

The Colonist.

THURSDAY, NOVEMBER 25, 1897.

A TAX ON COAL.

The so-called Liberal platform declares for a tax on the output of the coal mines. Three daily papers, the Times, the News-Advertiser and the Columbian, have declared in favor of this tax. We presume, therefore, that they are prepared to give the public a little information about how it will work. Will they, or some one of them, kindly answer the following questions:

If a tax is put upon the coal produced in British Columbia mines, will the mine owners not add the amount of the tax to the price of the coal, and if not, why not?

If they do add the tax to the price of the coal, will not the consumers of the coal pay the tax, and if not, why not?

Is it probable that British Columbia coal mine owners will be able to add the proposed tax to the price of the coal sold in San Francisco, where it comes into competition with other coal, besides being subject to a duty?

If they cannot add it to coal sold in San Francisco, will they not probably add the tax upon the whole output to the price of such portion of coal as is sold in British Columbia, and if not, why not? If the consumers either here or elsewhere pay the tax by paying an increased price for their coal, how will the proposed impost be in point of fact a tax upon the "coal barons"?

We submit that unless these questions can be satisfactorily answered, the coal tax plank in the so-called platform will have to be abandoned.

ARE WE PREPARED FOR IT?

Are the people of Victoria prepared for the spring rush to the Yukon? The Colonist endeavored on Sunday to give some idea of what the demand for supplies and transportation will be. Thousands of those who come to the Coast on account of the advertising done by Seattle and Tacoma, will find their way to Victoria and Vancouver. The outrageous falsehoods circulated against the latter cities will not deceive miners another year. The Klondyke is in Canada, and when this is once generally understood we will find a rush from United States cities to Canadian cities to outfit. The people who will thus come, added to those who will come direct to British Columbia ports, will seriously tax the utmost facilities that we can provide.

While none of those who are bound North will remain with us any longer than they can avoid, delay in securing outfits and the sailing time of steamers will render it inevitable that a great many will be obliged to stop over for a few days. What is the capacity of Victoria for taking care of several thousand people for several days? This is a question which cannot be answered too soon. Primarily the hotels will look after those who come, but if the number is what we think it will be, the capacity of the hotels will be soon exhausted. This is a matter in which we are all concerned, for none of us can afford to have it said that the city is unable to take care of those who come here. We suggest that it is time for some concerted action to be taken in order to ascertain how many people can be accommodated by the existing arrangements, and what can be done to increase the number. The most important question is that of sleeping accommodation. Restaurants can be extemporized, if necessary, and when men have all day in which to get something to eat, they are sure to get it, if they have money in their pockets. They can take their turns at the tables. But they must all go to bed at night. That is something about which there can be no waiting for one's turn. Probably hundreds of private families would be prepared to furnish sleeping rooms. Doubtless most of the hotel-keepers will have a list of such places to which guests can be sent when the hotels are crowded. Those who are willing to open their houses in this way would do well to act upon this notice and decide upon their plans. Whether or not it is desirable to have a public office where persons can register their addresses when they are prepared to take guests, and from which guests could be sent out, is a matter upon which we do not feel very clear. As a rule, we prefer to have such things left to private enterprise. Our only reason for bringing the subject up is that it may not be overlooked.

THE MORTGAGE TAX.

The Columbian realizes the hole into which it has got itself over what it and some others call the Mortgage Tax. As long as they were permitted to prate about the abolition of this alleged tax without being pinned down to the facts and the law, everything went swimmingly; but the moment they are confronted with the practical question involved, they fly off into what they imagine is sarcasm and begin to impute motives to those with whom they disagree. The Colonist told the Columbian that it was prepared to join it in advocating any plan whereby the man who loans money on mortgage can be compelled to pay the taxes on it; but was not prepared to advocate a change in the law which would enable the money-lender to escape taxation and place the taxes,

