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THE MEETING OF PARLIAMENT.

The Dominion Parliament meets on the 11th of January. It will be a matter of satisfaction to many that the session begins so early in the year. The complaint has been in the past that with a late session the proceedings have been protracted until far into the summer, and sometimes into the autumn. For practical purposes, members might as well live in Ottawa, for the greater part of their time is taken up there. The coming ought not to be a long session. The last two sessions have been taken up with a number of very important measures, the principal of which was the Grand Trunk Pacific. There were also the redistribution, the Railway Commission bill, the Election Act, the long pre-election estimates, and the tariff amendments. There is nothing of an exceptionally important character now to be dealt with. The Government may or may not take up the measures which were dropped last session. A good deal of opposition has developed toward the proposed labor legislation, and it is not likely to be resuscitated.

There are, however, one or two things that are likely to have consideration. We have been promised a Tariff Commission. No special legislation will be required for that, but as provision will have to be made in the estimates, it will undoubtedly at that stage develop a good deal of discussion, also in the debate on the speech from the Throne, which will probably make reference to it. Legislation will likely be enacted to erect the Northwest Territories into a province or provinces. Sir Wilfrid Laurier promised to give that matter immediate attention after election and he has already invited a delegation from the Northwest government to meet him. It is possible, too, that the claims of the provinces for reconsideration and readjustment of financial relations will have attention. In this way, British Columbia will be incidentally, but we are quite sure not specifically, considered. Nothing, so far, has been said about the Incorcolonial Railway—that is, officially, but from the feelers that are being thrown out by the Government organs in the East, it is quite on the cards that the Government will take power to lease the railway for a term of years to one of the two large private railway corporations.

It is also quite possible that there may be negotiations in connection with the matter of reciprocity with the United States to come of it. As will be seen elsewhere, while there is nothing of an official nature to warrant the assumption, yet it is quite within the realm of possibility that arrangements will be made for a reassembling of the Joint High Commission, which met at Quebec in 1898. As is well known, the negotiations then split on the rock of the Alaska Boundary. That has now been removed from the arena of international dispute and there is no reason why the other subjects should not be again considered. If successful in arranging preliminaries, such a proposal would naturally occupy a good deal of attention in Parliament.

Under such circumstances, therefore, there is material for an important session of moderate length.

RECIPROCITY WITH UNITED STATES.

A change has recently come over the dreams of United States statesmen, and we may even include politicians in this statement. They are anxious now that negotiations should be reopened with Canada looking towards a freer exchange of products. Both parties, during the last presidential campaign, were more or less committed to it, and there does apparently exist a popular feeling over there in its favor. Naturally, the authorities at Washington feel the situation to be a delicate one. They cannot expect the Canadian authorities to make any advances towards renewing negotiations to which United States authorities themselves formerly gave the cold shoulder, and they must now consider their own dignity in proposing what they once rejected. However, there is usually a back door to diplomacy, and we seem to have it in the person of Mr. E. W. Thompson whom the Colonist once mistook for an old newspaper friend, "Samuel Briggs." Mr. Thompson is a friend of Sir Wilfrid Laurier and has been sounding him on the subject. He is apparently "persona grata" also to influential persons close up to the United States government. Whether he has been inspired by Sir Wilfrid to feel the way, or by the United States Government to place his ear to Sir Wilfrid's inmost heart is difficult to say; but Mr. Thompson writes to the Boston Transcript a letter, which is particularly significant. Though there was no interview in the strict sense of the word Mr. Thompson states that as his opinion, in substance, that the Canadian Government would receive favorably a proposition for the reassembling of the Joint High Commission to consider negotiations for reciprocity in natural products and raw materials, if the suggestion from Washington should be made early in the new year, before the Canadian Government is absorbed in the business of the session about to open. Mr. Thompson says:

> I am sure I am right in interpreting the Prime Minister to mean that, unless a preliminary discussion gives us some reasonable hope that the outcome of another meeting will be fairly satisfactory, there will be no desire on the part of the Government to have the high commission resume its sittings. He went on to declare that, if the States should make an advance, "We owe it to our own self-respect to meet them in a fair and generous spirit." He had previously said, "The proposition that these peoples, living side by side, should enjoy a greater freedom of reciprocal trade is as sound today as ever it was." Such are the opinions of the Ottawa Ministry now. Barkis is willin—for a kind of reciprocity. If Washington is in the like mind, it seems up to Washington to make a move.

