The Colonist.

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AN EDITORIAL CHANGE.

Many readers of the Colonist will regret to learn that Mr. R. E. Gosnell has resigned his position on the Colonist as editor and manager. By request of the Premier he will accompany him this morning to Ottawa on his mission in connection with "Better Terms" and will remain with him during the conference of provincial premiers. Upon his return Mr. Gosnell will complete his "Life of Sir James Douglas" for the Makers of Canada series and will then devote himself to his land enterprises on Vancouver Island. Mr. Gosnell has the best wishes of the Colonist for his success.

VICE-REGAL VISITS.

The visit of Earl Grey to British Columbia appears likely to have much interest from an historical aspect. Most of the Governors General since confederation have come out to the Pacific coast. Two of these visits form prominent features in our short history. Earl Dufferin came as a conciliator and his name will always be associated with the early days of our connection with the Dominion. The visit of the Marquis of Lorne derived special significance from the fact that he was accompanied by his wife, the Princess Louise, whose somewhat prolonged stay here is a very pleasant memory to those who were resident in Victoria at the time. Earl Grey came at an epochal period. The time has come when the Pacific seaboard of the Dominion is to assume that importance which its geographical position and the progress of events confer upon it. Among the many interesting things which His Excellency has said since coming to the province nothing has appealed more to the public than those of his observations, which bore directly upon the future expansion of Oriental trade. Perhaps what he said was not wholly new; but this in no way detracts from its value, which is, indeed, because his expressions voice the matured views of an able man of affairs who appreciates to the full the responsibility attaching to his public utterances. If Earl Grey had been content to have dealt in the ordinary platitudes of officialdom, complimented us upon our beautiful country and our loyalty to the Crown, he could not have been charged with any dereliction of duty. But he is too large a man for platitudes; he feels too deeply the obligations of his position to content himself with compliments. His trained intelligence grasped the tremendous potentialities of trans-Pacific commerce, and he impressed them upon the consideration of the people of Canada with a forcefulness and clearness that carry conviction with them. The people of British Columbia are under great obligations to Earl Grey for the masterly manner in which he has brought this question to the front. He has sounded a key note that we hope will call forth a response from the press of British Columbia and from the representatives of this province in the parliament of Canada. There has been altogether too little said upon the floors of the House of Commons concerning the importance to Canada of her Pacific frontier. The provincial press has not done its full duty in this respect, and it is to be hoped that, now that Earl Grey has lent our cause, in this regard, the assistance of his distinguished championship, our representatives and all others who may reasonably be expected to voice public opinion or to influence it, will feel the full weight of the responsibility resting upon them to spare no effort that can contribute to a realization of the great possibilities, which await our province, when once we have taken advantage of those things "which God and nature have put into our hands."

From a purely personal point of view the impression, which His Excellency and his family have made upon the people of British Columbia, has been everything that could be desired. It was already well known here that they combined in a special manner, those personal qualities which adorn the vice-regal office, and it is only just to say that what we had heard in this respect has been more than borne out by personal experience. We express the universal opinion when we hope they will be able to visit us often in the future.

COMPULSORY PILOTAGE.

Among the questions that have recently engaged the attention of the Board of Trade and have formed a subject of discussion with the Dominion government, that of compulsory pilotage has occupied a prominent place. It is not, perhaps, as fully understood by the general public as it might be. Many people are under the impression that the Victoria pilots have something to do with bringing vessels in from the ocean, and hence are instrumental in preventing marine disasters along the rugged shores of Vancouver Island. The fact is that the jurisdiction of the Pilotage Authority only begins when all the real perils of the sea have been passed, and the duty of the pilots consists chiefly in what is little more than the docking of ships and seeing them safely away from the wharves. The pilotage district of Esquimalt and Victoria is limited by a line drawn from Trial Island to William Head, and every vessel crossing that imaginary line, if spoken before reaching it, is liable to pilotage dues. The shipmaster may decline to take a pilot if he sees fit, but in such case he must pay one half the regular dues. So many masters decline the service of a pilot that more than one half the total revenue of the Pilotage Board is derived from this source, which indicates that between 70 and 80 per cent. of the tonnage entering this port does not call upon the pilots for any service. There are five pilots, and the Pilotage Authority maintains an office and has a paid secretary. What is meant, substantially, by compulsory pilotage is that provision of the regulations which makes it obligatory upon a shipmaster to pay half dues, although he does not require a pilot's services, and this is what the Board of Trade is seeking to have changed. No hard and fast alternative suggestion has been made to the government, but the idea of the Board seems to be that pilots shall be licensed by the marine department, and shall be allowed to collect dues only from such shipmasters as may employ them. This would do away with the necessity of a local pilotage authority. It may be added that this is the system in force on Puget Sound.

