The Colonist.

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THE FATE OF THE VALENCIA.

Unfortunately, the worst fears entertained for the safety of the passengers on the Valencia when the Colonist appeared yesterday morning have been realized. Only 15 were saved out of 154 souls on board. Those who were not lost in the first instance in endeavoring to get ashore in boats, either succumbed to exposure or were swept into the cruel waters waiting to receive them. None of us can realize the agonies of the moments that lay on that awful night between the victims and eternity. The night was dark, the sea tempest-tossed and the wind blowing a gale. No word-painter could paint the horrors of the situation. To men in such pitiless suspense death comes as a merciful relief, and we have no doubt that the approach of the grim messenger in such circumstances is alleviated either by partial unconsciousness or the resignation of despair. It is said that once the mind is made up to accept death as inevitable, all fears depart. Nature, with its compensations ever at hand, smooths the way for the most direful of fates. The agony of mind of the victims can scarcely be less than that of friends, and near relatives, to whom the sympathy of all goes out at the present moment.

Another wreck is added to the list of wrecks that have strewn the coast, and one more appeal goes up to the authorities at Ottawa to hasten their hand. Rev. Leslie Clay in another column voices the feeling of the community for immediate action in providing the facilities for averting disaster and for saving life in cases of emergency.

It is not a time to proceed according to the order of "red tape." We should make our voice felt while the effect of the latest disaster is still strong on the public mind. There was much talk at the time of the wreck of the Clallam about fitting up a life-preserving station, and considerable money was subscribed for the purpose; but sentiment became indifferent as time went on, and nothing resulted. As Mr. Clay points out, it is, however, a public and not a private duty. Without endeavoring in any way to give a partizan phase to the matter, we may remark that our interests from a material point of view, to say nothing of the other considerations involved, are sufficient to demand immediate and adequate attention. If lives counted for nothing, the shipping on the Northwest Pacific is too important to be longer neglected.

Since writing the foregoing with reference to the loss of the Valencia, which was based on information received prior to the arrival of the Queen, it has been ascertained that twenty or thirty persons were seen in the rigging through a glass, and their signals of distress observed; but, unfortunately, no assistance was possible to be rendered. The wreck broke up, and every soul on board at the time is believed to have been lost. A more pitiful and tragic tale could not be told—the agonied suspense of men and women doomed to be engulfed in the waiting waters below. Let us hope that the prayers going heavenward from these poor frenzied souls will find an echo in the hearts of the authorities at Ottawa and bear fruit by saving lives in the future from a similar awful fate.

OUR CLIMATE.

A correspondent, writing about the beautiful weather experienced on the 23rd instant, goes quite into ecstacies over the asset we possess in climate, the value of which we do not quite appreciate, inasmuch as we are apt to forget the rigors of winter in the east of Canada, or have not experienced them at all. Someone suggested not long ago that arrangements should be made to have the temperature on the coast telegraphed each day to the eastern papers, with observations on the state of the weather. It would not be a half bad idea, and would appeal to the man who sat down to read his paper after coming indoors out of an atmosphere registering anything from 10 to 40 above zero. The correspondent referred to writes:

"It is to be hoped that many of the visitors from Manitoba were out at Beacon Hill park or one of the suburbs yesterday morning, where the birds were singing their first songs of spring. At the park the robins and meadow larks began to make the air melodious some time before sunrise, and their answering love-calls were continued for some hours. These birds did not go south on their annual migration, preferring, as usual, to remain here. One would be quite safe in asserting that in no other part of Canada were the birds singing their spring songs on the 23rd of January, an indisputable evidence of the salubrity of our western isle."

THE SMALL OWNER.