which he ought to bear, upon the shoulders of the owners of the real estate throughout the province generally. This was to bring the question down to a practical issue; but this is exactly what the Columbian does not want. There is collected in this province every year some \$16,000 personal property tax. How much of this is collected upon personal property secured by mortgage we do not know. Whatever the amount is, the Columbian wants it to be no longer collected. It would like to have the revenue law amended so as to read that money invested on mortgage shall not be subject to taxation. Money in the bank, or in its owner's pocket, or invested in stocks, bonds, shares or any other species of security, money invested in a farm or factory or store, money, in short, placed anywhere that can be suggested except on mortgage should remain taxed, but the moment a man loaned the money on mortgage it should be at once freed from taxation. This is the policy for which the Columbian contends. If this policy were made the law, the taxes which would no longer be paid upon money secured by mortgage would have to be levied upon the land direct. The Columbian must be prepared to advocate that. If it does not, will it kindly say from what source it proposes to get the revenue that will be lost by relieving money loaned on mortgage from taxation? Will it also kindly say if it means that only such money as is loaned on mortgages on land shall be exempt? If it does not, will it kindly devise a section to be added to the revenue law that will prevent men who have money to invest in anything from taking advantage of the proposed exemption?

We do not see how the Columbian can very well escape answering these questions. The so-called Liberal platform demands the abolition of the Mortgage Tax. Surely it will not be said that this demand has been made without care having been first taken to provide against the above contingencies. If the framers of that platform, or the newspapers which uphold it, really know what they propose to do, ought they not to take the public into their confidence a little? We might go even further than the platform and demand that all taxes be repealed. This would be a very popular thing. But if we did so, we would expect to be able to show how the country could get along without any taxes. So we say that when a political party and its organs declare for the abolition of a tax, they ought to be prepared to show how it can be abolished, so that its abolition will not be abused, and how the country is going to get the money which it will lose by taking off the tax. We do not expect an answer; for it is very much easier to abuse the Colonist than to meet its arguments.

THE BALANCE OF TRADE.

In a speech recently delivered in Manchester, Lord Rosebery pointed out that whereas in 1846 the imports of the United Kingdom were valued at £70,000,000 and the exports at £44,000,000, in 1896 the former reached £441,000,000 and the latter £296,000,000. The noble lord very aptly said that "comment on these figures would rob them of their importance and weight."

It may not be amiss, however, to point out how completely these figures upset what is called the "balance of trade" theory. A very great many people believe that when the exports of a country exceed its imports it is necessarily in the hey-day of prosperity; but Great Britain has grown steadily richer with a constant so-called adverse trade balance. What is the explanation of this? Probably none can be offered that will meet every aspect of the case; but a few illustrations can be given that will cast some light upon it. Take a very simple one to begin with.

A farmer's wife raises a dozen turkeys, which cost her, let us say, 50 cents each by the time they are fit for market. She takes them into town, sells them for \$1.00 each and buys \$12 worth of dry goods. This transaction will stand thus: Exports of the farm, Turkeys, \$6.00; Imports of the farm, Dry goods, \$12.00; balance of trade, \$6.00. But no one would call it an adverse balance. Suppose instead of buying goods with all the proceeds of her turkeys, she pays a store bill of \$8.00 and brings home goods for the balance, the transaction will stand, Exports, \$6.00; Imports, \$4.00; but as she has paid her bill of \$8.00, she has made just as much money as in the former case. Suppose that instead of taking either goods or money for her turkeys, she leaves the price to her credit, the case will stand: Exports, \$6.00; Imports, nil; but she has made just as much as before. Suppose, again, that she finds the market overstocked and her turkeys only bring what they cost her, the case would stand: Exports, \$6.00; Imports, \$6.00; and her only profit will consist in the fact that she has exchanged what she did not want for something that she did want. The interchange of goods between nations conforms to just such principles as the above transaction in turkeys. You cannot tell what the balance of profit or loss is simply from the value of the goods passing in and out of a country.

Of course in considering international business transactions very many other things must be taken into account besides the cost of the goods, such as freight, insurance, commissions, interest, undervaluation, etc. Take the question of freight: Beef can be bought here at say

seven cents a pound; it would be worth probably \$1.00 a pound at Dawson City; but we were told the other day that a man had cached his beef on Lake Bennett because it would cost \$5.00 a pound to take it down the river on the ice. Take the questions of commission and undervaluation. In 1884 the United States commissioner for agriculture said that 20 per cent. would have to be added to the scheduled value of the imports of that country to cover these two items. Again, it is important to know who does the freighting. If the exports and imports of a country are carried in its own bottoms, the result on the question of profit or loss is very different to what it is if carried in foreign bottoms. Moreover, a transaction may pass through many phases before it can be finally balanced. Thus a Victoria merchant may sell salmon in London, draw against it to pay for sugar in Honolulu, sell the sugar in New York and draw against it to pay for hams and bacon in Chicago to be taken to Klondyke to be sold there. Of course no money would keep track of a shipment of salmon in this way. His part of the business, so far as the money went, would simply consist in getting credit at his bank for what he received and drawing against it; but this might be the way in which his business was, in point of fact, carried on.

