The Colonist.

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A. G. SARGISON, Managing Director.

THE DAILY COLONIST

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THE ROMANCE OF WHALING.

All those who attended the lecture of the Natural History Society on Monday evening were delighted to listen to Prof. Prince's very lucid description of the whale family and of the whaling industry, and to see his "letter press" illuminated by very graphic lime light views. As the whaling industry is beginning to assume proportions of some importance for the province, the headquarters of which, as that of the sealing industry, is likely to be at Victoria, his address was very opportune, and we venture to say that many persons know much more of whales and whale fishing than ever they did before in their lives. There is more than business in whaling; there is much of romance and adventure, and if it were not for that it would be difficult to find men to engage in it. It has a good deal of the old spirit of the buccaneering days, when adventurers like Drake and Frobisher went to seek for galleons laden with gold and other treasure from the Indies and South America. It was this spirit of piracy, shall we call it, which laid the foundations of British colonial empire. What man on dry land, except it be the prospector, would take the risk of life and accept the drudgery involved in the whalers' life on less than the highest wages which a laborers' union could enforce, if it were not for the taste of the salt sea which still stirs the blood?

The fact that the whalers are in port in San Francisco and are fitting out for a winter's cruise moves the Argonaut to remark that the age of romance has not gone, but that it resides at the other side of the ferry building. "More than the outward signs," it says, "of ancient vessels long known to the business is the fact that they never lack for crews, though several ships came in 'clean,' and the men were paid for months of toil with one dollar and a piece of paper stamped by the shipping commissioner. Men do not work on shore for a cent a day and their meals of salt beef, with curses and kicks for sauce. It is the old hankering that men have obeyed since time began, and the sea rolled to the horizon. The Gotama is just in, after eight months cruising in the South Seas to the Arctic and the Okhotsk. Her crew got nothing. But the tale of a sea covered with floating pumice stone, of days chasing a whale, of watches when the seas glares with the reflection of some distant and unnamed volcano, waken a score of others who will listen and finally shamble down to 'take a chance.' And the driving colonial mailboat some time soon will again sight the Gotama swinging in the azure waters of the tropics, her topsails hoisted to the mast, the lookout on his giddy perch scanning the ocean for the spout of the sperm. Curious passengers will take a moment against the rail and be whirled on. But the men in the forecastle will not notice. The long yarn of whales and harpoons and deaths and flukes will draw them again into the world of romance—romance which will never die while the port watch snores in its bunks under the flickering lamp waiting for the long-drawn cry, 'There she blows!'"

PLUMBERS AND PLUMBERS' COMBINES.

The prosecution of the members of the plumbers' combine in Toronto goes merrily on, and it may lead to a general movement against combinations of all kinds. It has also led to some historical speculations as to the antiquity of the plumbers' art. An English newspaper, commenting on the list of trades represented at the Trades Union Congress, said that "Shakespeare would have been puzzled by a plumber." "Would he?" asks the Canadian Architect and Builder. "Plumbing, as we understand it, is a new conception, but in the sense of a worker in lead it is a very old idea. We are informed that the French nobility, before the French Revolution, restrained their natural liberties, used, as they came home from the chase, to shoot plumbers for the pleasure of seeing them fall off the roof, the roof being covered or flashed with lead. But the plumber, in the more familiar capacity of a solderer of water pipes, is as old at any rate as the Roman empire. In the museum at Arles in the South of France, which was a Roman colony, is a piece of lead pipe, exactly like the seamed lead pipe which, as met with in old houses to be altered, is within the experience of architects of the present day, who have been practicing for not more than twenty years. The pipe is said to have been taken from a Roman aqueduct, and bears the evidence of its genuineness in a trade mark, stamped on the pipe, which, as copied into a writer's sketch book, reads Scantius Polhinus maker."

All of which reminds us that the Roman was a very modern sort of individual and very much like ourselves. There was, we are told, the distribution of heat and water in the villas of the Roman millionaires, and if we accept the evidence of the museum of Arles, the distribution took place by means of a lead pipe very much like what we use today. The question arises, were there plumbers' combines in those days, and how did the great and wise republic deal with them? Did they manage to get the same "lead pipe cinch" on the public as apparently they have been able to do in Toronto?

By the way, Editor J. A. Macdonald of the Toronto Globe unwittingly got into trouble by the publication of the following among the "funnygraphs" of his paper:

Oh, I'm glad I'm not a plumber,
As in the box they stand,
To have the Judge condemn them,
The high-toned robber band.

He was ordered to appear in court for contempt, the case being sub judice. He made a very eloquent plea in his own behalf, setting up that it was not contempt, and that if it were he had no knowledge of, nor was he a party to, its appearing. His Lordship Mr. Justice Clute held contempt proven, but did not punish.

CLERICAL INTERFERENCE RESENTED.

