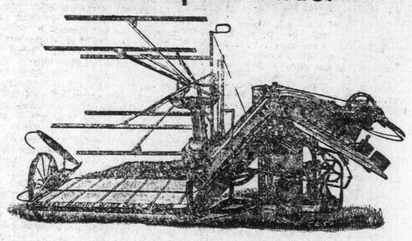
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