The case from the point of view of the pilots seems to be that there would not be enough business to keep competent men employed unless every vessel was contributing something to the revenue of the Pilotage Authority. It appears to be conceded that there would not be enough to pay the five pilots the remuneration which they now receive; but, on the other hand, it is claimed that, while this is the case, there would be enough revenue to pay a sufficient number of pilots a good living wage, and the statistics of the port appear to bear this out.

On behalf of the contention of the Board of Trade, it is pointed out that Victoria is so favorably situated in respect to the ocean that in the vast majority of cases no shipmaster need take a pilot. This is not true of Nanaimo, nor of Vancouver or any other port on the Mainland, and it is claimed that, since Victoria can, with perfect safety to shipping, be made a free port, so far as pilotage dues are concerned, it ought to be made free. It is an advantage to Victoria that it is near the ocean and very accessible, and this advantage ought to be utilized to the full. No one wishes to deprive ony one of a legitimate opportunity to make a living, but in a matter of this nature individual interests must be subordinated to the general good, and it is to the general good of the city that every obstacle in the way of ships making this a port of call ought to be removed. It is pointed out that if Victoria were a terminal point the case for compulsory pilotage might be stronger, although it is not very evident why this should be the case; but at present this is a port of call only for ocean liners, and every inducement should be offered to secure calls from as many of them as possible. A number of them regularly call here, but in an increasing number of cases steamships having freight for Victoria carry it to Seattle, where it is transshipped to the local steamers. The Board of Trade wish not only to prevent this, but so to reduce the charges upon steamships calling at Victoria that more of them will put in here to receive or discharge cargo and passengers.

The attitude of the government, so far as it is disclosed in the correspondence which has been from time to time read before the Board, cannot be said to be favorable to the view of the Board. The Department of Marine does not appear to have grasped the merits of the case. The subject is one that the business men of the city regard as of great importance, and the request for the abolition of compulsory pilotage is wholly non-political. It is advanced as a business proposition upon its merits, and ought to be considered from that point of view. The alleged and actual disadvantages of Victoria's insular position are made enough of by rival cities. We ought, therefore, to insist upon enjoying the benefit of any advantages which the position of our city gives us.

MR. McBRIDE'S MISSION.

Hon. Richard McBride leaves Victoria this morning to be present at Ottawa at the conference of provincial premiers. Mr. McBride's mission is of extreme importance—that is, if the conference is at all likely to be followed up by action on the part of the federal authorities. His mission also is one of very great difficulty, not because the case which he represents is a weak one, but because it is so strong, and the just claims of the province are so great, that it will unquestionably be a matter of grave difficulty to secure, in full measure, that degree of consideration to which we are entitled. It is satisfactory to be able to note that recently there has been more of a disposition, than formerly was in evidence, to concede the claim of this province to somewhat exceptional treatment, because of its great area, its small and scattered population, and the absolute impossibility of applying to the administration of its affairs the same extent of municipal control as is found to be not only possible but economical in the eastern provinces. At the same time, we are not sure that this new appreciation of our provincial conditions is as widespread as is desirable. A good deal of excellent educational work has been done during the last five years, and it cannot be said that Sir Wilfrid Laurier and his colleagues are not fully informed as to what this province expects.

COAST PROTECTION.

Captain J. W. Troup has been appointed a member of the Lighthouse Board of Canada, and will leave immediately for Ottawa to attend a meeting of that body. This Board is composed of certain members of the Marine and Fisheries Department and a few outsiders who are in some tion of navigation. One of the Allans, of Montreal, is a member. Mr. Sloan, M. P., was, and probably is now, a member. Captain Troup has been added to the Board because of his extensive knowledge of the subjects to be dealt with and of his position as the special way interested in the protec- executive head of the largest shipowning concern in British Columbia. Very great satisfaction will be felt, not only among shipping men, but by the public generally, that Captain Troup has been able to spare time from his duties here to attend the session of the Board.

