ning School
OR TOOLS
Boys.
Renouf, Ltd.,
Victoria, B. C

Hint
e and Carpet Buyers
in the Furniture and Car-
the bestbargains to be ob-
to get them.
niture Co., Ld.
ANAGER.

vestern
Refining Co.
of
D COPPER ORES,
ON, FURNACE
PRODUCTS.
Works:
er Island, B. C.

. B. EDDY'S
Latest Improved
ndurated Fibre Ware
Tubs, Pails, Etc.
Sale By All First Class Dealers
ve it a trial and you'll never go back
to the old wooden ware.
SIST ON GETTINGEDDY'S

mes Mitchell, Agent for
B. C.
We have 150 choice lots in different parts
the city and are
repared to Build on
he Instalment Plan
We have every facility for doing work
reasonable rates and aim to give satis-
ction. Particulars cheerfully furnished.
pair work carefully and promptly attend-
to
TRACTORS AND BUILDERS,
159 YATES STREET.
TELEPHONE A750

ANTEE
se Cellar"
WHISKY
old.
D & CO.,
Sole Agents for B. C.

s!
Puddings!
.....75c. each
ake.....25c.
Crumpets!
.....20c. per doz.
ver Bakeries,
ND 73 FORT ST.
D. W. HANBURY, Prop.

CANADIAN ROAD TO THE GOLD FIELDS

MEMORANDUM OF THE SPECIAL COMMITTEE

An Interesting Preliminary Report on the Urgency of New Railway to the Yukon.

The board of trade are circulating copies of the resolution passed by them relative to the construction of an all-Canadian railroad to the Yukon, together with the memorandum on the subject submitted by the board's special committee. The latter being of exceptional interest in view of the information it contains is published below in full. It says:

The immediate construction of a railway over Canadian territory to give the Yukon Territory and Atlin the shortest and best connection with the sea coast over Canadian territory is conceded to be imperative in the interests, not only of the localities to be served thereby, but of the whole Dominion. National pride as well as the general welfare of the country demand that access to our great northern territory shall no longer be across a foreign country, where it is subject to interference at the hands of a foreign government. The area in British Columbia and the Yukon Territory, which is cut off from the sea by Alaska, contains about a quarter of a million square miles and possesses a great extent and variety of resources. Existing means of communication, even taking into account the railway from Skagway, are inadequate to present requirements and to future development. What is required is an all-rail route from the British Columbia sea coast to Dawson, so located and with such connections as will afford necessary transportation facilities to existing centres of population and industry and lead to the establishment of new ones.

An all-Canadian line to the Yukon should be so located as to accomplish the following objects:

1. The construction of the shortest and best line from the British Columbia seaboard to Atlin and Dawson.

2. The opening of the vast region lying on the head waters of the Stikine, Dease and Liard rivers.

3. Securing to the Coast cities of British Columbia the trade now done and to be developed in Northern British Columbia and the Yukon Territory.

It is not suggested that all these objects can be secured by a single line of railway, because the most direct line to Atlin could hardly be so located as to develop the region referred to in paragraph 2, and it is desirable that the line from Atlin should be as direct as possible. In the year 1900 the Dominion government caused a survey to be made of a line from Port Simpson to Teslin lake, and the estimated distances given by the three routes partly examined were respectively 672, 706 and 717 miles. To this would have to be added the distance from Teslin lake to Atlin, approximately 75 miles, so that the shortest distance by either of the examined lines from Port Simpson to Atlin would be in the neighborhood of 750 miles. Probably some of this mileage could be saved by choosing some other port than Simpson as the Coast terminus, but by neither of the routes suggested by the government surveyors would the road to Atlin be less than 700 miles in length, while the extension of the line to Dawson, which would not go by way of Atlin, would add probably 500 miles, making the whole distance from the Coast to Dawson approximately 1,200 miles. The examination made by the Dominion engineers seems to have been incidental to an exploration looking to the construction of a line from Edmonton to the Yukon. (The distance from Edmonton to Teslin lake is put at 1,137 miles.) There has been no survey as far as your committee is informed with the view of finding the most direct route from the British Columbia seaboard to Atlin and Dawson, and the committee suggest that this is one of the chief objects to be attained, because the railway, when built, will be in competition with the White Pass & Yukon railway.