As to the general basis of the new negotiations Mr. Thompson adds:

> The kind of reciprocity for which Ottawa is willing is that which would be established were customs duties mutually removed from all sorts of crops, ores, fish and fish products, fruits, fowls, lumber, and various raw materials for manufacture. It is to be remembered that raw materials include many manufactures. It would be politically safe for the Ottawa Ministry to go into a joint high discussion on that basis. If Washington should indicate its willingness the pow-wow could begin at any time.

It will be seen that, if Mr. Thompson interprets truly the attitude of Sir Wilfrid Laurier, the Canadian Government will stick to the old Sir John Macdonald basis of reciprocity, viz., a free exchange of raw products. Conditions in the United States have changed a good deal and they favor the acceptance of such a basis. With a population of over 80,000,000 the home consumption is outstripping home production in many lines. They would import many more of our farm products under free trade without our farmers coming into competition with theirs. The New York Times thinks the administration should at once accept reciprocity on that basis.

INFINITE MISUNDERSTANDING.

We are told that the reasons the people of British Columbia refuse to regard seriously the demand for "better terms" are (a) because the federal government has fulfilled to the letter the terms of union; (b) because the McBride government will attempt to excuse its failure as an administration upon the ground that the revenue is inadequate for the needs of the province, and should be supplemented by further grants from the federal treasury; and (c) because the present Liberal government's programme contemplates the expenditure of much more money for the development of this province than will be received in revenue from the province."

The question of "Better Terms" does not hinge on any of the above considerations (a) There is no complaint that the Dominion Government has not fulfilled the terms of Union. It is admitted, however, on all sides that under the terms of Union British Columbia has not been fairly treated. There has not been an honest administration of the trust involved in treat all provinces on the same footing. The grievance of the Province, and of all the provinces (but of British Columbia in particular) is that, while the Federal Government has paid the subsidies as agreed upon owing to the existence of conditions not taken into account and of the development of conditions not foreseen at the time of Confederation, the original terms of union are not now equitable as between the Province and the Dominion and should be changed.

(b) The McBride government has not made a failure of its administration. For the first time in the history of British Columbia the province will have a substantial surplus in the treasury at the end of the fiscal year. But whether the McBride Ministry is a failure or not has nothing to do with the question.

(c) What the Dominion Government intends to spend in British Columbia in the future does not in any way touch the kernel of the question. The Province has certain responsibilities, apart from the Dominion, which it is bound to fulfill. Owing to the physical character of the country there is not sufficient allowed to the Provincial Government to adequately administer the affairs of the country. If the Dominion Government spent all its revenue in British Columbia it would not alter the condition of affairs which have been created by a mountainous interior that increases the cost of local government four or five times what it is in other provinces.

The North American is responsible for this item in its news columns: Governor Pennypacker of Pennsylvania has completely halted the ravages of the San Jose scale by spraying with kerosene and water and exterminated the pest. This is very important, if true.

Witchita has a fat man so big and fat that when he went to the World's Fair he could not get through the turnstile. They had consequently to take him around to one of the gates through which the cattle pass. Fritz Schutzler, for such is his name, is evidently now a very large side issue.

The Ottawa Free Press, Liberal, follows the lead of the Montreal Herald, Liberal, in discussing the Intercolonial Railway. It has an article almost identical in terms with the one in the Herald, to which we called attention the other day, as paving the way for the absorption of the intercolonial by either the Grand Trunk or the C. P. R. Needless to say, the conclusion formed is also identical, and this is it: "So there comes as the most satisfactory solution from the standpoint of the highest efficiency, the leasing of the system for a term of years to a company that would operate it on purely business lines. The fact that the principle has found acceptance in the case of the National Transcontinental Railway may encourage the Government to give the subject consideration."

The Portland, Maine papers, and other Eastern States papers published editorials after the elections congratulating themselves on the result, as it assured to Portland the benefits of being the terminus of a new transcontinental railway built largely on the credit of the Canadian Government. They were, in fact, very cock-a-whoop about it. Naturally, such expressions of opinion was a little irritating to the Liberal newspapers in the Maritime Provinces. An ingenious explanation has come from one of them to the effect that on their own account these American papers knew little or nothing about the question, and were simply echoing the sentiments of the Tory papers in St. John and Halifax. It is ingenious, but it is begging the question. Trust a sharp Yankee not knowing what is in his own interests.