An encouraging feature of the development of Victoria is the constantly increasing number of small property holders. Small business men, clerks and employees of all kinds find it a great advantage to live in their own homes. These can often be purchased on the monthly instalment plan by paying down a few hundred dollars, or even less. The mortgage money can be borrowed at about 6 per cent., and the owner then feels that he has a stake, even if it is a small one, in the city and does what he can to forward its interests. People who buy property in a city seldom leave it unless they receive a considerable inducement. Thus stability is insured. The buyer, although he may not profit very largely by the speculation outside of the natural incentive to save his money, feels that whatever improvements he may make will be for his own benefit and not for that of his landlord. The sense of possession is worth a good deal to the ordinary Anglo-Saxon, no matter how the Socialists may argue to the contrary. Observe the difference in the appearance of a dozen houses taken at random occupied by tenants and another dozen occupied by the proprietors. It speaks well for a city when the number of small holders is on the increase, for it shows that the people are industrious, frugal and prosperous.

THE LIBERAL DILEMMA.

Already, the business men of Great Britain are becoming alarmed at the success of the radical labor, socialist and Irish parties in the general elections, which verifies the adage that it is never safe to swap horses while crossing a stream. There will probably be about 60 straight labor members in the new parliament, and about 80 members of the Nationalist party, while about one-fourth of the Liberals are pledged to the support of one or both. It will be seen, therefore, that a combination of these three elements—Labor, Irish Nationalists and Radicals—is sufficient to terrorize the government and demand practically what it pleases. The demands will include the payment of members, abolition of the House of Lords, Irish Home Rule, and the nationalization of land, telephones, railways, factories, mines, shipping, and all other instruments of production. The members of the government and the Liberal party include a vast number, who are in principle and interests opposed to such a programme. The government and leading members of the party are made up of men who are railway directors, chairmen of telephone companies, rich manufacturers and other large capitalists, who are just now beginning to realize what their victory means to them.

While the Liberals—the old time Liberals—have been gloating over the prospect of defeating the Unionists and giving a quietus to protectionist theories, and the Unionists have been disputing about their own issues among themselves and with the Liberals, another party, that cared neither for free trade or Chamberlainism per se, captured the fort. This was realized too late to stem the tide that set in. The greatest trouble ahead is in store for the Liberal party.

EDUCATION AND LIVING.

The public is beginning to realize more and more that all is not gold that glitters in the educational line. Since popular education became a fad a very extreme value has been placed on the accomplishments of an educated man. As a consequence, much that is spurious and unsound and superficial has been huxtered in public places in the guise of the real thing. We all admire the scholar, whether his acquirements lie in the direction of the classics, the sciences, mechanics, the law, or what not. We respect the man who speaks authoritatively upon some subject as the result of thorough investigation and hard study and special adaptability. The great artist, the great writer, the great orator, the great surgeon, mathematician, musician, engineer, will always command the admiration of the world. There is warrantable glamor about the man who does things better and knows more than other people. Human nature is particularly envious of what it does not itself possess. It is through the appraisement of special gifts and accomplishments and educational acquirements that we have for over a century deified and glorified that system we call national education. There has been supposed to be some special value attached to training the mind in an all-round sort of way, whether the student intended to embark in the dry goods business, practice law, or build houses. The mental and intellectual development incidental to mathematics, particularly geometry, grammatical analysis, the grinding up of Greek and Latin, the study of history and so on without end, was calculated to fit the person undergoing the process to take on the special duties of every day and to solve the problems of after life. And so schools multiplied, universities and colleges were planted, and systems of education promulgated until it has become a national fetish, like free trade in Great Britain.