Captain Troup is thoroughly conversant with the requirements of the coast in the matter of protection to navigation, and he will be able to present the case in a manner that will command attention. There is just cause of complaint in the manner in which the representations made in this behalf have been met. One of the permanent officials of the department, who came here to look over the situation, is said to have remarked that we were a good deal carried away by sentiment in making our demands for appropriations. Whether he said so or not, the Department has acted very much as if it thought we were; for a summer has been allowed to pass and very little has been accomplished. Captain Troup will be able to show the Lighthouse Board that the demands put forward by the Board of Trade are wholly reasonable. Whether he will be able to arouse the Department out of its lethargy is another matter. It is about time that the representatives of the constituencies directly interested in this question gave some explanation of the reasons why the well-considered plans, pressed with so much earnestness upon the attention of the government and proved necessary by more than one tragedy of the sea, have been delayed in execution, if not temporarily defeated, by officials who seem to set public opinion at defiance with impunity. It is no answer to say that this, that or the other official reported so and so. Official inspections on a fine summer day from the comfortable deck of a government vessel, which dodges into port "whenever the breezes blow," give a very poor idea of the conditions to be encountered by mariners during winter storms and of the sufferings certain to overwhelm those who escape the merciless sea only to be cast upon a merciless shore. We look to our representatives to protect our interests, and to remove the reproach arising from insufficient coast protection, and they will not be allowed to take shelter behind official indifference.

THE TRUE FRONTIER.

Earl Grey spoke of Vancouver as the nearest port to the Orient. His Excellency must not be held to too strict an interpretation of his language. He was speaking in Vancouver and that city is for the present the only actual transcontinental and trans-oceanic terminal city in Western Canada and, therefore, from the very necessity of the case, must be the nearest to the Orient. He is doubtless too familiar with the elementary facts of geography to have literally meant what he said. The true ocean frontier of British Columbia, and hence the true western frontier of Canada is the ocean coast of Vancouver Island from Victoria on the south to Quatsino on the north. Vancouver the terminus of the Canadian Pacific's main line, and Prince Rupert the proposed terminus of the Grand Trunk Pacific, are not on the true frontier, but are distant from it a considerable number of miles, and can be reached from it only by way of channels more or less intricate and more or less subject to obstruction by fog, smoke and other atmospheric phenomena. Victoria and Esquimalt, reached from the open ocean by way of the Strait of Juan de Fuca, the entrance to which can easily be made as safe as any waterway in the world; Barkley Sound, a magnificent sheet of water with several points on its shores suitable for the establishment of harbor facilities; Nootka Sound, a harbor so readily reached from the sea that the early navigators in this part of the world made it their headquarters; Quatsino Sound, opening like Barkley Sound directly upon the ocean and capable of accommodating the navies of the world—these are the true ocean frontier ports of Western Canada, and no very long time will elapse before the men in control of the great transportation interests will recognize this fact. In the meantime the people of Victoria and Vancouver Island have much to do in making the advantages of their ocean frontier known and in securing the best available means of connecting the ports above mentioned or some of them, with the transcontinental railway systems. It is understood that the movement in regard to the bridging of Seymour Narrows has been temporarily held in abeyance, pending the report of Mr. Bell, which is shortly to be sent from Ottawa. When this is at hand, it will be in order to renew the agitation, unless Mr. Bell's report should remove the project beyond the limits of reasonable probability, which, we have reason to believe, it will not.

MORE CHARGES.