It is admitted by all competent authorities that the gold production of the Yukon and the interior portions of Alaska will not only increase in amount, but will be derived from a much larger territory than that which has up to the present been exploited. The committee believe that if a fairly direct line can be built from Dawson to the British Columbia seaboard, travel and transportation from the Alaska part of the Yukon valley, as well as from the Canadian Yukon, would follow such a route, because of the uncertainties attending navigation on the river, the delays necessarily incidental during the winter season to the sea journey to and from Skagway, and the long and inclement stage ride to White Horse. The committee consider that an effort ought to be made to reduce the amount of water travel to a minimum, and that a line of transportation presenting the minimum of water transportation would command the bulk of business, owing to the peculiar conditions of the country to be served. The committee therefore regard, as an essential feature of the undertaking, that the most direct line possible should be obtained from Dawson to the British Columbia coast.

It is suggested that a branch of the proposed direct line ought to be built from some convenient point to the Dease river, below the lake of the same name, where access would be available to some 400 miles of navigable waters, forming part of the Mackenzie river system. The region which these waterways drain is known to be rich in mineral. Deposits of gold-bearing gravel are many and sufficiently valuable to richly repay operations carried on with machinery, but the cost of tarnsportation is at present so great that people are deterred from going into the country. There are many known deposits of copper, gold, silver and lead ores; also coal deposits, and indications of petroleum are very strong. The whole region, which contains many thousands of square miles, is well worth developing. The climate is far from being a serious drawback; the winters being no more severe in point of cold than those in the province of Manitoba, while the snowfall is light and there is an absence of severe winds.

In regard to the claim that the Coast cities of British Columbia have the first right to be considered in connection with the trade of the northern country, it is submitted that there can be no two opinions. These cities have already lost a very large amount of business from the fact that owing to conditions, which possibly could not be prevented, Seattle and other United States points had an advantage in connection with the trade of Dawson. The same thing was true of the trade developed in Kootenay, which went to a very large degree to Spokane, and when after a time railway communication was provided directly with Canadian business centres it was done in such a way that other provinces derived greater advantage than British Columbia. It is not suggested that a spirit of provincialism ought to govern the establishment of the great lines of transportation, but it is claimed that, other things being equal, the people who are the pioneers of enterprise and development in any part of Canada should have a claim over others in any new development projects affecting the territory to which they have been accustomed to look for trade. The Coast cities of British Columbia stand in this position in respect to Northern British Columbia and the Yukon, and it is submitted that the location of an all-Canadian line to the northern gold fields in such a way that it will place these cities under a disadvantage, as compared with those in the eastern part of Canada, in competing for the trade that will thereby be built up, would be unfair. The case of the Coast cities is strengthened by the fact that the lines which will be most in their interest will likewise be most in the interest of the country now opened, or that may hereafter be opened in the North.

Another consideration, which may be advanced in favor of a line from a British Columbia seaport is that it is desirable for the welfare of Canada that there should be a north and south line of communication along the western frontier of the Dominion from the farthest northern point at Dawson to Victoria at the most southerly point. It is submitted that this is required for other reasons as well as commercial ones. Owing to the character of the British Columbia coast line it is impossible to construct a railway near the sea joining the terminal of the Canadian racific, the proposed Grand Trunk Pacific and any other line that may be constructed across the continent. A combined water and land route can only do this, and such a line of communication would materially advance the business interests of the whole Pacific Coast of Canada, as well as cement the several Coast communities together.

The above are a few of the reasons why the construction of an all-Canadian line of railway to the Yukon, with connections to the seaboard cities ought, in the opinion of the committee, to receive immediate attention at the hands of the government and parliament of Canada.

The committee are of the opinion that intimately associated with this undertaking and essential to its complete success, is the construction of a railway from a convenient point on the E. & N. railway to a suitable harbor at or near the north end of Vancouver Island. Such a railway would develop a large and very valuable region, containing much high class timber, many deposits of mineral and a considerable area adapted to farming. Vancouver Island has an area of about 16,000 square miles; that is, it is about as large as the mainland portion of Nova Scotia. Only a small fraction of the island has been developed, and progress will necessarily be slow unless railway communication is afforded. It is confidently believed that the local traffic which such a railway would build up would make the enterprise a profitable one. It is also reasonable to think that such a railway would, in connection with a line of fast steamers and a car ferry for the carriage of freight, form a highly important link in the suggested north and south transportation line. A speedy means of communication could be established between Nanaimo and Vancouver, whereby the latter city and the Canadian Pacific railway would be placed in direct connection with the road on the island. The road would also give the Grand Trunk Pacific an excellent coastwise southern connection.