A CAUSE MUCH HANDICAPPED.

There is a good deal of nonsense spoken and written about what our Conservative friends are pleased to term "better terms." There are, however, many hard headed, clear thinking men among the Conservatives who regard the "better terms" cry as, what it is, a mere childish whimpering.—The Inland Sentinel.

"If never British Columbia secured increased recognition from Ottawa, it will be in spite of conditions the most adverse any cause ever had to contend with. The above is a sample. There is nothing at the present time of such vital importance to British Columbia as a readjustment of financial relations. Every person admits that, in the past, our burdens on account of the Dominion have been too great, that we have far over-contributed our share of the revenues to the Federal treasury. It is admitted that on almost every point in which our relations come into contact with Federal relations that they react unduly against us. We have to import nearly all we buy from the East, for which we pay, in addition to whatever duty may have been paid originally, a very heavy freight impost which is added to our cost of living. We sell nothing of what we produce in the East, except latterly some lumber and a small quantity of fruit. And in the matter of lumber we are even excluded from the markets of the Northwest by competition from the United States, lumber being the only industry in Canada which is not protected. We have to sell our products in the markets of the world in competition with what is produced by cheap labor. The fisheries of British Columbia are the only industry of a similar kind in Canada which contributes to the fishery revenue to any extent. We pay much more than we get. The other provinces pay practically nothing and get practically all the expenditure. Take industries of any kind and its profitable undertaking, except in a few lines is competition with the East is practically impossible on account of conditions which increase the cost of production and on account of a limited market in which to sell.

"But the foregoing are not the least of the disadvantages under which we labor as a province. When it comes to duties devolving upon the Province as a province, we are handicapped by a mountainous condition and a vast area that increase the cost of administration to four and five times what it is in the other provinces. No possible financial policy that can be evolved by any provincial administration can prevent the province from going more deeply into debt each year if the government is to adequately maintain all its services and to carry on development according to the needs of the Province—that is, without increasing the rate of taxation to a pitch which will render it unbearable. Those who belittle the demand for "Better Terms" have simply never taken the trouble to study the question. And as an instance of this, the Inland Sentinel quotes approvingly from the Nelson Tribune as follows: a suggested remedy for admitted evils:

> "Let the people of British Columbia drink less whiskey that is made in Scotland and in Ontario and more beer that is made in British Columbia. Let them wear woollen goods made in our own woollen mills and less of that that is made in other countries. Let them keep their money at home instead of swelling the incomes of T. Eatons and R. Simpsons. Let them stop making poor mouths and begin declaring that they are the best fed and the most prosperous people in Canada. Were they to do all these things, within five years British Columbia would not even call the King a near relation."

What the Tribune advises is certainly worthy of consideration; but it suggests interference with the freedom of the individual to buy where and what he likes. We cannot regulate that. But the relations that should exist between the Province and the Dominion can be governed, and our demands for readjustment of those relations, based on equity, should never cease until they are acceded to.

MR. PUTTEE TO MR. SMITH.

Mr. Ralph Smith, in addressing his supporters in Nanaimo on the night of his election, paid his respects to Mr. Puttee, the Labor candidate in Winnipeg. He said he had told Mr. Puttee many times he was mistaken in his opposition to the Government, which, in his opinion, was a good government and worthy of support. Mr. Smith paid a high compliment to Mr. Puttee as a conscientious man in the House of Commons, but he had failed (which, of course, was not unnatural in a conscientious man in politics), because he was surrounded by a gang of extreme Socialists and he permitted himself to be led by these men. The people of Winnipeg, he said, had turned him down for that very reason—had turned him down for a man (a straight Liberal) who would be prepared to direct his course in the interests of the whole people. Mr. Puttee, in a long letter in "Voice," a labor paper in Winnipeg, denies emphatically that he was led, or dictated to, by the Socialists. He points out that when Mr. Smith was elected to the House of Commons he was elected as a nominee of the Dominion Trades and Labor Congress, at whose request he stood as a candidate. Mr. Smith consented provided he could get the support of the miners at Nanaimo, and telegraphed subsequently that he would go into the contest as a Labor candidate, and, if elected, would be a Labor member, notwithstanding that he had hitherto been affiliated with the Liberals. Both Puttee and Smith were elected on the same ticket.