Somewhat of a sensation has been created by a letter addressed by Mr. Haultain to the electors in Saskatchewan, in reply to a pastoral letter issued by Archbishop Langevin to the electors in that province charging them to vote against the leader of the opposition. Mr. Haultain regards this move on the part of the Archbishop as part of the conspiracy entered into between the leader of the Liberals and the hierarchy to establish and perpetuate separate schools in the Northwest provinces, and appeals to the free and enlightened electors of Saskatchewan to pronounce with no uncertain sound against clerical aggression and its political allies, "who are attempting to barter the educational freedom of this province for temporary political advantage." Hon. Walter Scott, leader of the government, feels called upon to deny that he had any communication, direct or indirect, with Archbishop Langevin on the subject of the pastoral, or that he had anything whatsoever to do with it. It was a great tactical mistake, to say the least, for Archbishop Langevin to interfere. Nor will Premier Scott's denial help him in the least.

BRITISH PREMIERS.

The administrations of Great Britain are not long-lived as a rule. Since Confederation in Canada there have been practically only three changes in the political complexion of the administrations—in 1873, in 1878, and in 1896. In Great Britain during the same time there have been ten. Up until 1895, when Lord Salisbury took the reins of government, the longest term was six years. In Canada the Liberal-Conservatives had been continuously in power for eighteen years. The Salisbury-Balfour ministry has been in office for over ten years. The following is a list of British premiers since 1855:

Feb. 10, 1855—Palmerston.
Feb. 26, 1858—Derby.
June 18, 1859—Palmerston.
Nov. 6, 1865—Russell.
July 6, 1866—Derby.
Feb. 27, 1868—B. Disraeli.
Dec. 9, 1868—W. E. Gladstone.
Feb. 21, 1874—B. Disraeli.
April 28, 1880—W. E. Gladstone.
June 24, 1885—Salisbury.
Feb. 6, 1886—W. E. Gladstone.
Aug. 3, 1886—Salisbury.
Aug. 18, 1892—W. E. Gladstone.
March 3, 1894—Rosebery.
June 2, 1895—Salisbury.
July 12, 1902—A. J. Balfour.

C. P. R. TRANSPORTATION AND BETTER TERMS.

The Colonist is not worried about the imputation of insanity on the question of Better Terms. We would prefer to be a little insane over a cause worth fighting for than to be both ignorant and insincere respecting it. The connection between the rates charged by the C. P. R. over the mountain section of British Columbia and the case of the Province for special consideration at the hands of the Dominion Government is both coherent and logical.

The main ground which the C. P. R. takes as a reason for refusing to accede to the demands for a rate from the Coast east to Edmonton equal to that from Winnipeg west to the same point, is that the cost of hauling goods over the mountains is greater than that of hauling them on the prairie. Another reason alleged is that the company has to haul empty cars to the Coast in order to accommodate the freight going east, thereby increasing the cost.

These two facts may be accepted as correct without in any way taking sides in the dispute. There is no more connection, direct or indirect, between the Colonist and the C. P. R. than there is between the Colonist and the Times, for instance, and there is no more obligation on the part of the Colonist to support the C. P. R. in any of its contentions. We mention the facts upon which the latter bases its present action, without in any way asserting or implying that these facts are sufficient to justify the policy of discrimination.

The dispute between the wholesale merchants and the C. P. R. has been referred to the Railway Commission, the decision of which we presume would be accepted by Liberal newspapers as based upon evidence and justice.

The point is this, and it is simply the point the Colonist took in referring to the matter in Sunday's issue, that if the railway commission gives a decision in favor of the C. P. R. then the decision confirms, and is part of, the argument for better terms.

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The government of British Columbia has memorialized the Dominion Government, asking for increased subventions based upon several grounds. The chief of these is the physical difficulties under which it labors, increasing the cost of administration; and another is its extreme westerly position, which imposes an additional burden on the consumers in the way of freight bills on long hauls from the eastern wholesale centres, and its inability for a similar reason to find a market for its products in the East. Whether these are good arguments or not is another matter; at all events they form part of the memorial which was unanimously endorsed by the local legislature at its last session.

If the mountainous character of the Pacific section of the C. P. R. be declared to be a bar to the merchants of this province obtaining uniform rates with the merchants of Winnipeg, on account of the greater expense to the railway company, and thus preventing the province from obtaining its fair share of interprovincial trade in competition with other parts of Canada, then the sanity of our readers may with confidence be appealed to as to whether it is or is not a condition which should have consideration along with the other conditions created by the physical characteristics of the province. If we are so situated physically as to be at all times placed at a disadvantage with our neighbors, lessening the opportunities of industrial and commercial development and increasing the imposts upon the taxpayers, while at the same time we have been accorded no compensating advantage in the terms of union, it follows morally and constitutionally as night follows day that our claims are valid and incontestable.