Experience has shown, however, that judging education by the standards which its advocates have set up, it has not been educated men in the ordinary sense of the term, who have done the greatest things in the world, or have made the greatest success of life. On the other hand, it has become plainly manifest that some of our greatest failures in life are men the most highly qualified from the scholastic point of view. The great majority of persons have wrong impressions as to the value which attaches to school training. They imagine that it has some special merit over and above training received in an office or a factory or in the field. Whereas, the men who get sooner into the business of life they intend to follow are the best equipped for achieving success. The present school system wants to build an all-round, uniform foundation for a man, so that he can begin any kind of superstructure on it. In other words, the best years of a man's life are spent in getting a start, not unlike a man who runs a mile in order to get momentum for a jump. The direct and practical result of our system carried to its logical conclusion is that it unfits boys and girls for anything serious or useful. A man came to Victoria a few months ago looking for employment. He had been a graduate and gold medallist of Trinity College, Dublin, and had taken post graduate honors, and in a social way enjoyed the advantages which should have opened up a bright career for him. Coming to a new country he had gone through Canada to Japan, where he succeeded in obtaining a post in Tokio university as substitute for a professor for one year. His term having expired and failing to get employment, he came back to Canada, heading for the Northwest the Mecca of all adventurers, learned and otherwise. He was broken in funds and spirit. When asked what he intended doing, he replied "I suppose I must go on and teach. I have no other qualifications that will find a market in this country. All I can do is to teach others to be as useless as I am myself."

The most common experience in this country is to find men seeking employment with diplomas, university degrees, certificates or graduation, and various educational qualifications of a high order, who spurn offers of work because they do not comport with the education they have received. In other words they have been educated as "gentlemen," and can only get employment as laborers, artisans or clerks; and we can hardly blame them for refusing to accept what their parents, and the educational standards under which they imbibed their sentiments, led them to believe was beneath them. A great many useful farmers and mechanics and business men have been lost to the world by becoming members of learned professions, because they had no aptitude for their chosen avocations. Contrariwise, many a Cincinnatus has been left at the plough. Adapting the lines of Gray's "Elegy," many a gem of purest ray serene has been left to shed its purest ray unseen in the oblivion of the multitude. The touchstone of greatness is as much opportunity as genius. Each is necessary to the other.

Our system does not take note of the aptitudes of children. It is designed to repress precocity in any certain direction, and to spur up lagging faculties. It usually succeeds better in the former than in the latter. It does not look forward to the time when the pupil must in the ordinary course of events have to choose some line of life or occupation, and prepare the way for opportunity in some special direction. This is a wide subject which cannot be disposed of in a single article, and we propose to discuss it in succeeding issues.

PLAYING FOR THE LEADERSHIP.

Mr. Smith Curtis at the meeting at Ymir referred to in a previous issue is reported:

"I ask you what has the government done for any industry beyond what was being done by its predecessors? For fisheries? Nothing. For the forests? Nothing. For the farmer? Nothing. For mining? Nothing. For settling our lands? Nothing. What reform legislation? None, absolutely none proposed by the government. Conservatism gives two orders: 'Mark time,' then 'As you were.'"

Mr. Curtis is evidently one of those who believe that it is possible for the people of the province to lift themselves by their boot straps several degrees into the air. He does not believe in bonusing railways. Then what in the world can the government do that it has not done? He says that "our greatest need is to provide for men temporarily out of a job," which he declares the government can do and make money. That seems to be the height and depth of his policy, if we except his proposition for old age pensions. It is very difficult to know what Mr. Curtis really proposes to do, unless to adopt the New Zealand system in toto. Regarding that we have heard a great deal about it afar off, but we have never yet seen a person who came from that country, who was enamored with the political conditions there. On the other hand, we know of some who, in sympathy with the system and beguiled by the fair reports of New Zealand being a workingmen's paradise, went there and came back to this province very much disappointed with their experience. We shall have to have something more enticing than the New Zealand system presented to us before the province will fall in line with Mr. Curtis, who is evidently setting himself up as an independent Liberal in opposition to Mr. Macdonald. He says the Liberals and Labor men are walking hand in hand to a common goal having Mr. Curtis's policy in view. Will Mr. Macdonald endorse this statement as reflecting the views of his party and that of his own followers in the local legislature? Will Messrs. Paterson, Hall, Wells, and Henderson, for instance, subscribe to an all-round eight-hour law, old age pensions, the New Zealand land system and free school books?

If they do not, then is not Mr. Smith Curtis deceiving the miners of Ymir and other labor men, when he says that "while Conservatism stands for classes and vested privileges, Liberalism stands for the masses and equal rights to all. It (the Liberal party) and labor, if such be true, can walk, not as one but hand in hand towards the dawn of the better day." We venture to say that he cannot get a single leader of the Liberal party in Canada today who will accept that as representing their attitude, and on the other hand we do not believe there is a labor leader in Canada who would believe it if it were stated.