Mr. Puttee proceeds to say that things went on in Parliament, none worse satisfactorily, until the Grand Trunk Pacific contract came up. Mr. Smith had gone home on account of sickness. Mr. Puttee moved a government ownership and operation amendment to the Government's railway proposition. In the session of 1904 the matter again came up, when Mr. Smith made public his choice in the matter and spoke in favor of the bill and supported the contract his position being that he would not be in favor of the Government owning railways until such time as the people had shown their preference for public ownership by municipalizing all the street railways and acquiring the Provincial railways. This, we may say, notwithstanding the fact that the policy of the Labor party was that of government ownership, and that he was elected as its representative, when President of the Dominion Trades and Labor Congress. Mr. Puttee, having reviewed the course in Parliament up to a certain point, says:

> "In view of the turmoil of the times approaching general election, it was agreed by Mr. Smith and myself that the Labor movement in Canada could not possibly be well served by our publicly aggravating the very serious differences that had developed in our lines of policy, but, of course, that each present his position irrespective of the other. Having definitely taken his place among the victorious Liberals, and the election being over, Mr. Smith is probably justified in taking the very first opportunity of attacking myself, but he must understand that he has no right or warrant to misrepresent me."

In criticizing the statement that he had been led, and dictated to, by a handful of Socialists, Mr. Puttee adds:

> "My course in the House of Commons was not dictated by a handful of Socialists, nor by a Liberal executive, nor by personal ambitions, nor by the hope of victory nor by the fear of defeat. It was governed by the course foreshadowed by two previous addresses to the electors and by every statement I made on the platform when a candidate, and was in consonance with my conception of what should be the policy and course of an Independent Labor party. The record is there. There is not a speech, nor a vote, nor a pair, nor a shirked vote that any political Labor man has to excuse, nor which any Independent, party-free man should wish to erase."

The difference between the course pursued by Mr. Smith and that by Mr. Puttee is quite evident. Both were elected on the Labor platform, and both went to the House of Commons as Labor members. Mr. Smith was more hard headed than a Labor man, and stuck by the Government at a critical moment when the principle of government ownership, which, as a Labor representative, he was bound to support, Mr. Puttee was also a Liberal, but he stuck to his principles and voted against the Government. One took the side that was most likely to win, and the other stayed by his colors. Mr. Puttee, by way of emphasizing this difference, concludes:

> "The winner in Nanaimo, in the flush of victory, announces that I have failed. It is not so; Ralph Smith failed the workers of Canada, that larger constituency that the two of us were in Parliament to represent. If he can glory in victory, I at least am proud of my defeat."

AN ISSUE AND ITS CONSEQUENCES.

Mr. Cowan's speech on "Better Terms" and his description of the expensive, rugged and inaccessible country of the province will keep more settlers out of it than fifty years of agent-general Turner's efforts in London will do to bring them in.—The Kaslo Kootenian.

The above is quoted as indicating the superficial view some persons take of a question of vital importance to this province. They are afraid that in the discussion of an issue the statement of certain facts will have a prejudicial effect on some industry or some interest. They would rather have the truth eliminated if it has an unpleasant jar on the ear. Mr. Cowan might have stated that the whole country was flat, with just enough undulations to vary the monotony, or just enough mountains to make the province picturesque and a scenic resort. He might have dwelt upon the millions and millions of agricultural land we have ready for the plough—the home of millions yet unborn. It might have had a pleasant sound outside the province among the people who do not know, but in British Columbia, among people who do, he would have established a reputation as one of the most skillful prevaricators of the West. We do not know that he would have done a particle of good by it. The facts of the mountainous character of the Province, the inaccessible nature of the interior, its vast extent, the geographical isolation of British Columbia and the other facts that tremendously affect the cost of administration and the cost of living. They are the real foundation of our case for Better Terms at Ottawa. Upon the basis of our disadvantages, as compared with other provinces, we are entitled to an additional subsidy of three-quarters of a million dollars per annum. To obtain our rights we must not consider what will or not be the effect upon outsiders of the statement of facts. In a lawsuit, the feelings of contestants are not considered in the matter of evidence. In the fight for Better Terms our duty is primarily and always to be sure we are right and then go ahead.

THE LIBERAL MAJORITIES.