The Vancouver World has discovered what is probably another mare's nest. This time it is that a number of people are applying for land for pasturage, which in point of fact, so the World alleges, is agricultural land. Any stick will do to beat a dog with, and any old charge will do to throw at a government. There is a law on the statute books, which provides how people may acquire vacant crown lands. This law has been in existence for many years and the present government has not altered it in any material particular, if at all. The law was deemed sufficient to protect the public domain from being acquired under false pretences, and unless some one is guilty of misrepresentation it will always be sufficient for that purpose. Misrepresentation is always possible, for unfortunately all men are not honest; but the World is surely not so absurd as to suppose that the Chief Commissioner or any other member of the government, or any officer of the department in Victoria can possibly know of his own knowledge whether a particular piece of land applied for in the usual way is agricultural, pastoral or timber land. The Land Act provides what evidence shall be furnished to the department as to the quality of the land, and if this requirement is complied with, it is not very clear that the Chief Commissioner has any right to interfere with the due course of the law, unless some evidence is given him that a fraud is being practised. If the World, or the Kamloops Sentinel, which furnishes the Vancouver paper with its alleged facts, knows that any of the areas advertised in the Gazette are not what they are represented to be, its clear duty is either to place its information in specific form directly before the department or publish it. Let us have names, locations and full particulars. The Colonist feels warranted in assuring its Mainland contemporaries that, if they can show good ground for their insinuations, the alleged wrong, of which they complain, will be promptly put right. We do not know how it is with the Sentinel, but the World surely is aware that land sales are, and ought to be, mere matters of departmental routine, that the minister ought not to interfere unless grounds for interference are shown and that the very object of advertising is to give persons, who may know of reasons why a sale should not be made, an opportunity of making those objections known.

THE WAY FROM THE OCEAN.

It is the habit of some newspaper writers to refer to the coast of Vancouver Island as "The Graveyard of the Pacific." The phrase is catchy and when it is employed in connection with some great disaster like the wreck of the Valencia, it sticks in the memory. A quarter of a century ago references to Sable Island as "the graveyard of the Atlantic" were common and there were good reasons for them. From various causes the number of shipping casualties on that desolate island has been very greatly reduced during recent years.

Concerning the wrecks upon the Vancouver Island coast, it may be fairly claimed that most of them would not have occurred, or, when they were inevitable, the resulting loss of life would have been less, if proper safeguards to navigation had been provided. Of course there are cases like that of the Valencia, which no human foresight could provide against. If the master of a vessel prefers to conclude that his ship must be in a certain position, when in point of fact she is somewhere else, and the evidence at his command indicates that she is somewhere else, there is no way of guarding against the consequences. Capt. Johnson decided from the reading of his log that his vessel was off Umatilla lightship. He neither saw the light nor heard the fog horn; but he concluded that he was there nevertheless, and that the lightship, for some reason or other, had left her station. As a matter of fact the ship was at her post and her fog alarm was going all night long. It is obvious that nothing that any government can do can fully meet the exigencies of a case like this, although there is much that can be done to minimize the consequences of such a fatal error in judgment. H. M. S. Condor went down off the entrance to the Strait, and her loss is charged up to "the graveyard of the Pacific," but the Condor's sister ship met a similar fate, in the North Sea if we remember aright. The explanation of these two catastrophes was to be found in the construction department of the Admiralty, where some one thought it advisable to experiment with a type of vessel, which proved a death trap. Human foresight could not, perhaps, have prevented the loss of the King David but if her captain had had a chart, which told him the facts about settlements on the coast of Vancouver Island, he would never have sent a half dozen men to row across the open ocean to Cape Beale. Perhaps no skill in seamanship could have kept the Janet Cowan off the rocks; but when her crew reached shore, they might also have reached safety, if there had been a road or trail and a few refuge huts. Such disasters happen; all the public knows about them is that ships have gone ashore and lives have been lost and the coast and adjacent waters get the worst kind of a name in consequence.

The entrance to the Strait is sixteen miles wide and the 100-fathom line is a long way off shore. An examination of the chart will show that in thick weather a shipmaster would be unwise to depend upon soundings alone to get into the Strait, but they are a safe guide to him to the extent that they show him when he ought to keep out to sea until he can definitely ascertain his position. This is one of the most favorable features of the Strait of Juan de Fuca as a passage from the ocean. A prudent navigator, with his ship under control, can always tell by his lead when he is getting into dangerous waters in plenty of time to put out to sea. When once he has ascertained his position his course is clear enough. The Strait is straight; there is plenty of water and the lead is a sure guide in thick weather. Therefore, to render the entrance to the Strait thoroughly safe, inevitable perils of the sea excepted, it is only necessary for the governments of the countries owning the land on the opposite shores to establish such lights and fog alarms as experience shows to be necessary. This is being done. There has been regrettable delay in connection with the light and fog alarm at Pachena Point. This work, which ought to have been completed during the fine weather, is still only in its initial stages. There is not the slightest probability that the station will be in operation during December, which is one of our stormiest months, and the element of good luck will have to play a very important point in the work if the plant is installed before next year. There are other phases of this subject which will form the basis of another article.