The importance of these considerations at present consists in the fact that we are approaching a time when commercial questions will be forced to the front from the British Empire. Lord Rosebery's speech, referred to above, clearly indicates this. It is desirable, therefore, that the public mind should be rid of the fallacy, which has turned more than one presidential election in the United States, that when exports exceed imports the country is necessarily prosperous; but when imports exceed exports, the country is in a bad way.

THE STICKEN ROUTE.

The Post-Intelligencer is crawling into a hole on the question of the Sticken route. It first took the position that Canadian goods could not go up the Sticken at all without the permission of the United States. Then it denied that the river was navigable. Now it says that no steamer has ever gone from a Canadian port up the Sticken. This is a very creditable statement for a newspaper of the pretensions of the Post-Intelligencer to make. That we may not appear to be misrepresenting the Seattle paper we quote its language:

To assert the right of free navigation of the Sticken and to avoid customs inspection, it will be necessary for vessels passing that it can be ascertained from the first place, no vessel equipped to make the run from Victoria to Fort Wrangel can go up the Sticken. And, in the second place, no boat which can navigate the river could live in the waters that must be traversed between Fort Wrangel and any British Columbia point.

As to the proposition that no vessel can go from Victoria and up the Sticken without touching American soil, it is untrue, and has been proved untrue by more than one steamer in times past. For several years Captain Moore used to make such trips regularly in the Western Slope. There is not the least reason why a large steamer like the R. P. Rithet, which can go to Wrangel with perfect safety, cannot ascend the Sticken past the boundary line. Upon the second proposition, that no boat that can go up the Sticken can live in the waters between Wrangel and any British Columbia port, the only answer necessary is that the Hudson's Bay Company's steamer Caledonia made two trips between Port Simpson, B.C., and the upper Sticken this year, and could have made trips all the summer and all the fall, if business had offered in time to permit of the necessary arrangements being made. She made several trips between the same delay last year, and has always made them whenever the business of the company required her to do so.

In view of these facts, what is the use of the Post-Intelligencer continuing its falsehoods. It may asseverate till doomsday that the trip cannot be made, but it cannot alter the fact that it has been made whenever any freight offered for the trip.

So much for what has been done and can be done. Now for what may be done. A very considerable amount of the traffic up the Sticken will stop at Wrangel and go thence up the river, be shipped bonded through the lower part of the case will stand: Exports, \$6.00; Imports, nil; but she has made just as much as before. Suppose, again, that she finds the market overstocked and her turkeys only bring what they cost her, the case would stand: Exports, \$6.00; Imports, \$6.00; and her only profit will consist in the fact that she has exchanged what she did not want for something that she did want. The interchange of goods between nations conforms to just such principles as the above transaction in turkeys. You cannot tell what the balance of profit or loss is simply from the value of the goods passing in and out of a country.

Of course in considering international business transactions very many other things must be taken into account besides the cost of the goods, such as freight, insurance, commissions, interest, undervaluation, etc. Take the question of freight: Beef can be bought here at say