There are many facts and conditions entering into the claims of the province on these grounds, of which transportation is but one phase. The grounds are practically the same in many respects as those upon which Nova Scotia received Better Terms in 1868. The difference in the two cases is that Nova Scotia was a unit on the question. There was not a single public man at the time who undertook to "knock" the case for the province on account of political animosity to the leaders of the movement.

THE IMPORTANCE OF SMALL INDUSTRIES.

The Maritime Merchant journal impresses upon its readers the importance of encouraging small industries. This is something to which the Colonist has frequently called attention. We are all too apt to overlook the possibilities of the small factory in contemplating the results which are to flow from the establishment of iron and steel and paper mills and great shipyards. The tendency is to sit down and wait for the big things to come, while the small things are permitted to go by. An American author once, says the Maritime Merchant, on seeing the Maccan at low tide, remarked that he had never before realized how essential water is to the success of a river. There are few, perhaps, who do not realize how essential population is to the success of a country. Every decade we justly estimate the progress a country has made by the fluctuations in the number of its people. To attract population or retain our own people we must give them something to do. That is the keynote of success. Every little factory or workshop is one of the rivulets by which the river of population is fed.

The Merchant gives an instance of a man in Halifax who was making harness in a small way. He saw a variety of articles in leather coming in, and concluded that many of these might be made in Halifax, and instead of pulling a wax thread eternally through a strap as his ancestors had done he began making some of these articles. Now he has a large business and not only supplies Canada but exports to the United States. This, the Merchant remarks, is but one instance. If you multiply this experience by a hundred you have a magical result.

British Columbia has not done as well as it might have done industrially. One drawback to the development of factories is the lack of population, and as you cannot have population without giving them employment, the progress is necessarily slow; but occasionally something new is started, which adds to the list. There is a herring industry at Nanaimo, a guano factory on the west coast, a turpeutine factory in Victoria, and so on. We can all remember some industry now important when it was in a small way, and we didn't think very much about it at the time.

The Merchant makes a valuable suggestion, which is worthy of all consideration: "The small industry with the limited number of employees multiplied, becomes in the aggregate no mean factor in the development of a country, and is therefore not to be despised. No doubt there are men who see the opportunities, but are prevented by various circumstances from taking advantage of them. We need to devise some way of bringing such men into contact with the men who could carry out projects."

BRITISH COLUMBIA'S SUCCESS IN LONDON.

The news this morning from London as to the success of the B. C. fruit exhibition at the Royal Horticultural show there, is gratifying in the extreme and the victory won by our fruit growers is something of which every resident of the province will feel proud. Not only has the exhibit as a whole won the gold medal in competition with all comers, but individual exhibitors have carried off six special gilt medals and six society medals. In other words, it would appear that our fruit growers have swept everything before them. This in the heart of the Empire is a notable achievement.

The success is all the more significant from the fact that special efforts were made by Ontario and Nova Scotia to capture the medal this year. Last year it was felt by the fruit growers of those provinces that British Columbia had slipped in unexpectedly with a fine display and caught them napping. All parties having this year had due warning and made due preparation, the awards were on the merits of the fruit growing capabilities of the several provinces competing.

The value of this victory as an advertisement for the fruit products of this province, and as a field in which to engage in the business of fruit growing, can scarcely be estimated. We hear criticisms among the papers of the interior about the inability of the Provincial government to do anything except make ends meet financially by the imposition of taxes, and the cutting down of expenditures for public improvements. The government is asked to do something spectacular and pyrotechnical in order to convert by magic the latent resources of British Columbia into pure gold, as though a country could either be legislated or administered into prosperity without the co-operation and effort of the people themselves.

The way for a country to advertise its mineral resources is to make its mines pay dividends; and the way to advertise the agricultural capabilities is to "produce the goods" better than any other country can do it. What the people have done for themselves in this instance the government has ably seconded and assisted. In looking after the markets of the Northwest and exhibiting our fruit products there in a commercial way; and in sending as has been done to London a carload of our best fruit for exhibition and experimental sales the government has performed splendid work for the Province. Many thousands of dollars might have been spent in advertising our "resources" without achieving a tithe of the results. All who have contributed to the present gratifying result are to be congratulated—the fruit growers, the government, Mr. Palmer, whose management of the details was an important factor, and Mr. Turner, the agent-general in London, who first suggested and arranged for the display at the Royal Horticultural exhibition. We await with interest for further details by mail.

AN ARGUMENT THAT COMES HOME.