It has not been the object of the committee in this memorandum to present anything like an exhaustive argument in favor of the project which it aims at promoting, but simply to set forth some of the salient facts in connection with it, and these, the committee trust, will commend themselves to your favorable consideration. And the committee request that you will communicate with them as to any other points which ought to be dealt with, so that a memorial may be laid before the government which will present the fullest possible argument in favor of this great enterprise.

The committee would be glad to receive letters from persons in a position to give information of value touching the region which the proposed railway will open up, it being the opinion of the committee that the case will be greatly strengthened by the presentation to the government in connection with the proposed memorial from the boards of trade and other public bodies, as much evidence as can be got together in the time available as to the resources and capabilities of Northern British Columbia and the Yukon valley.

Letters on this subject may be addressed either to F. Elworthy, secretary of the Victoria Board of Trade, or to either of the members of the following committee, whose post office address is Victoria.

CHAS. H. LUGRIN, Chairman.
S. J. PITTS.
J. KINGHAM.
G. CARTER.
H. D. HELMCKEN.

FROM THE ANTIPODES.

Messrs. Copeland and Wilson Tell of Conditions in Australia and New Zealand.

Hon. Henry Copeland, agent-general for New South Wales in London, and Charles Wilson, government librarian at Wellington, N. Z., who arrived on the steamer Miowera, have been spending a few days in Vancouver prior to leaving for the East.

Mr. Copeland, when interviewed by a representative of the Vancouver News-Advertiser, was rather reticent in expressing an opinion as to the ultimate effects of the late federal elections in Australia. He pointed out that the elections had only taken place a few days before he left, and he had not yet received full particulars of the results. From what he had heard, however, he did not think that the composition of the new parliament would be very favorable to Mr. Chamberlain's preferential policy, though personally he knew that many of the leading politicians of the country favored the scheme. Owing to the splendid crops of the past season, Australia was in a very flourishing condition at the present time. The continuous droughts of the past few seasons had had a depressing effect on business, but of late it had revived wonderfully. The present season was, in fact, the best they had had for many years. Regarding the choice of a federal capital, Mr. Copeland did not care to say much. He had been one of the commissioners appointed to select a site, and was opposed to the choice of Tumut. He admitted, however, that it was a very pretty place. The selection was not, in his opinion, final. The United States had taken 20 years to decide on its capital, and it would possibly be a long time yet before Australia made its final decision. Mr. Copeland was a member of three governments in New South Wales, and had only resigned to accept the position of agent-general for the state in London. He is now on his way to resume his duties there.

Mr. Wilson was for many years a supporter of the Seddon government in the New Zealand parliament, and is at present government librarian at Wellington. He speaks in glowing terms of the Seddon policy to which much of the prosperity of New Zealand may be attributed. The revenue from the railways will, he says, in the present year, show a greater profit than ever before. The best proof of the success of Mr. Seddon's policy is that his government has been kept continuously in power for the last 14 years. Mr. Wilson poms with pride to the fact that there is not a single millionaire in New Zealand, and much of the prosperity of the country he attributes to the encouragement of small holdings. Regarding Mr. Chamberlain's fiscal policy, he said that whilst the politicians as a whole had given it their hearty approval, the voters in general seemed to be rather indifferent to it. New Zealand had, however, at the last session of parliament, given a preference to Great Britain. Mr. Wilson is at present on a tour round the world, and carries with him letters of introduction to Sir Wilfrid Laurier and other distinguished men.

TRADE IN PENCILS.

Nuremburg is, and has been for years, the great centre of the pencil trade, possessing between 30 and 40 factories, which give employment to from eight to ten thousand hands, while the annual output of pencils numbers 350 millions, of a value of upwards of £500,000. T. A. T. remarks that all this ought by rights to belong to Cumberland, for it was from that county, out of the famous Borrowdale mine, that the graphite originally came. But it made a present of the trade in the beginning to the enterprising alien, and never realized its mistake until it was too late.

A raindrop one-twenty-fifth of an inch in diameter cannot fall at a greater pace than thirteen feet per second. Raindrops seldom exceed one-eighth of an inch in diameter.