The hostility which the Post-Intelligencer is evincing to the Sticken route

is explainable only on the assumption that it is inspired by silly jealousy, or by an absurd idea that people buying goods in Seattle will have some advantage at Dyea or Skagway over those who buy goods in Victoria. The truth of the matter is that goods taken into the Canadian Yukon, across territory in possession of the United States, will not be subject to any unreasonable delay. The customs house officers of the United States will expedite their progress, and all the delay will be the little that is necessary to arrange about bonding. Goods from the United States will, it is true, pass across the strip in possession of the United States without being bonded, but when they reach the Canadian frontier they will have to be held until they have passed the customs there, and from 25 to 30 per cent. duty has been paid upon them. No one in Victoria has ever claimed that goods purchased in the United States should be taken up the Sticken river. Of course they can be, only before they can go by that route duty must be paid upon them. The great advantage in having Canadian goods, apart from the first cost and the duties, is that when a steamer with a load of Canadian goods starts up the river, she will not be delayed on reaching the boundary; but if her load consists in whole or in part of goods purchased in the United States, it will be necessary to stop and pass the customs. As every delay is a matter of importance during the short season of travel, people going up the Sticken will naturally buy Canadian goods, even if there was no question of duties. So also at the head of Lynn Canal, goods, no matter where purchased, will be delayed in transit. If they are Canadian goods they will be delayed long enough to bond them; if they are United States goods destined for points in the Canadian Yukon they must be delayed long enough to be examined, and then their owner must put his hand in his pocket and pay from 25 to 30 per cent. duties. Thus it appears that by any route that can be chosen the advantage will be on the side of the man who has bought his goods in Canada.

There is another class of people who seem to have been overlooked altogether in the discussion. This is the class who will go to Alaska by way of the Upper Yukon. Thousands and perhaps tens of thousands will go into Alaska next year. Many of them will certainly go by way of the Passes or the Sticken. They will of course buy their outfits for the most part in the United States, Alaska being United States territory, and will have to bond them for the 600 miles journey through Canada. Does the Post-Intelligencer, which is clamoring for obstacles in the way of Canadian goods in transit across Alaska, not realize how very readily the Canadian customs authorities can put obstacles in the way of these people? If it did, it would probably see that the United States has more to ask from Canada than Canadians have to ask from the United States. We have rarely seen such an exhibition of ignorance and arrogant stupidity as the Post-Intelligencer has given in discussing this subject. Fortunately for the people of the United States, the authorities at Washington know that they have more to ask than they will be asked to grant, and therefore there will be no needless difficulty placed in the way of Canadian traffic. In return for this Canada will be willing to facilitate in every way the transit in bond of goods from the United States destined for Alaska. We are confident that next year there will be no difficulty raised by the officers of either government, but trade will drop naturally into its proper channel, which is all that Victoria desires.

We do not care as a general thing to comment upon the manner in which the judges perform their duties; but it is right that the court should know how judicial acts are regarded by the public. There is no use to attempt to disguise the fact that the lenient sentence imposed upon Cummings for attempting the life of Bailey has produced a very unfavorable impression. There is a general opinion that Cummings had a great deal of provocation for what he did, and that, in the state of mind in which he must have been when he found his wife gone, he was hardly responsible for his conduct. But too much allowance seems to have been made for this in the sentence. He did attempt Bailey's life; he did deliberately plan for that purpose. It seems a cause for regret, therefore, that he was not made to feel that even an injured man cannot take the law into his hands with impunity; and the sentence is so light that he cannot be said to have been.

The New York papers are discussing what subjects are and what may not be considered by a permanent tribunal of arbitration. It is quite immaterial where the line is drawn. The great point is to have such a tribunal. If one is established, the great majority of questions will be disposed of long before they reach any of the excluded stages. The Alaskan boundary is mentioned as one of those questions that cannot be settled by arbitration, because it cannot be properly referred to a tribunal, as it touches the integrity of the nation's territory. A preliminary question to be disposed of is as to the meaning of the treaty. This must be settled by diplomatic correspondence and may have

to be left to arbitration, because the meaning of the treaty is obscure. Those people who say such a question cannot be arbitrated forget the facts of history. The boundary question as it affected northern Maine, and the same question as it affected the islands between Vancouver Island and the Mainland were referred to arbitration.

The Vancouver World is quite correct in assuming that the map on the back of the report of the British Columbia Board of Trade was not authorized by the Department of Lands and Works. We are informed that the Board made use of a map issued by the Department as a basis to be photographed down to the required size. Instructions were given by the Department that everything should be taken of the map that made it appear to be official, as the Board intended to put some information on it not on the original. Those instructions were only carried out in part, for while the name of Tom Kains, surveyor-general, was taken off, the words "Department of Lands and Works" were not. As to the World's complaint that Vancouver is not shown to be upon the line of the Canadian Pacific, our contemporary should look at the map again, and it will see that the Canadian Pacific is represented as terminating at Vancouver.