BRIDGING SEYMOUR NARROWS.

The publication of the letter by "Homer Hilton" on Sunday throws quite a new light upon the discussion of the proposal to have the government survey Seymour Narrows for the purpose of ascertaining the cost of building a bridge to connect the Island with the Mainland by railway. So much so that the letter to which we referred as written for the Colonist on the question by Mr. C. H. Lugrin has been withdrawn and another substituted, a fact which relieves us from the necessity of commenting upon some of the statements made by that gentleman.

"Homer Hilton" is a professional engineer of long experience, who knows the local situation well, and we feel quite certain that his estimate of the cost is approximately correct. To our mind the estimate of cost he has given settles the question of a railway bridge, at least for some years to come. It is quite certain that no railway company would undertake to bridge the Narrows, and while we would be very pleased to see the Dominion government undertake it, the very large expenditure involved will, we fear, act as an effectual bar. We are, therefore, reduced to a consideration of the advisability of a ferry. We know that ferries for railway transportation are practicable, and are frequently employed, although it is also well known that railway companies discard ferries as soon as it is feasible to construct bridges or tunnels. As pointed out by "Homer Hilton," the question of time does not enter into the problem, as in the conditions which exist a railway would not cover the space between certain objective points quicker than a ferry. To make this point clear we reproduce from "Homer Hilton's" letter:

"Waddington Harbor is distant from Willow Point, the nearest landing on Vancouver Island, by way of Bute Inlet and the Valdez archipelago, 70 miles. The navigation between these points is possible every day in the year, and the distance could be covered, by a modern turbine, with ease and comfort to all aboard in three and a half hours. * * *

"The distance along the railway route between the points referred to above, that is, between Waddington Harbor and Willow Point by way of the west shore of Bute Inlet, Valdez Island and Seymour Narrows, is 73½ miles, and, considering the great caution essential to safety in operating a railway over a route where danger lurks in every mile, an average speed of 21 miles per hour may be considered the maximum, that is to say the distance by rail between the points indicated could be covered in three and a half hours. It will thus be seen that in as far as the important element of time is concerned the land and water routes are identical."

There are, indeed, certain advantages in the ferry route to the passenger, the monotony of whose long journey would be agreeably broken by a short sea voyage of unexampled beauty, and one without danger or discomfort. It may be taken for granted, therefore, that if we have railway connection with the Mainland, at the point in question, it will be by ferry—until such time as the volume of traffic has been increased to justify the building of a bridge. How soon that will be no one can tell. Assuming that a ferry would be justified, and be required, the question which next arises is: Should it be owned and operated by the government as a common carrier, or be operated as a private enterprise by the railway or railways requiring it? Andassuming that the bridge would be subsequently required as the result of development of traffic, should the government build, own and control the bridge as a common carrier, as the provincial government owns and controls the bridge at New Westminster?

The Grand Trunk Pacific and the Canadian Northern, wherever their ocean termini may be, will without any question require connection with the existing seaports of Victoria and Vancouver, and it is almost certain that one or more lines of railway will deflect from the main lines southward. One ferry and one line of railway, for that matter, would serve to bring them both into Victoria from the Mainland. There may and probably will be other lines of railway, converging at or near the point of leaving for the Island, some time in the future. Therefore, the question is one worthy of the most serious consideration of the Dominion government.

ISSUES IN BRITISH ELECTIONS.

Many causes are assigned for the defeat of the Conservative party in England. Although the fiscal question is one of much interest to Canadians it would be a mistake to suppose that either it or the policy of Home Rule have been the only ones before the electors of Great Britain. The School Question is still of paramount interest to very many of the English Dissenters who on this occasion are voting in a body on the Liberal side. The policy of passive resistance, although gradually wearing itself out has kept the mass of the people from forgetting what they consider to be an injustice done them and now they are taking their revenge in the practical and constitutional way. The Education Act was a step forward in bringing the schools all under national control and on that account will never be repealed but it is safe to say that the present Government will so amend it that England will for the first time in her history have an uniform system of National schools under Government control.