THE TIMES ON BETTER TERMS.

The Times defines its attitude on "better terms," and it is especially worth considering for the reason advanced the other day, namely that our contemporary may be properly regarded as the leading exponent in this province of the views of the Liberal party. We present its points seriatim, with such brief comments as they appear to call for.

"Plead that experience and developments have greatly altered the aspects of the bargain." This refers to the Terms of Union and no exception can very well be taken to it, for it is only a repetition in another form of the general proposition that British Columbia is entitled to better terms.

"That in view of the physical features and proportions of our province we are entitled to a revision of the terms of union and to preferential treatment." This is only an amplification of the first point.

"That the union has proved of less benefit to us than to any other section of the confederated regions." We are unable to see the wisdom of such a contention, because it is not very clear how it can be proved. The ingenuity of our very ingenious contemporary would be more than taxed to prove, for example, that confederation has been of more benefit to Nova Scotia than to British Columbia, or to take up the provinces one by one and say of each how much good the union had done it, so that their respective claims upon the federal treasury may be proportioned accordingly.

"Conceal the fact that successive provincial governments have distributed our great natural wealth and sources of revenue as though they possessed no value whatever, and that now our need is great." Can the Times be serious in presenting this as the opinion of itself or the party for which it speaks? Does it actually wish it to be understood that the financial needs of the province are caused by any squandering by past governments of our natural wealth and sources of revenue, and that we would have no case for better terms, if the truth were told about the manner in which our affairs have been administered since confederation? We find it difficult to conceive of a more reprehensible suggestion, or to believe that the Times is serious.

"Do anything at all that appears likely to advance our cause, except put in evidence statements that can easily be confuted by public documents." The value of this suggestion is not very obvious.

Having stated these propositions the Times asks: "Is the position of the Times sufficiently clear on the question of better terms" We regret to say that it is. Its position is unworthy of the question which it treats and of the party for which it is to be assumed to speak. Are the people of British Columbia to understand that this great question—a question upon which the whole legislature spoke with a united voice, a question which is deemed of sufficient importance by the Premier of Canada to lead him to summon a conference of provincial premiers to consider it as well as similar demands from other provinces, is, in the opinion of the chief Liberal organ, such a trumpery piece of business that it can be treated as a colossal joke?

In regard to the specific matter, which excites our contemporary's risibilities, namely the claim that British Columbia is entitled to special consideration, because it was compelled to give up a very large portion of its public domain to the Dominion, it occurs to the Colonist, and we know that it is considered by more than one public man not at all in sympathy with the provincial government, to be a very important factor in the relations between the province and the Dominion. It is quite immaterial what may be spelled out of the correspondence. What we have to deal with are the facts as they stand today, and these are that the Dominion has the right and is about to take over three and a half million acres of valuable agricultural land for which this province has, as a matter of fact, just received no equivalent. We do not care one iota what the land was given for. We do not care whether the bargain was thought a good or a bad one at the time. When Bassanio obligated himself to give Shylock his pound of flesh, he no doubt was pleased enough with his bargain; but we execrate the crafty money-lender none the less on that account, nor are we the less gratified when Portia cleverly defeats his scheme of revenge. We are dealing in this matter with the facts, not as they existed in 1894, when the legislation giving this splendid domain to the Dominion was passed, but as they exist in 1906, and we claim that it would be unreasonable and unjust for the federal authorities to insist upon the fulfillment of the letter of the compact made twenty years ago.

THE WATER BY-LAW.

The attitude of the Mayor towards the water by-law recalls the expression of the juryman who said "he never met eleven such stubborn people in all his life." His Worship holds, among other things, that the water officials of the city are highly paid, and hence the ratepayers ought to take their advice. Seeing that the existing condition of the water problem is one that has arisen during the regime of these highly paid officials, it will not be a matter of surprise if the ratepayers decline to be governed by their advice to the degree which His Worship thinks they ought to. If the water committee is to be believed, there is some doubt as to how far these officials bear out the claims which the Mayor makes regarding their view of his proposals.