The total consumption of coal in the United States, amounting to 265,105,000 tons, surpasses that of any other country; the United Kingdom last year used only 106,638,000 tons.

PANAMA AS A MAKER OF HISTORY

FIGURED FOR YEARS IN INTERNATIONAL POLITICS

Some Early Scenes on the Isthmus Which Has Broken Away From Colombia.

Taking into consideration its size—32,380 square miles—the brand-new Republic of Panama has occupied a considerable space on the stage of international politics. Recent events indicate that it will play a still more important part in the world's affairs. Failure to do so will not be chargeable to any carelessness on the part of the United States. Almost from the time of the isthmus's discovery it was the highway between the two continents which it joined, and a centre of Spanish commerce in the new world. Its prosperity increased with the building of a good road from the Caribbean Sea to the Pacific Ocean. For centuries two continual streams of traffic have passed each other upon this highway. The Spaniards erected forts at short intervals along this road, for they early realized the strategic importance of the isthmus should another European power dispute their supremacy in the Americas. Besides, the mountains were inhabited by bands of marauding Indians, which preyed on travellers, in defiance of Spain. Early in the sixteenth century plans were made for a

Trans-Oceanic Waterway,

and, at the command of Philip II., Flemish engineers were dispatch to report on the scheme. They located a favorable route, but suddenly the monarch decided against the project. It was supposed that he feared the growing strength of England, whose buccaneers were already a terror to the Spanish galleons. Should Spain's possessions be divided by a canal, it was possible that England would endeavor to seize it, and so prevent communication between the sundered provinces. Although the royal command forbade recurrence to the subject, it was discussed by scientists and travellers, many of whom visited the country as a result of the Flemish engineers' report. From that day to this, the Panama canal has been an international question of varying importance.

In the two hundred years which followed the abandonment of Philip's idea, explorers from Italy, France and England made surveys of possible routes across the isthmus, and from 1850 to 1855, no fewer than eleven parties crossed and recrossed the country in search of the best route for the canal, which all felt must, sooner or later, be constructed. The building of a railroad did but emphasize the advantages of a waterway. In 1879 an international congress, for the purpose of considering the matter, was assembled in Paris, and seven different schemes and

Twenty-Two Different Routes

were submitted. As a result the De Lesseps enterprise was undertaken the same year. Two years later the actual work was under way, and in 1888 the company suspended payment. Several attempts were made to resume operations, but in 1891 came the disclosure of the construction contract scandal, and the most colossal failure of modern times became a matter of French history. Both France and Panama reeled under the blow. It was more deadly to the isthmus, which had been enjoying a season of prosperity never before attained by a modern Spanish-American province. Ten or twelve thousand laborers had been regularly employed by De Lesseps. Their wages had been spent in the little isthmian towns. To lose this revenue, which the Panamains had fondly believed to be a mere retaining fee, was almost too much for their philosophy. In their distress, the Colombian government was appealed to, but unavailingly. The authorities at Bogota were either unable or unwilling to help. Some bitter words were spoken at the time, and there was even then talk of a separation. Ever since the best of feeling has not existed between the state and the Federal government.

The two names most intimately connected with the history of Panama are those of

De Lesseps and Morgan.

To the reader of romance the latter must ever be the more esteemed. What memories of delightful, if surreptitious, reading about the Spanish Main does not the bold Welsh name call up! Though his grim mark was made two hundred years before, it remains to-day as plain almost as the mathematical scars inflicted by the French engineer, for the old city of Panama which the buccaneer destroyed in 1670 has never been rebuilt. This famous buccaneer, before planning the stroke which was to set the crown upon his genius, had won a fearsome name in new Spain. He had headed many successful expeditions, and the rumor that he was about to essay a feat, beside which his other exploits would sink into insignificance, drew to his side lesser pirate captains from all ports of the American Mediterranean. No more desperate crowd of freebooters ever assembled than which sailed in 1670 under Morgan. There were 2,000 of them, and they manned 37 ships. Seizing the Island of Catalina, and using it as a base, he captured a Spanish fort at the mouth of the Chagras river, and marched overland, at the head of 1,300 men, on the city of Panama. The freebooters did not use the Spanish highway, which was guarded by forts, but plunged into the jungle, and struggled through it as best they might. Ragged and almost starving they reached the Pacific coast and

Hurled Themselves Upon the City.