The Quebec Telegraph has been making a calculation of the majorities obtained in the different Provinces. It cannot be accurate, but may be accepted as approximately so. In round numbers the Liberal majorities were 75,000, and the Liberal-Conservatives 26,500, or a Liberal majority of votes cast in Canada for the Liberals of 49,500 votes. Probably 50,000 would be nearer. Outside of Quebec, Sir Wilfrid Laurier has 15,000 of a majority, so that he may fairly claim to represent the whole of the people. The total number of votes cast was over 800,000. Ontario, New Brunswick and Prince Edward Island all gave popular majorities to the Conservatives, amounting in the aggregate to about 6,000 votes.

VOTING MACHINES.

The remedy for ballot-stuffing, bogus ballot boxes and the like, of which we have had numerous recent examples, undoubtedly lies in the introduction of voting machines. We do not refer to the "machine" of the Ross Liberal variety, which has become so notorious, but the honest mechanical device used successfully for the United States, which you can "hang" as much as you like without in any way altering the result. No ballot box has yet been devised, and no system of ballot papers adopted, which are not capable of abuse and of fraudulent manipulation. The voting machine has been used in a number of the States of the Union, and wherever it has been used it has been pronounced a success. So, at least, we are informed by United States papers. The one disadvantage is the cost, but that is overcome by its advantages. It is as expeditious as it is sure, and when the voting is done the total result is registered. As described by a contemporary, the machine gives an absolutely secret ballot, for no trace whatever is left of the action of the individual voter. It gives a count which cannot be disputed, because it is mechanically and absolutely exact. The voter cannot mar his ballot, nor deceive, nor cannot lose it. He is protected absolutely against error and absolutely against losing his vote by having his ballot rejected in the count as defective. Disputed returns are impossible because there are no defective ballots. There can be no illegal ballots because it is impossible for anyone to vote otherwise than in a legal manner. There can be no tampering with the returns, no altering of the totals in the count, for they stand recorded on the machine and can be seen and copied by watchers at every polling place where they are exposed after the polls are closed.

If all this be true, we think the substitution of the voting machine for the political "machine" in use in Ontario would be very much to the advantage of that Province and would avoid scandals, which have blackened its reputation in the past, in the future.

The Liberal-Conservative candidate in Yale-Cariboo, if he did not win the seat, won at least a high place in the esteem of the electorate. The Inland Sentinel, Liberal, says: "Martin Burrell, the defeated candidate, put up a game fight and won many friends throughout the constituency by the clean campaign he conducted."

An arrest was made by Colonel Sherwood, head of the Dominion secret service, of the man who shipped the bogus ballot boxes to Mr. H. C. Lott, Liberal candidate in West Hastings. Observe that the initiative was taken by the Dominion authorities, although such duty falls particularly within the jurisdiction of the Attorney-General of the Province. Why was this? The Ross Government dared not take steps, because its own friends were involved. The Dominion Government is elected and safely in power. The Liberals will get credit for making the investigation, which will, in any case, all be for the benefit of the cause.

The Toronto Globe wants to split hairs about the name of the new transcontinental railway. It says there is no such road as the "Grand Trunk Pacific Railway" either existent or registered. There is a corporation called the "Grand Trunk Railway Company," but the railway itself is the "National Transcontinental Railway." We know all about that. The Globe may as well save its breath to cool its porridge. The people call it the "Grand Trunk Pacific," and they will continue to do so, even if it were forbidden by law. It is the most distinctive name of the two and trips lightly off the tongue. The "National Transcontinental Railway" is a whole mouthful in comparison.

We have received the report of the Canadian Archives for 1903. On account of the death of the late Douglas Brymner, for many years Archivist, and the non-appointment of a successor, the report is signed by Geo. F. O'Halloran, Deputy Minister of Agriculture. In the preface we learn that the work of the Department is not being neglected, but is being carried on by Mr. Duff and Miss Casey, both of whom assisted Mr. Brymner for a number of years. The present report is made up almost altogether with a list of pamphlets which have been filed and catalogued. Last year the report contained an alphabetical list of books in the Department. These two reports are, therefore, very valuable for reference.

The financial situation in the United States is very satisfactory. According to a statement published, the Associated Banks of the City of New York had on hand on the 12th of November, of specie and legal tender, $302,905,800. This is a larger sum than has been in hand at a similar period for a score of years, or since the resumption of specie payments. It is 20 per cent more than three years ago. Five banks this year, although they held little more than one-half of the legal tender and specie in the Associated Banks, held more than all the banks did at a corresponding season in 1892. While business has been very actively on the increase, the banking provision for it has been correspondingly adequate.