The importance of the proposed reservoir at Smith's Hill can hardly be exaggerated. If it is built, and 12,000,000 gallons of water are stored in it, it would afford protection such as this city does not now enjoy. Anyone at all versed in such matters, will admit that several million gallons of water upon an elevation like Smith's Hill, little, if any, more than a mile from the business centre, will afford a protection from fire, the value of which cannot very well be overestimated in a city like Victoria. There does not appear to be any opposition to cleaning the lake, or to the erection of a tank near Rockland avenue. There is some difference of opinion as to the advisability of installing a pump, and as the value of the Smith's Hill reservoir. We think, however, that anyone, who has not allowed himself to become wedded to some particular project, will concede that the installation of the plant necessary to provide such a substantial reserve of water as is contemplated would appear to be a very wise step. The prudent citizen who undertakes to erect a dwelling of any size will provide for a storage tank for household purposes; and those who have done so, here and elsewhere, will hear strong testimony as to their value, especially in emergencies. Almost every city provides a reservoir against emergencies. Victoria would make a great mistake to continue to depend upon the main to Elk lake. Perhaps years might pass without the supply of water by way of this main being interrupted; but no one can give any guarantee that this will be the case. San Francisco was destroyed, not by the earthquake, but because the water mains were broken. The single main supplying Victoria may be broken at any time, and, if it were, the predicament of the city would be very serious. Hence, we hold that the provision for a reservoir on Smith's Hill is perhaps the most important feature of the bylaw, and ought to insure its adoption.

ALD. FELL'S PROPOSAL.

Alderman Fell proposes that hereafter a general business license tax shall be imposed, which is not to exceed 10 per cent. of the annual value of the business premises occupied by the person taxed, and the rental value is to be estimated as 5 per cent. of the assessed value of the land and improvements. This is to be in lieu of the present business tax of $10 per annum. The alderman proposes that the Municipal act shall be amended so as to give effect to this proposal. As we understand the matter the way this tax would work out would be that a business man occupying premises assessed at $2,000 would pay a tax of $10; one whose premises are assessed at $20,000 would pay $100, and so on, and this entirely without regard to the nature of the business, the profit derived from it or anything else. Merchants or other business men occupying their own premises would, in addition to the ordinary tax upon them, be compelled to pay one-half of one per cent. upon their assessed value for the privilege of doing business in them. Under this plan, the cheaper the building the lower the business tax, or in other words the tax proposed by Ald. Fell would be a premium upon doing business in shacks.

The resolution asking for this alteration in the Municipal Act appears to have been adopted by the city council without discussion, and yet surely so important a change in the law ought not to be advocated by the Victoria board of aldermen without some reason, good, bad or indifferent, being given in its behalf. Perhaps if Alderman Fell had offered some explanation of his proposal, we might be able to view it in a different light from that in which it now presents itself, but as at present advised we are unable to regard it as other than a needless and most inequitable burden upon the business community. At a time when we are seeking to retain our trade and expand it in every possible direction, at a time when there is a strong movement in suburban real estate, to which there is reason to hope business property may respond, it would seem very unwise to pass legislation calculated to place our business men under a serious disadvantage and discourage investment in and the improvement of inside property. It is about time the actual business interests of Victoria received due consideration.

We do not profess to know anything about the merits of the strike at the Crow's Nest Pass coal mines, but the accounts of what is taking place there do not make pleasant reading.

The Methodist general conference is to meet in Victoria in 1910, provided satisfactory transportation rates are obtainable. That is a very business-like qualification, but we fancy there will be no trouble about meeting it. It 1910 it may be that there will be more than one railway ready to bring this influential assembly to the Coast, on terms satisfactory to its members.

That tidal wave which was to have played high jinks with Vancouver Island on the 15th of last month, seems to have got switched off, and been delayed in transit. Either it, or some member of the same family, got in its work in Florida and the coast of the Gulf of Mexico generally. Another of the same connection visited the south of Spain with destructive effect. This has been a somewhat extraordinary year anyway.

Interviewed in Vancouver, Mr. C. M. Hays, of the Grand Trunk Pacific, was deliciously indefinite as to when work on that railway will begin in British Columbia. He is still waiting for reports from engineers. In view of this state of things how could Mr. Morse have been in a position to begin construction in this province two years ago if certain requests preferred by him had been granted?

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If you want white teeth, hard red gums, and a sweet, healthy and pure breath, get some of

BOWES' Antiseptic Tooth Paste
25 cents

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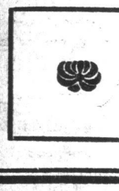

Ask your dealer for Amherst Leather Shoes.