The Post-Intelligencer denies that Canadians can go up the Sticken river without stopping at Wrangel. This is simply an untruth. A Canadian vessel can leave Port Simpson and sail up the Sticken without reporting at Wrangel. It may suit the purpose of the Post-Intelligencer to continue its falsehoods about the Yukon route and its abuse of the Colonist, but this will not alter the facts of geography or the treaty arrangements between the British and United States governments. The Yukon is also an all-Canadian route, but owing to the fact that there is no Canadian port where river steamers can load for the Upper Yukon, it will be necessary to transfer cargoes at St. Michael's. The Seattle paper simply is as ignorant as a horse about the whole subject and arrogant in its ignorance.

There will be weeping and wailing and gnashing of teeth in Seattle over the order of the Secretary of the United States Treasury permitting horses from Canada to be used in transportation across the narrow Alaskan strip without duty being paid on them. The same rule is followed by Canada, where horses are used in New Brunswick by State of Maine lumbermen, United States citizens being entitled to the free navigation of the St. John river. Those ignorant newspaper scribbles of the Post-Intelligencer have a great deal to learn.

The Spokesman Review says that persons who purchase their supplies in Spokane and go through to Klondyke overland from that city will not have to pay a dollar to transportation companies. That is true, and they will also probably get to Klondyke about the end of the first decade in the next century. But if a man is bound to go overland, he should be permitted to purchase his goods in Spokane, carry them several hundred miles and pay duties on them, when he can start from Kamloops, having bought his goods there?

Whalers who have been near Spitzbergen recently report strange cries as having been heard from that island, and a search expedition has gone to seek for some explanation. Some people think that the cries may come from Andre's party; others suggest that some of last year's tourists may have been left behind.

THE CANADIAN PRESS.

THE PREMIER'S PLEDGE.
When Hon. J. H. Turner was here several weeks ago he promised that Roseland should have ample school accommodation at an early date. He has kept his word. The legislature appropriated only \$4,000 for educational purposes in Roseland, but as will be seen in another column of this issue, the sum has been increased to \$11,700. The block containing 20 lots, has been purchased at a cost of \$1,500, eight lots in block 24 have been secured at a cost of \$2,200, and \$5,000 is at the disposal of the school trustees for buildings and furnishings. Roseland will shortly have educational facilities equal to those of any city in the province.

There is every reason to believe that the other pledges of Mr. Turner regarding Roseland and Trail Creek will be faithfully carried out.—Roseland Miner.
ABSURD SUGGESTION.
The suggestion made by an interior contemporary to the effect that the Lieutenant-Governor should dismiss the Turner Government, is but the braying of a journalistic ass. Not only would the act be unconstitutional, but as the administration possesses the confidence of a large majority of the legislature it would be a violent attack upon the principle of responsible government. The new governor is fully aware of this, and having in view the treatment accorded the Hon. Letellier de St. Just when he was dismissed by the Province of Quebec, by Sir John A. Macdonald, it is not likely Canada will ever again be disgraced by such a high-handed proceeding as that was. The very suggestion of such a course stamps the author as a stranger to the best traditions of Liberalism.—Vancouver World.

Itching, Burning Skin Diseases Cured for Thirty-Five Cents.

Dr. Agnew's Ointment relieves in one day, and cures Tetter, Salt Rheum, Scald Head, Eczema, Bickers' Itch, Ulcers, Boils, and all eruptions of the skin. It is soothing and quieting, and acts like magic in the cure of all baby humors; 35 cents.

For Sale by Dean & Hiscok and Hall & Co.

SEE THAT THE FAC-SIMILE SIGNATURE OF

CHARLES H. FITCHER IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA

900 DROPS

CASTORIA

Vegetable Preparation for Assisting the Food and Regulating the Stomachs and Bowels of INFANTS & CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Design of Dr. J. C. Fitcher

Fac-Simile Signature of Charles H. Fitcher

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

Fac-Simile Signature of Charles H. Fitcher

NEW YORK.

At all months old 35 Doses - 35 CENTS

EXACT COPY OF WRAPPER.