Duncan Ross, M. P., editor of the Boundary Creek Times, has a grievance on account of the extreme westerly position of the Province, and is advocating "Better Terms" for the members who represent its remote constituencies. It is curious how the larger issue as it affects the interests of the province as a whole has not even a theoretical interest for the practical politician until it comes to "cases" in which the individual himself is touched, and then how large it looms up in its personal aspect. Mr. Ross is seriously grieved at the way the Ontario people are wailing over the "salary grab," when from the western point of view the member of Parliament from the West does not get nearly enough. His plaint is:

"As a matter of fact Western members are not getting the full increase of $1,000. The Ontario member who lives near the city of Ottawa gets the full $1,000 increase, but the Western members lose their mileage. Under the new arrangement Dr. Thompson of Yukon gets $36 more than when mileage was paid, and the British Columbia member's get an increase of less than $500.

"There is not a Western member who goes to Ottawa and remains there during a session of six months and who faithfully represents Western ideas and Western ideals but what is money out of pocket, even if he is allowed $2,500. Opposition to the increase should be confined to the cent belt. It is a libel on the West to have Western newspapers deprecating a reasonable rate of wage for its representatives."

We feel sure that the public generally will sympathize with Mr. Ross in his dilemma as representing truly and faithfully "Western ideas and Western ideals" at Ottawa, and being money out of pocket as a consequence. He has a good case, and if the Western members are worth their salt they can get together and prevail on the government to rectify this matter of mileage. Why should Dr. Thompson be penalized for living in Dawson, or Duncan Ross for living in Boundary, B. C.?

We trust, however, that in prevailing on the government to see the inequality of their treatment as compared with the treatment of those who live in "the cent belt" that the Western members will also prevail on it to see the analogy that exists between their own grievance and that of the province. Mr. Ross has in his own case a striking example of how it works out all along the line, and in trying to drive a knowledge of the situation into his and other heads, a good deal thicker, we have been met with only contumely and abuse by "Western newspapers." We agree with Mr. Ross that it is a "libel on the West" that they should take the position they do.

There is one thing against which we wish to warn Mr. Ross. Let him beware how he refers to the eastern sections of Canada, and especially to the Province of Ontario, from one of the most famous parts of which, we believe, he himself came. If he persists in referring to Ontario as the "cent belt" some one with an enquiring turn of mind may ask for a royal commission in order to determine the whereabouts of Bruce county. Or his brother members from the same "cent belt" may take umbrage at being referred to as "Ontario crossroad statesmen," Hon. Mr. Paterson, for instance, or the new postmaster-general, or the minister of public works. They may seriously object to references to the "smallness of Ontario," or its "penurious ness." They may in desperation turn their searchlights on the men from the West, who originally belonged to themselves, to discover their calibre as statesmen. There are, therefore, serious risks in carrying on a campaign of that kind against the eastern sections of Canada. Mr. Ross may even be rebuked by his senatorial leader in the province, who has been training his gun on the Colonist for a much less offence. We strongly support, in the interests of those members "who faithfully represent Western ideas and Western ideals" at Ottawa, having that mileage matter set right; but above all things we advise them to be careful what they say about the "east."

There was a time when the name of British Columbia was synonymous with wild-catting in mines, and it was very much to our prejudice. Now the Cobalt mining region in New Ontario is being exploited in the same fashion. We have no doubt that with the amount of money there is in eastern Canada available for investment a good many fingers will be burned again. It is hard to be made wise and stay wise.

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Finest Mixed Peel, 1 lb	15c	Crystallized Fruits	25c, 50c, 75c. $1 25
Raw Sugar, 4 lbs	25c	Naval Oranges, per doz	25c, 40c and 50c
Mixed Nuts, 1 lb	15c	Japan Oranges, per box	50c
Shelled Almonds, 1 lb	40c	Cranberries, per lb	20c
Shelled Walnuts, 1 lb	50c	French Brandy, per bottle	$1.00
Ground Almonds, 1 lb	50c	St. Augustine Port, per bottle	50c
Italian Chestnuts, 1 lb	25c	Watson's Scotch Whisky, per bottle	$1.00
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MONG KOW—On Sunday, the 3rd December, 1905, at No. 33 Fisguard street, Victoria, B. C., the wife of Lee Mong Kow, of a daughter.

FAGAN—At Victoria, B. C., on December 2, the wife of M. Fagan, of a son.

GRAY—At 78 Pandora avenue, Victoria, B. C., on Monday, December 4, 1905, the wife of Mr. E. W. Gray, of a son.

FRENCH—At Victoria, B. C., at 25 First street, on 2nd December, 1905, the wife of C. H. French, of a daughter.

MARRIED

GRANT-SMITH—At Alert Bay, on the 20th of November, by the Rev. John Antle, Mr. Douglas Gordon Grant, of Rivers Inlet, and Miss Edith Maud Smith, of Comox.

DIED

HARRISON—At Amblecote, Duncans, Sarah King Harrison, formerly of Stourbridge, Worcestershire, England; aged 77 years.

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