The presence of Lloyd George in the Cabinet makes it a certainty that, if the Government live long enough, the Welsh branch of the English Church will be disestablished and disendowed. That Church represents only a small minority of the Welsh people, and its disestablishment has been a live question for many years. Many of the Dissenting bodies pander to the Welshman's love for his language by teaching it in the Sunday Schools and having preachings in the vernacular. For that reason the real Welshman goes to chapel instead of to church and as he does not use the Church, he objects to supporting it. The tithes are a fixed charge upon the land and must be paid whether there is a crop or not. Besides the tithes there is a good deal of glebe lands, that is, lands owned by the Church, the rents of which are a part of the clergyman's income. In very few districts do the people make voluntary offerings for the purpose of paying a salary as the tithes or endowments are sufficiently large to keep the parson in affluence.

WRECK OF THE VALENCIA.

Sad memories of the Clallam have been revived by the awful disaster to the Valencia, near Cape Beale, the details of which appear in this morning's Colonist. We have also repeated, only on a scale of deeper tragedy, the fate of the Pass of Melfort and that of the King David. The loss of the Valencia and her freight of precious lives is perhaps only second to that of the Pacific, and it also recalls that of the fated Islander, both of which have left mournful memories in many homes in Victoria. It is impossible here to more than emphasize the seriousness of the catastrophe or to point any moral which it does not in itself suggest. The wrecking of three ships on this coast, within as many months, calls attention again to the necessity of an earnest investigation into the measures that may be taken to prevent or minimize similar disasters in the future. It must be ascertained to what extent the improvement of the coast lighting and the establishment of life-saving stations may be instrumental in this direction. It may be that the latest wreck could not have been prevented. It is not possible to provide against every contingency, even with the most perfect facilities; but there exists the possibility that it could have been averted; it is highly probable, too, that life and suffering would have been spared by the prompt efforts of a life-saving crew being near at hand. The first duty of the department of marine and fisheries is to make the necessary investigation speedy and thorough, and to provide for the requirements with as little delay as possible.

IMPROVING THE CITY.

Those property holders who intend making an effort to beautify their streets this year must be thinking about it now, because the season for tree-planting will soon be past. There has never been any determined effort on the part of the citizens to plant trees and keep their boulevards cut and trimmed. Probably this carelessness is accounted for by the fact that the natural beauties of the place are so great that they scarcely needed embellishing. Then in a great many cases the efforts to keep all the beauties behind high fences, as in England, have prevailed, the owners not realizing that even in England all that sort of thing is passing away before the public spiritedness of the younger generation. The vulgar crowd are becoming less vulgar and are learning to respect beautiful things so that it is not so necessary to protect them with fences as of yore. The new council might even consider the advisability of passing a by-law which would make it compulsory to keep the boulevards neat even where there is a high fence between it and the owner's garden.

There are several reasons why a person should help to beautify his street. In the first place he should do so because he is proud of his city and therefore should not be willing to allow all the neighboring cities to leave us behind. The majority of our citizens are ready to admire beautiful pictures, and beautiful landscapes, yet some of these are willing to allow their streets to have a most uncared-for appearance. Throughout the United States there has for a number of years been an agitation in favor of making the streets and backyards more artistic, and this agitation is beginning to bear fruit. Even in our own province in the little mining town of Cumberland, beautiful avenues of maples have been planted and around the large school playground is a fine row of trees planted by the pupils and teachers. Another reason for tree-planting is that it is a valuable municipal asset. We are spending large sums of money to induce tourists to come here and yet many of them must be grievously disappointed to see the manner in which the people who live here neglect their own interests. It would be a great inducement to our visitors to remain if they found the city progressive, beautiful, and without any trace of neglect. As a personal investment it is good policy to keep, not only the grounds but the boulevards and streets in good order. A well-kept property is always worth more than one which is neglected or even in a neglected neighborhood. This is very evident on Linden avenue, one of the prettiest little streets in town, where the last lot has just been built on. Imagine the residence of Mr. Thomas Hooper, opposite the C. P. R. dock, without its sloping lawn and boulevard. Put a high fence around it and its value would be decreased by hundreds of dollars and the city would be robbed of one of its beauty spots. Now that the elections are over for another year the municipal associations might well bend their energies to this sort of work and if only one street is benefited the time and effort will be well spent.