The defence was weak, and yielded speedily under the ferocity of the buccaneers' attack. For weeks the victors gave themselves up to the carousal and pillage which attended every success. Then, carrying with them more than $4,000,000 in treasure, and hundreds of prisoners, they returned as they had come, and reached their waiting ships in safety.

Then began one of the most grimly humorous chapters in the history of buccaneering. Morgan contrived to have the greater part of the treasure stowed in his own ship, on board which were his own friends. At an opportune moment he hoisted sail and abandoned his former comrades. Maddened by this treachery the other pirates attempted to pursue in the remaining vessels, only to find that they had been scuttled by the thoughtful Morgan. There was nothing left for them to do but to make their escape overland. Only in the superior numbers involved in Napoleon's retreat from Moscow was the plight of the French army more terrible than that of these pirates. A mere handful

Finally Won Clear.

The others either perished from fever in the wilderness, were devoured by wild animals, or fell into the hands of the Spanish settlers and Indians, who made short but horrible work of them. In the meantime Morgan reached England, where his prowess commanded the respect always due to success. Indeed, so well was he thought of that he was made a judge and sent back to Jamaica, there to expound the law. It is a historical fact that he tried and passed sentence on many of his former piratical associates, whom he recalled with alluring lectures on the evils of buccaneering as a profession. No wonder Morgan has won immortality. Cutthroat as he was, the old buccaneer served England almost as well as Drake or Raleigh. All three of these distinguished adventurers were playing the game of Empire, imperfectly though they may have recognized it. Free from their persecutions, Spain might have wiped out the English colonies to the north, and held undisputed mastery of the continent for another century. Let others cast a stone on the memory of Morgan, the terror of the Spanish Main. The office does not become either a Britton or an American.—Mail and Empire.

STOLE A SLOOP

But Got Held Up By the Tide—The Cruise That Failed.

Before stealthily slipping out of the outer harbor in another man's boat yesterday afternoon an individual named Geo. Brown, not unknown to the police, should have consulted an oracle or, better still, a navigator's chart. Brown has had some little experience at sea, and thought that a trip in a fishing sloop from Victoria to San Juan island, or some other point under the aegis of Uncle Sam, would be as easy as the proverbial roll off a log. Besides there was the satisfaction of being once more on his native element, of gratifying his inordinate longing for the fragrant refreshing breezes of the sea, but particularly of testing a sloop that cost him nothing, possibly not even a twinge of conscience. The craft belonged to J. Donaldson, and was lying off the Victoria Chemical works until some time yesterday afternoon. Just when it disappeared its owner did not know, but as soon as he discovered it missing he reported the matter to the police. About 10.30 o'clock Sunday night Mr. Henley told Constable Abbot that there was a sloop with one occupant lying along the shore not far from Clover Point. The constable brought the news to the police station, and it was at once surmised that the sloop was the one stolen from Mr. Donaldson. Constables Abbot and J. Wood went to the scene and took the occupant of the craft under arrest. He had got held up by the tide which runs very strongly off this point.

In the police court this morning Brown was sentenced to six months' imprisonment with hard labor. This is not his first experience in the Topaz avenue domain. He served a couple of years in the reformatory for a crime committed at Wellington in 1898.

FUNERAL SUNDAY.

Remains of Late W. J. H. Harris Interred With Military Honors—Large Attendance.

There was a large attendance of sympathizing friends at the funeral of the late William John Hervey Harris, which took place Sunday afternoon from the family residence, No. 150 Chatham street, at 2.15 o'clock, and at St. John's church at 2.30. The large number of beautiful floral emblems testified to the high esteem in which deceased was held by his many friends and acquaintances.

On account of Mr. Harris's former connection with the Fifth band, members of the regiment attended in a body, and the interment was conducted with military honors. At the head of the cortege was a firing party selected from the Fifth, and immediately following was the band and the main body of soldiers. Next came the hearse and mourners, while the members of Banner lodge, A. O. U. W., Court Northern Light and Court Vancouver, A. O. R., brought up in the rear.

The cortege started from the residence, Chatham street, at 2.15 o'clock, and wended its way slowly down Chatham to Quadra, along the latter street to Pioneer, down Pioneer to Fisguard street and along the latter street to St. John's church. The auditorium was crowded during the services, and many were unable to enter. Rev. E. G. Miller officiated, assisted by Rev. Archdeacon Scriven. The surplice choir was in attendance, and a number of appropriate hymns were sung.