Castoria is put up in one-ounce bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of Charles H. Fitcher is on every wrapper.

A Peaceful Mind!

A HEALTHY BODY!

Good Digestion! Refreshing Sleep! Full of Ambition!

The man who gets the most pleasure out of life is the healthy man, the man whose nerves are strong and free from the drains of past excesses or business worry. Where these drains exist a cure is yet possible, and good health can be restored by filling the body with a mild current of Electricity from

DR. SANDEN'S ELECTRIC BELT.

It restores nerve force and checks all waste of strength in 30 days. Its electric current gives life to weak nerves. Read the book, "Three Classes of Men," sent sealed, without marks, free on application.

DR. A. T. SANDEN,
156 St. James Street, MONTREAL, Quebec.

A Thanksgiving Dinner.

Come and see us. We have the proper material for making a Dinner.

Just in: Jap Oranges.

Muscadel Raisins, - - 3 lbs. for 25c.
Seeded Raisins, 1-lb. carton, 2 for 25c.
London Layer Raisins, 1-8 box, - 40c.
Fine Table Apples, box, - - \$1.00.
Boiled Cider for Minicmeat.

MORGAN OYSTERS.

Dixie H. Ross & Co.

THE PRESENT ISSUE OF THE SEMI-WEEKLY COLONIST

SEVEN COLUMNS. • EIGHT PAGES. •

Contains all the News

INCLUDING FULL REPORTS OF ALL THE LATEST INFORMATION FROM THE YUKON GOLD FIELDS.

If you want to keep your friends informed, you cannot do better than send them THE SEMI-WEEKLY COLONIST.

PRICE 5 CENTS PER COPY. PER ANNUM \$1.50.

THE PRIVY

United States Proposed Close Settlement to Land

Upon That Under May Agree for On

WASHINGTON, Nov. 25.—The most important feature of the negotiations now in progress is that in the event of a Canadian consent to pelagic sealing for a period of five years at the same time as the suspension of all killing of the American porpoise.

As the islands of the United States territory have arisen as to the States to do as it were on the islands and shore, the three miles of pelagic sealing, according to the recent Canadian proposal, suspension was to be equitable to ask the in the outer waters of the United States in the inner water. The contention of the United States was primarily for the pelagic sealing, but under the case it was felt that of pelagic sealing, would be reasonable suspension within a year. It was in the final propositions of the American proposition byoff islands in the suspension, so that the suspension of the lands as well as the proposition follows the of the Paris court of suggested a temporary sealing on land and sealing on land and in the event of agreement.

United States and Canada, the right of Commercial Companies necessarily would terminate the right of the government and the lease for this purpose to the wishes of the aside from this it is company would not be alic rights, but would sessions granted by C advantage in the present to warrant a suspension islands during the year.

TO SETTLE THE Congress to Be Asked to Be Applied At Lake

NEW YORK, Nov. 25.—Legislation to be before will assemble in Washington to-day, the W. pendent of the Tribunal ever may be the fate of negotiations and the affecting the relations of States and Canada. submitted by and of Dominion, it has that the settlement boundary question, part an open one for treaty, cannot much long lay. That question, to the charting of the which traverses the lake and unsatisfactory leads to frequent collisions of authority consequences resulting boundary line between States and Great Britain shore of Lake Superior the Woods has never marked by international. In the last congress having both objects it ably reported from the foreign affairs of the taken. This is a subject not only to the inhabitants and Minnesota habitants along the but to all the people States as well, and the just and equitable settlement with every year. It is understood that an appropriation for boundary commission deal with this question the opening of the order that there may ing in case the negoti ing for such a report shall be brought to a sion."

ARBITRATION No Recent Action Between the United States and the United States

WASHINGTON, Nov. 25.—from an authoritative cent negotiations have Secretary Sherman Panmofote, the British concerning a new arbit between the United States and Great Britain. No exchange carried between Mr. St Salisbury on this subject has not spoken of the returned to Washington from London.

These explicit statements out by detailed published, one of them t Washington to London the effect that negotia treaty had progressed. When the ambassador present attack of the continued into his room will discuss the treaty Sherman. This might opening of official negot the two governments present outlook is again ever toward a new treat

Leather coats, cany inaw suits. B. Williams