MUST THE ELK GO?

Every season sees the remnant of the old-time herds of wapiti nearer extinction than the previous one. Forty-five years ago, the old-timers tell us, there were large herds to be seen at Comox and in many other parts of the Island, but today they are so scarce that Professor Hornaday, when compiling his new natural history, spoke of them as being extinct here. Evidently he knew that at the present rate of diminution it would be only a very few years before his statement would be true, even if it were not already so. The question is: What is to be done about it? Are we to allow these magnificent animals to be killed off like the buffalo before them, animals that Nature has taken eons of time to perfect, just to satisfy the lust for slaughter? It is common knowledge that many of the people who call themselves sportsmen kill anything they see when once they get away from civilization. The sex is never taken into consideration. In the Comox district last year a number of does were known to have been shot, but it is impossible to obtain a conviction, even if those who know would prosecute. The present law seems to be quite inoperative in dealing with these inhabitants of the wilds.

Elk were long ago extinct on the Mainland of British Columbia. Although their antlers have been found at various places, so far as we know, they have never been hunted by white men since settlement began. Whether they were killed off by the Indians or by an exceedingly severe winter of which there is a tradition, is not definitely known. It is quite certain, however, that they will soon be extinct on the Island as well, unless steps are taken to protect them against indiscriminate slaughter. And this brings us back to a proposal that has been made more than once in the columns of the Colonist, and that is to establish a game preserve in the interior somewhere, where the existing animals would be permitted to breed and to remain immune from the attacks of either white men or Indians.

The stretch of coast where the Valencia was wrecked has been well named the "Graveyard of the Pacific." From the great dangers which exist there the greater the necessity of all possible precautions being taken for the saving of life.

"Twas a famous victory" for the Liberals and the Liberal allies, but free trade doctrines don't feed hungry stomachs, and the army of the unemployed will train its guns on the government of Campbell-Bannerman, as soon as that fact is realized. Chamberlain will not have long to wait.

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EMPRESS DELAYED.

R. M. S. Empress of Japan, Capt. Pybus, has been delayed as a result of the tardy arrival of the British mails for the Orient and will not sail from the ocean dock for the Orient until tomorrow morning or possibly tomorrow afternoon. She has a full freight, including heavy shipments of cotton, flour and miscellaneous freight. The saloon passengers booked are Mr. Wallace, G. Kobayashi, E. Hallward, Carl Schwarz, F. H. Dixon and wife, W. R. Bowden, Miss J. McBean, H. J. Helm, A. Busholz, F. A. Lehmann, Rev. D. A. Harding and wife, Y. Asaka, C. Bowser, Miss Munson, Mr. and Mrs. Baldwin, Miss R. Dobbins, W. H. Kitchen and wife. The steamer will have 250 Chinese passengers.

LETTERS TO THE EDITOR.

[The Editor does not hold himself responsible for views expressed by correspondents.]

THE WRECK OF THE VALENCIA.

Sir—Your editorial under the above heading, in this morning's Colonist, falls upon us with immeasurable emphasis. "The possibility that it (the disaster) could have been averted" is to the general public the most uncomfortable feature of the catastrophe. That haunting "possibility," of late years so frequently illustrated, means responsibility—a responsibility that will not be shaken off until life-saving stations, with the best possible equipment and crews, are erected at intervals along our wreck-strewn coast.