Dog Salmon Plentiful.—It is re from Nanaimo that the dog salmo now running heavy and fisherme anticipating big hauls. The G Georgia company captured 3,00 Friday. Owing to the snagging of about 2,000 fish got away from

Ore for Tyee Smelter.—W. M. er, the well known mining man in White Horse a few days ag ranging for shipment of ores from camp to the Tyee smelter at Lady He engaged 1000 tons from the P and 100 tons from the Carlisle both owned by Byron N. Whit merly a leading operator in the S

The Premier's Trip.—It will ably be a couple of months befor Premier returns from his trip t federal capital. The conferenc provincial premiers will consum balance of this month, and the several questions that he wish take up personally with the diff federal departments at Ottawa.

Purser Cooper Recovering.—Ad received in Victoria yesterday Whitehorse were to the effect tha Cooper, who was purser of the ste Columbian, who was among burned when the dynamite on that vessel exploded and the ste took fire on the Yukon River, was gressing rapidly towards recover seems he was not severely injure reported, and is expected to leav hospital in a few days.

Military Appliances.—A new mi ambulance cart, fashioned afte style used by the British army in S Africa, has arrived here for the u the medical staff of the Esquimalt rison; also a small water cart. are fitted up with all modern mi requirements, and both have the Geneva cross painted bright on e side. The carts have been take charge by the medical corps of garrison and are being made read service.

A Popular Young Lady.—Miss M McCandlish, of Nelson, who enjoy distinction of being the most po young lady in the Kootenay capit with her sister spending a few da the city a guest at the Dominion Some time ago a popularity vote taken under the auspices of the N Hundred Thousand Club, and Miss Candlish won the coveted prize majority of over 2,000 votes.

Hear of Eldorado.—The Sikhs Shanghai and Hongkong are strik the last strike being reported am the Sikh police of the British con sion at Shanghai. The men dem increased pay and seek a termin of their contracts, that they may c to British Columbia, the Eldorado their friends. The cause of the content is stated to be letters from British Columbia by the Hin who have already arrived here, giv glowing accounts of the wages ceived.

Panthers Plentiful.—From var points on the island it is reported panthers and bears are very num ous. On Saturday evening Mr. R sell of Nanoose Bay was aroused f his bed by the noise made by a chickens that were roosting in trees near the house. Going out saw four large panthers in the t after the chickens. Being unarm he could do nothing except scare animals away. Sunday James C of Englishman's River, who has gai an enviable reputation as a hunter big game, was informed of the p thers in the district. Fifteen minu after his dog was put on the trail had landed one of the panthers.

Vice-Regal Party.—His Excelle Earl Grey left on Monday for Mon Island to take in the pheasant sho ing. Accompanying him are Honor James Dunsmuir, Mr. Lev Gower and Major Audain. They w on board the Dominion governm steamer Quadra Sunday evening, left about 5 o'clock Monday morn The Quadra will go direct t Moresby Island to New Westmin which will be reached about 1 o'cl Tuesday, and in the afternoon Earl G will formally open the fair there. Countess Grey and her daughters w on board the Lieutenant-Governo private yacht Thistle Monday even and will reach Westminster about same time as the Quadra Tuesday. addition to Countess Grey the party the Thistle includes Lady Sybil Gr Lady Evelyn, Mrs. Dunsmuir, M Dunsmuir, Captain Trotter, D. S. and Mr. Bromley.

Solution of I

A Letter to the Londo

The following letter which appea in the London Times, and was refer to editorially in Sunday's Colonist, w be of special interest at the pres time.

Sir,—At last, there is a sign that scales are falling from the eyes of legislators. On August 27, the Times ported a speech by the Master of bank, M. P., one of the Governm Whips, in which he said:—

"In the House of Commons they h the Independent Labor Party, which would prefer to call . . . the Social party . . . They had opened war on Liberal party . . . They (the Libera had just completed one crusade agai protection, and he was not sure that circumstances would not force them embark on a crusade against Socialism He once thought that there was ro for union between the Liberal and l bor ranks, but observation of circu stances had convinced him that Liber had now got to stand upon their o legs. . . . Liberals did not believe the public ownership of the means production, nor that capital and lab were necessarily antagonistic. They not believe that it was the right of ev man to obtain labor from the state, that it was the duty of the State to g labor when there was not a demand