The result of the Liberal convention at Toronto is to delay the elections, which it was supposed were imminent. It has been decided to bring on the by-elections as a test of the Government's strength, as reorganized, and the efficacy of the new platform. If the Government is not successful, there will be a general election. Looking at it from this distance, the Liberal party is dangerous to Premier Ross. If it be elected on the flood tide of Laurier sentiment, his case is hopeless. It may be that it is considered dangerous to risk the Government's neck at a time when public sentiment has been so aroused by the political immorality revealed in recent election cases, the most notable of all of which is probably the "nick" in the box. That has turned out to be more serious than was even at first supposed to be.

A number of the newspapers are discussing fixed terms for Parliaments as a remedy for the abuse of springing elections on the ratepayers before their natural time and without sufficient notice. We do not see how fixed terms or dates for holding elections could be made consistent with the system of responsible government we have adopted, the theory of which is that, as soon as a government has lost the support of the House, and presumably of the people who are represented by the House, there shall be an appeal to the electors. If you can regulate the time a government receives in Parliament by statute, then you can regulate the time when Parliament may be dissolved, but not otherwise.

FROM THE BRITISH COLONIST 1859.

Thursday, Dec. 1.

The steamer Eliza Anderson arrived last evening with about 35 passengers. The Col. Moody ran ashore on Sea Bird Bar on Friday night, and is now frozen in. Major Downie arrived well and hearty, but badly forming in the river. Three men were drowned by upsetting a canoe below Fargo Bar, names unknown. Several writers had their fingers and toes frost-bitten on the way from Alexander to Cayoosh, during the last cold weather. George Weaver's canoe capsized below the Forks; 1,200 lbs. merchandise lost.

Capt. Nagle purposes erecting a temporary lighthouse on McCauley's Point, on the north side of the entrance to Victoria harbor. He has already purchased the lens for a cost of $100. This is a very necessary improvement, for it will be remembered that about Three months ago the Eliza Anderson ran by the harbor into Esquimalt on a dark, rainy night, owing to the difficulty of discovering the narrow entrance. Besides, we believe we are correct in saying that the Major Thompkins was lost there several months ago.

A gentleman who arrived in this city, says the San Francisco Herald, on the Golden Gate, on her last trip, gives us the following narration: He says that, seeing "eyes were laid in New York as to which of the two lines of steamships would land their passengers first in San Francisco, for three days the two steamers kept company with each other, neither appearing to gave the advantage. After getting to the southward off Cape Hatteras, the opposition steamer was seen by a number of passengers on the steamer Atlantic to drop astern very rapidly, so rapidly that she was soon out of sight, and they conjectured that some accident had happened to her machinery. Had it been of a serious character she would undoubtedly have hoisted a signal of distress. From the foregoing narrative we are inclined to believe that the opposition steamer put back, which would naturally detain the Corter at Panama.

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Local

(From Tuesday's Daily.)

May Be Safe.—Steamer Queen City which arrived from the Vancouver islands with no wreckage has been found and coast yesterday afternoon brought on the island coast which would indicate that the barkentine Makawell had met with disaster. All that was found was a life buoy bearing the name of the vessel.

Gale at Shawnigan—Shawnigan Lake was visited by a howling gale on Sunday morning. About seven o'clock a strong southwest wind sprang up and Koenig's boathouse was wrenched away from its supports. The gangways were also carried away, and curiously enough, the boathouse was turned right around. The wind carried it towards the north end of the lake, but it was brought up in a small bay about one hundred yards from its original resting place.

Drug Store Robbed.—The B. C. drug store was entered on Sunday night and the contents of the till, $2.75, were taken away. Mr. Teague, the proprietor, left the store about 10 p. m. on Sunday evening, when he locked his door, tried it, and, finding it to be safely fastened, proceeded home. Returning to the store at the usual hour yesterday morning, he found the door unlocked. On looking around the store, Mr. Teague missed nothing until he examined the till, when he discovered that the cash was missing. The safe had been tampered with, but not entered, while the lock of the store door had been opened from the inside.

Waterworks' Improvements.—Before any decisive move in respect to waterworks' improvement is made by the city council it is likely that an expert opinion on the whole question will be obtained and certain legal phases cleared up respecting Goldstream. A guest in the city at present is George S. B. Perry, representing the Pacific Coast Pipe Co., Ltd., Vancouver. The company are the manufacturers of machine branded, wooden stave, pressure and conduit pipe, and are anxious to secure the contract for supplying the city of Victoria for the new waterworks system, if one is here installed.