Public interest in such matters is easily aroused, but too often evaporates before any practical benefit is evolved. After the Clallam disaster of two years ago, meetings were held, methods of life-saving were discussed, and a subscription list was opened; but the hungry sea continues to demand its toll wit has little provision to succor its victims as formerly. The safeguarding of imperilled lives, it seems to me, is not a matter of popular philanthropy, but of government duty. That duty has at least been recognized by the Dominion government in agreement with the British Columbia Salvage Company to keep the Salvor always under steam at Esquimalt ready for emergencies. The chief value of that agreement is that it establishes the obligation of the government to do more, to do all that can be done, to provide for the saving of life and property on this coast. No issues of a partizan character ought to becloud or to lighten that obligation, or to hamper the government in discharging it.

On one point only would I be inclined to differ from your editorial; and even there the difference is perhaps more apparent than real. You say that "the first duty of the department of marine and fisheries is to make the necessary investigation, etc." I think the first duty of the department is to place at once a strong tug, if no better boat is immediately available, on the West Coast of Vancouver Island, to keep in close touch with one or other of the telegraph stations, and to be always ready to give aid in saving life. This would be but a temporary makeshift, aid of others? The common saying is, proceed speedily and thoroughly, so that the best possible life-saving equipment may be soon installed upon our coast.

W. LESLIE CLAY.

DIED

GADSBY—At the Provincial Royal Jubilee Hospital, on the 22nd instant, Thomas Gadsby, a native of England; aged 48 years.

FOSTER—At Porto Rico, on the 21st inst., Gertrude Louise, beloved wife of Hugh Foster, daughter of Mrs. M. E. Griffiths, of Port Townsend, Wash., and niece of Mrs. Wm. Denny, of this city

GODDARD—Suddenly, on the 19th instant, at Los Angeles, Cal., S. May Goddard, architect, formerly of this city. He was the fourth son of the late S. Aspinwall Goddard, Birmingham, England. A wife, four sons, two daughters and one sister survive him, the latter residing in England.

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POULTRY AND LIVESTOCK

FOR SALE—First class Jersey cow; good milker. Apply Pemberton & Son, 45 Fort street. ja24

WANTED—A horse for general delivery. State price to Box 466 Colonist. ja24

FOR SALE—Fresh cow, Jersey and Holstein; also 10 young pigs. Huber, P. O. Box 524. ja24

EGGS FOR HATCHING—White Leghorn eggs, from fine hens, mated with cockerels 93½, 93¾; $1 setting. Unfertiles replaced. Box 447 Post Office. ja23

FOR SALE—Jersey cow and heifer freshly calved. G. F. Watson, Gordon Head. ja23

FOR SALE—At Cloverdale Stock Farm, 2 pedigreed Durham bull calves, 1 cross Durham and Jersey, 1 grade Durham, yearling and 2-year heifers, and small pigs. Apply to J. W. Tolmie, Box 226 Victoria, B. C. ja23

FOR SALE—A horse, trap and harness. Apply Capt. Bunbury, Telephone No. J-804, or 44 Yates street. ja23

FOR SALE—Quiet, fresh calved family cow. 100 Moss street. ja16

FOR SALE—2 registered Jersey cows. Quick Bros., Royal Oaks. ja21

FOR SALE—MISCELLANEOUS

FOR SALE—Seed wheat; yield this year over 50 bushels per acre; $40 per ton. H. Ruckle, Beaver Point, B. C. ja3

FOR SALE—20-foot cabin gasoline launch; 6 h. p., sails and gear complete. W. Humphery, P. O., Victoria. ja25

WANTED—TO PURCHASE

WANTED—15 to 25 acres good land, cleared or uncleared, any settled locality. Particulars to Box 457 this office. ja21

LOST

LOST—Gordon setter pup, in vicinity of Burnside road. Apply Box 462, Colonist office. f26

(From Tuesday's D
Fired Royal Salute.—Y
the fifth anniversary of
to the throne of England
ward VII and in honor of
the customary royal salu
from the barracks at Work
were displayed on all impo
eral government buildings.