Leaving the church the cortege started along Douglas street to the strains of "The Dead March in Saul," by the Fifth Regiment band. Arriving at the cemetery, by way of Yates street and Cook street and Fairfield road, impressive services were conducted at the grave by F. C. R. Bro. A. E. Greenwood, for the Foresters. The firing party then discharged a volley over the grave.

The following acted as pall-bearers: A. Snider, W. Morris, J. O'Keefe, H. B. Savory, A. N. Watt and H. Bayley.

Howard Smith, of Bolivar, was killed and his daughter fatally injured by being struck by a Canton & New Philadelphia interurban car, near Strasburg, Ohio, as they were driving across the track.

WHERE DOCTORS DO AGREE!—Physicians no longer consider it catering to "quackery" in recommending in practice so meritorious a remedy for Indigestion, Dyspepsia and Nervousness as South American Nervine. They realize that it is a step in advance in medical science and a sure and permanent cure for diseases of the stomach. It will cure you. Sold by Jackson & Co. and Hall & Co.—60

A NEW MOVEMENT.

Sir Hibbert Tupper has once more announced that for business reasons he cannot become a candidate in Pictou or any other constituency. He positively declines to accept a seat in the Dominion Parliament.

We are delighted to hear that Sir Hibbert is doing so well in his chosen profession. It is well known that his practice of the bar is becoming quite an extensive one, and that it promises to become vastly more remunerative than pleading the Conservative cause before the bar of public opinion is likely to prove for many years to come. But the member who has no time to serve Pictou may perhaps feel in his inner consciousness that political discretion is not a bad quality in the character of a public man. A Nova Scotia constituency has already rejected one Tupper who thought himself impregnably situated. While the Conservatives of Pictou might feel in duty bound to nominate Sir Hibbert, the electors might feel under no pressing obligation to support him. It would be a terrible blow to Tupperian prestige if a father and son were both rejected in the province which knew them best, and in which their popularity should be beyond question. If Quebec East were to reject Laurier or South Oxford turn its back upon Cartwright that would be taken as a sign that the glory of the Liberal party had departed. The fracture of the relationship of the Tuppers with their old seats is a sure sign that the Conservative party is in a decadent state. If Sir Hibbert were sure of a cabinet seat and of the salary and glory that go therewith he would speedily reconsider his determination to retire from the House of Commons. The triumph of Mr. Borden would mean office for Sir Hibbert Tupper if he were a member of the House. The determination of the member for Pictou to retire from Dominion politics is therefore a fairly clear indication of his belief in the chances of a victory for the Conservative party when the appeal to the people some of the supporters of that party profess to be so eager for is taken.

But there is a grain of comfort in the valedictory of Sir Hibbert. He says he might consider a pressing request to participate in the conduct of public affairs in British Columbia. The Vancouver News-Advertiser is responsible for this statement. It is quite apparent that a man of such renown as Sir Hibbert Tupper, a belted knight who on special occasion wears the insignia of a distinguished order upon his breast, would never consent to follow men of such calibre as now lead the Conservative party of British Columbia. Is it possible that the News-Advertiser is preparing the way for the deposition or peaceful abdication of Hon. Richard McBride? Does the party realise the feeling that has been aroused by the blundering of the present government? Does it feel that there must be a speedy change in order to placate the wrath of the people and save the Conservative party of British Columbia from the ruin that has fallen upon other branches of the same party in other portions of the Dominion? Is the truth beginning to permeate? Are such facts as we print to-day in our dispatch from Nanaimo, illustrating most luridly the effect of the government's policy upon one of the most important industries of the province, causing some of the members of the Conservative party to pause and consider the possible result of the alliance between McBride and his Socialist masters? Possibly during the holidays some of the supporters of the government have been subjecting themselves to a period of introspection and have come forth from behind the curtain very much dissatisfied with the view. But that the News-Advertiser, which has been the chief journalistic abettor of McBride, and whose editor, in addition to other duties which would tax the resources of three ordinary men, has been the chief expounder of the government's fiscal policy; that the Vancouver organ of the government should be the first to suggest that McBride has been a failure and his policy a hoodoo is indeed a surprise.