Yale-Cariboo. — Following are additional returns giving the result of the recent election in Yale-Cariboo: Alkali Lake, Ross 3, Burrell 4, Mills 1; Dog Creek, Ross 3, Burrell 13; Empire Valley, Ross 2, Burrell 5. The total polling places heard from give the following figures: Ross 1,664, Burrell 1,569, Mills 381.

A Good Showing. — City Treasurer Kent reports that tax receipts have come in exceptionally well this year, quite equaling the good record made in 1903. There were very few delinquents, and respecting any important ones amongst the latter class the matter will probably be adjusted in a few days.

On Hunting Trip.—Captain Johnson, of H. B. S., Mount Royal; James Anderson and R. J. Perry, are on a hunting trip at Cowichan lake. On Friday last, in company with E. A. Price, they hunted Cottonwood mountain and secured four fine bucks. Before they return they hope to kill an elk in the Nitinaat valley, as Mr. Price reports that a band of elk has been seen by the Indians making its way towards the head of Cowichan lake.

Investigating Iron.—Having just arrived from the East, John Cains of Rort Angeles, the railway promoter, is again a visitor to the city. Just at present Mr. Cain is looking into iron properties on Vancouver island, and expects later, if satisfactory arrangements can be made, to have his principals in the East visit the island. The object in view is the erection of iron smelting works on the island. Mr. Cain thinks that the iron deposits and coal mines existing on Vancouver island and in such close proximity affords an excellent opportunity for the investment of capital in this line.

Cheap Telegrams.—According to a Washington despatch, Judge W. A. Day, assistant to the attorney-general of the United States, in his report to President Roosevelt on the subject of his investigation of Alaskan cables and telegraphs, recommends a reduction in the tolls, which, he believes, would greatly increase the commerce of the country. In his report Judge Day says: "I recommend that the rates of toll now charged for commercial messages over the military cables and wires in Alaska, and between Alaska and the United States, be reduced. I do not feel qualified to suggest what the reduction should be except to say that it should be to a point sufficiently low to permit a much more general use of the telegraph than is now possible. These cables and wires and the rates of toll thereon are under the jurisdiction of the war department."

A Yukon Railway.—The Dawson, Grand Forks and Stewart River Railway Corporation, Limited, was registered at Somerset House, London, on November 1st, with a capital of £10,000 in £1 shares. The objects are: To construct and equip railway, tramways, roads or ships in any part of the world; to adopt an agreement with the Klondike Mines Railway Company for the construction and equipment of a railway from Dawson City to Grand Forks, in the Yukon Territory, Canada, and all or any further sections of the railway authorized, or to be authorized, to be constructed by the Klondike Mines Railway Company; to acuire shares or securities in any railway, shipping or transportation company; to contract for public or other works; to act as managers for the Klondike Mines & Railway Company, or any other railway, tramway, shipping or transport company, etc. No initial public issue.

Lectures on Fruit Culture.—Professor E. R. Lake, horticulturist of the Oregon Experiment Station and Agricultural College, arrived in the city yesterday, and left this morning by the Princess Victoria for the Mainland. Prof. Lake comes to the province at the invitation of the department of agriculture to lecture on the fruit question in the upper country. He will be joined at Kelowna on Saturday by the deputy minister of agriculture.

Matrimonial.—The engagement is announced of Dr. Frank W. Green, of Cranbrook, son of the late Mr. A. R. Green, of Victoria, and brother of Mr. A. R. Green, accountant of the Imperial Bank in Vancouver, to Miss Lilian Staples, daughter of Mr. Otis Staples, of Stillwater, Minn. Dr. Green is well known in social circles. Mr. Otis Staples is a familiar figure in the Northwest States and controls extensive lumber interests in East Kootenay. Minnesota and elsewhere. The marriage will take place next June.

Financial Notes.—From London exchanges just to hand the following interesting financial notes are gleaned: The directors of the Union Steamship Company of New Zealand, which company operates the Canadian-Australian line, have recommended a dividend of 5s. per share for the sixth months to September 30th, and a bonus of 2s. per share. The earnings of the White Pass & Yukon Railway for the week ended October 31st were $12,729. The Bank of British North America shares have advanced ½ to 65 to 66 in London.

Gold Miner's Romance.—A Scarborough girl's troubles have had all the