Nanaimo's Poultry
Victoria exhibitors are ta
interest in the annual pou
Nanaimo which opens
very large list of entries.
of Mr. Bennett, of Toront
secured as judge.

Steelheads at Cowichan
nually large run of steelh
Cowichan river this year,
from that paradise of fish
the fish are in prime condi
by some of the specim
down. Just now is nearly
for hunting these tackle de
they will be good sport for
months to come.

Re-elected Reeve.—At
Horace Davie has gone in
colors for his third succes
reeve. A large poll was
Davie getting a considera
tion of the votes. Doubtl
partly due to Mr. A. Herd
late in the day and not
vassed the district very
The vote stood 154 for Mr
61 for Mr. Herd—a majori
Mr. Davie.

Lumber in Demand.—A
of lumber dealers in the
was yesterday authority fo
ment that a great demand
lumber has sprung up in t
he having received instruct
hold of all the spruce lumb
for speedy shipment to po
Northwest.

Livestock Conference.—A
interest to all producers
is being called by F. M. Lo
livestock commissioner of
ion department of agricultu
This meeting is to be held
hall at New Westminster
January 26, at 2 o'clock p
object of the meeting is
the formation of a livesto
tion for the purpose of cond
tion sales, holding of wint
for the promotion of any
ures tending to improve th
conditions of British Colu
good attendance is desired,
terested in the production
stock should make an eff
present.

(From Wednesday's D
Prefontaine's Funeral.—Ye
all the federal and provinci
ment buildings the flags w
at half-mast in recognitio
funeral services at Montre
late Hon. Raymond Prefont
ister of marine and fisheries

The Seal Market.—Accord
vices received from London
the remaining sealskins on
after the sales of a few
when big prices were real
knocked down at prices 15
lower than were obtained a
cember sales. There w
nately, only comparatively
sold, but this had no effe
ducing the result desired.
pears now to be no account
downward tendency in quo
the sole yesterday only
prove once more the unce
garding any index of the m
ation viewed from this dis

Conditions in Atlin.—Dr.
P.P. for Atlin district, was
Sunday, the guest of his bro
Young, says the Nanaimo
The doctor reports everythin
lin district on the move.
received a great stimulus th
recent discoveries and devel
Windy Arm. Col. Conrad, th
of the Windy Arm mines, h
a large sum of money there
went to England to raise m
to carry on the work. Dr.
receipt of a cablegram fro
week saying that he has bee
cessful in his mission, and
gether he has now some th
dollars to proceed with.

Seton Lake Hatchery.—
cock, the fishery commission
province denies the report
ver that the lake of salmon
Seton lake hatchery will be
loss. Mr. Babcock said that
be a considerable loss of e
would not be phenomenally
explanation the fishery co
said that there were employ
essity during the season of
ova a large number of men,
absolutely untrained. He sa
in some instances it was fo
sary to discharge some of the
their inability to attend to t
With green men there yas
some trouble in getting the b
The loss has, therefore, be
than would otherwise have be

Fish for New York.—In
now Nanaimo herring will
the palates of the connoiss
aesthetic homes of New Yor
day the Nanaimo Fisherie
shipped a carload of its fam
hering to the metropolis. Th
150 barrels in all, or approxi
000 pounds, is being taken by
er Squid to Vancouver to be
train there. The shipment is
Scottish brand, put out by th
and which, although it has o
the market a short time, is
sought after, and commands
price. The firm originally
Viking and the Thistle bra
was found that the Viking
put up by a New York firm
that the Thistle brand was t
a brand prepared by a Scotti

Dawson Cold Snap.—A
spatch dated January 22nd,
bottom is falling out of the
mometers. The fiercest cold
in five years throughout the
ley has taken place durin
three days. Tantalus repor
zero and some other places 7
thermometers tested by seve
touched 65 below last night
ly there now. The White Pa
stages and creek stages are
The police have compelled te
hauling wood because the co
the horses. Four degrees
break all Dawson records.
50 below more than a week.