Would it be in order to ask whether it is proposed to elevate Sir Hibbert immediately, or is the Hon. Richard to be given a chance to complete the work he has so valiantly undertaken on behalf of the money-lenders, and others who will come in later on?

Not so very many years ago eminent practitioners at the bar were in England called serjeants. We have no legal serjeants in Canada. In England the title, if not actually extinct, is surely becoming so. We believe no elevations have been made since 1868. In Canada we have legal luminaries called King's Counsel, men whom we look up to in awe as possessing a knowledge beyond understanding. They know all about all sorts of things and how to do all sorts of people, we have heard it said. But they are not all so frank as Serjeant Davy, mentioned in the Toronto Globe of 1858, who was once accused of having disgraced the bar by taking silver from a client. "I took silver," he replied, "because I could not get gold, but I took every farthing the fellow had in the world, and I hope you don't call that disgracing the profession."

CANADA'S CONDITION.

The Colonist has surely been in a deep sleep and dreaming of the days of the N. P. It asserts that hundreds of men are out of work at Sydney and the Soo because of the lack of "adequate protection" to certain industries. Our contemporary should make itself acquainted with the latest policy of the Conservative party. Mr. Foster has spoken. He is now the herald of the party, Mr. Borden having retired to obscure parts to indulge in out-of-date criticisms of the policy of the Laurier government.

The new enunciator, our contemporary should know, is in favor of the British preference. He has not said that he would support a sham preference such as the manufacturers demand, with an increase of duties all round and the running up of the sale to such dimensions as would make the British percentage practically prohibitive. Probably the ex-Finance Minister's associations with Mr. Chamberlain convinced him that such a trick as that would speedily be detected by the astute Britons. So we may assume that when Mr. Foster advocated a preference in Great Britain he spoke of a real preference, under which the British manufacturer would not be absolutely excluded from the Canadian market. The Colonist has surely got hold of a belated copy of the Mail and Empire, which has put it upon wrong ground.

It is surprising to read that there are hundreds of men out of employment in any part of Canada. It is also astonishing to read that the government is responsible for the condition of affairs in the works at the Soo or at Sydney. It was generally admitted but a short time ago that mismanagement and stock speculations were at the root of all the evils that had overtaken those concerns. All their products are given reasonable protection as well as handsome bounties to help them out of their infantile condition to a state of robust adulthood. In fact, some of the other manufacturers who use iron and steel express the belief that the protection enjoyed by the Sydney and Soo industries is more than adequate. In addition to other favors, the Dominion government offered to take at the highest market price all the steel rails the Clergue works could turn out in a specified time. The contract was not filled by the company, and lack of sufficient protection could not possibly have had anything to do with that case. British steel men claim that Canadian bounty-fed iron is being dumped on the Old Country markets in opposition to their products.

Evidently there must be a mistake in the laying out of the Conservative programme if the Colonist correctly enunciates it. We rather think it is our contemporary that has made the bull. The manufacturers of Canada were never so prosperous in their history; nor were the wages of workmen ever so high or employment so steady as at the present time.

Let us leave Germany out of the question entirely, with her eight thousand idle men. Let us take the United States, the chief of protectionist countries, as an example of the benefits to workmen of duties high enough to absolutely exclude foreign products. The steel industry is not the only one that is feeling the effects of hard times. The wages of hundreds of thousands of workmen in all lines have been reduced from 10 to 50 per cent., while the services of thousands have been dispensed with altogether. This is in a country of the most magnificent resources in the world; in a country which of all countries should seldom or never feel the pinch of depression. If her affairs were managed with judgment her progress would be steady and continuous instead of spasmodic. The case of the United States when compared with the case of Great Britain, where periodic depressions are felt less than in any other manufacturing nation, proves that the country which decides to live unto itself alone cannot entirely escape the consequences of its selfishness. This world was not created to be divided off into sections with one portion hermetically sealed up against the business of its neighbor. A reasonable amount of competition is good for buyers as well as for sellers of goods. If the Chamberlain programme be adopted by the people of Great Britain a further pulling down of the tariff walls may follow, and to the Chamberlain idea the Conservative party of Canada has impressed its seal. Let not the Colonist forget that. The policy of the party in one respect has been overturned. We do not propose to revile the Tory leaders for that. We admire them for their acumen in, even at this late day, correctly estimating the beats of the public pulse. They pay a great tribute to the judgment and discernment of the leaders of the Liberal party.

Sir Hibbert Tupper announces his retirement from Dominion politics. But, like a valiant knight, he is always ready to rush to the relief of a party in distress. "If," the member for Pictou says, "my services were required by the party in British Columbia, I would give the matter consideration." Sounds ominous for McBride. Imagine a Tupper following him!

* * *

The candidate of the Ontario government was defeated in North Renfrew by a large majority. We do not know but it serves the Ross Ministry right for keeping the constituency part of one session and the whole of another without representation in the Legislature. We are surprised at Mr. Ross thus playing into the hands of his opponents. Of course Conservatives in all parts of Canada will profess to see in this victory a presage of the turning of the tide of popular favor towards their side. Our unctuous contemporaries under dual control, the Colonist and the News-Advertiser, affect to observe in the result a sweeping condemnation of Liberalism on account of the corruption which has taken root in the party and brought forth more vile fruit in a few years than Torylsm did in eighteen. Well we should like to have some proof of that statemen. We have yet to read of the shame of Canada under the Laurier government being referred to in scathing terms by the leading newspapers of Great Britain and the United States.

* * *

The Nelson News commends the appointment of George O. Buchanan by the Dominion government to the position of disbursing agent in connection with the lead bounty. Mr. Buchanan is familiar with every phase of the lead industry, and he will undoubtedly discharge the duties of the position, which will be one of great responsibility, in the best interest of all concerned.

FUROR SCRIBENDI.

Susie M. Best in Leslie's.

Mother's got the writing fever,
Father had it for a year,
Sister's 'daffy" on a subject,
Brother says the pen's his sphere.

Uncle's always planning essays,
Aunt is busy making rhymes,
Grandma's writing "Recollections,"
My! but these are learned times!

Niece is editing a paper,
Nephew's got the sporting page,
Cousin's got the social column;
Writing! Writing's all the rage!

Cook has quit to write up menus,
Housemaid—she skipped out to-day,
Says that she can write a novel
Just as good as Bertha Clay.

Coachman says he's sick and tired
Holding reins for other folks,
He's resigned—he's found his mission—
Going to write up funny jokes.

Seamstress left to write up fashions,
Washerwoman winks her eye,
Says she can scribble poems
While the clothes are getting dry.

Teacher's writing nature sketches,
Lawyer's making legal notes,
Politician's filling volumes
On the crime of buying votes.

Everybody, everybody
Ramping after fame and pelf—
Gosh! I, too, have caught the spirit,
Going to turn a scribe myself!

IMPERIAL ASPERATIONS OF JOSEPH CHAMBERLAIN.

"No one is prouder of England, Scotland and the United Kingdom than I am. (Cheers.) I can never read our past history without a thrill of emotion. We are not a perfect nation. We have done many bad things in our time. Still, what grand things have been given us to do! What grand things we have done by the courage, tenacity and the intelligence of our race! We are a mere speck on the globe, but we have made ourselves, or have been made, in the course of the designs of Providence, responsible for 450,000,000 of people. (Cheers.) I do not believe that all that is meant to go for nothing. I do not believe that we have not, in securing this position, fulfilled the duty that was imposed upon us. But the duty is getting too heavy for our shoulders. In my judgment England, the United Kingdom alone, may yet have taken to go, may yet take a great place amongst the kingdoms of the world, but she cannot rival the empires that are springing up around her. We are memorable as we are old, with honors and burdens beyond the average imposed upon us. We cannot look to a future equal to our past. (Hear, hear.) Yes, we are old, but the Empire of which we are a part is new. (Loud cheers.) And in the Empire we may find our kinsmen and our children a future, a joint future which we share with them, and which will be greater than anything to which we can look back. (Cheers.) I thank you for the attention with which you have listened to me. In the views which I advocate, I may, as some of my friends suppose, be making a mistake, but, at least, I am putting these views before you in all truth and sincerity." (Cheers.)

Twelve million pounds worth of leather is required every year to provide boots and shoes for the inhabitants of Great Britain.

B.C. PHOTO-ENGRAVING CO.
VICTORIA, B.C.
DESIGNERS & ENGRAVERS
MAKERS OF HALF-TONES & LINE ETCHINGS, COLOR & EMBOSSING PLATES,
LETTER & BILL HEADS, LABELS, ADVERTISING & CATALOGUE WORK
OF EVERY KIND.