## TRAINING TEACHERS.

There is no reason in the world that any sensible person can point out why young people who aspire to the teaching profession should not receive model or normal school training in Victoria. The powers that rule might object if it were intended to saddle the cost of the system proposed to be inaugurated by the Victoria School Board upon the taxpayers of the province generally. But it is not suggested that anything of the kind should be done. The entire expense of the institution will be borne locally, ultimately by the class whose personal convenience, comfort and purse are to receive the maximum of consideration. We do not believe for a moment that the provincial authorities will refuse to sanction the scheme. They may consider themselves bound around by certain rules and regulations framed for the purpose of making the Provincial Normal school in all respects a success. But the pedagogic eye is not so completely blinded by the professional mote as not to see that our school system is maintained simply and solely to provide education for the people, to fit future citizens for the active duties of life, at the minimum of cost. The health and vigor of particular institutions is an entirely subsidiary matter. If the department can be induced to stamp the proposal with its approval and to place the seal of fitness upon possible graduates, it is obvious that a considerable burden would be lifted from many young and many aged shoulders at the period of life when they are least able to carry such loads. British Columbia is a big province. Our educational authorities are making a huge mistake if they suppose, now that the systematic, scientific training of teachers has been commenced, that the work can be confined exclusively to one centre. We believe the idea of centralization was once dominant in other provinces. It is not now.

## NOT SINCERE.

Sir William Van Horne is alleged to have said the grain of the Northwest will never be voluntarily hauled to the seaboard by an all-rail route. The prediction of Sir William is advanced as a reason why the Grand Trunk Pacific scheme should be condemned. The Colonist sets great store by the words of the C. P. R. magnate. But it seems to us that our contemporary is somewhat at fault in its conception of the geography of Eastern Canada. In its original arguments against the railway policy of the government it assumed that the Grand Trunk people already had direct connection with the fertile fields of the Northwest from the head of navigation in Ontario. Having been told that the company's lines extended no farther than North Bay, in Ontario, our contemporary has been obliged to create a new route by which the Grand Trunk will seek to evade feeding the proposed new main line. The company, it is claimed, will direct the traffic it gathers in the Northwest to its old lines in Chicago, away down at the foot of Lake Michigan. How it will carry the stuff to Chicago we are not informed. Possibly running rights will be secured over some of the American lines, or perhaps the freight will be switched over the new line to a connecting point somewhere down in Ontario, there put upon the water and shipped back to Chicago. But the point of Sir William, endorsed by the Colonist, is that the grain must be carried by water, as being the more economical method, right from the point at which navigation begins down to the sea. Our contemporary's opinion is that the Grand Trunk Company is so wedded to its American system that it will commit all sorts of economic blunders, perform all kinds of transportation evolutions, in order to defeat the efforts of the government to retain for Canadian transportation routes the business that properly belongs to Canada.

We are really sorry to see that the Colonist has so little faith in the future of Canada that it feels compelled to adhere to its opinion that the new road will not pay, and that the greater part of it will be returned to the people. We suspect that the scepticism of our contemporary is to a large extent assumed. It is entirely out of place in and foreign to the boundless optimism of the West. In fact, we know it is borrowed from the utterances of the narrow minds of Eastern politicians, whose views are cramped and imaginations dwarfed by the prospects of at least one more term in opposition.

Sir William Van Horne is one of the most competent transportation authorities in the world. The success of the C. P. R. was to a great extent due to the comprehensiveness of his genius as a manager. But Sir William may not be entirely without prejudice in a matter of this kind. The G. T. R. and the C. P. R. are old rivals. Mr. Charles M. Hays also knows something about railways. He is willing to undertake the task of running the new line. He is in no fear of meeting all charges as they become due. He has ascertained that the water route is closed up for at least five months in the year, and perhaps he thinks he may be able to pick up a little business while the seal is on the waters of the mighty lakes. Possibly he believes that when the cost of repeated handlings is taken into account and coupled with the enormous engines and huge trains of the present day, which the new road will be specially designed to accommodate, the margin of difference between the cost of land and water transportation under such conditions as prevail in the East, will not be so very great. And again Mr. Hays may not be so pessimistic in disposition as a Tory out of office. We would not be at all surprised if he believes that the new territory to be opened up all along the line in Ontario, Quebec and New Brunswick will be worthy of cultivation. The manager of the Grand Trunk has travelled a good deal in Canada, and perhaps he laughs at the assumption of timid politicians that the country should remain forever locked up in obscurity, be given over to the welfare and comfort of wild animals, because there maye be a certain element of hazard in appropriating the amount necessary to its development.

We doubt very much whether, after all, the representatives of the Conservative party talk as they feel upon this matter. They know in their hearts that the bargain is the best one ever made for the country. They feel that Canada is on the eve of an even greater period of prosperity that she has known during the past six years. They grieve because they cannot claim a part in the creation of that prosperity. They knew only too well what the effect will be upon the fortunes of their poor old crest-fallen party. Hence they have from the beginning of their career in opposition opposed every scheme they felt in their hearts would bring prosperity to Canada and honor and a long reign to the Liberal party. The G. T. R. will be built. It will be in reality an all-Canadian route. It will vastly enlarge the boundaries of the country. It will create a new British Columbia as well as a new Canada in the East. In a few years we shall all be as proud of it as we are to-day of the C. P. R.

## MR. BLAIR IS SORE.

Mr. Blair made the opposition in the Dominion House of Commons happy for an hour yesterday afternoon. That was a very commendable thing to do. Mr. Borden's followers have been in a bad way during the past few years. Their cup of bitterness has not yet been drained, and we suspect the ex-minister was sent as a messenger from heaven to comfort them on their long and weary journey through the wilderness.

An opposition is essential to the proper conduct of our public affairs. It is in accordance with tradition that it shall oppose everything proposed by the party in power. The merits of a scheme usually bear a fixed relationship to the vehemence of the attack of an opposition. In Great Britain the programme of Mr. Chamberlain has created more bitterness than anything that has been laid before the Imperial Parliament for years. In the course of human events it has become necessary for the Mother Country to go forward. All the timid souls in the land are afraid that she may be carried onward to her ruin. Naturally the forces of progression are attacked with unprecedented violence. But there cannot be the least doubt as to what the final result will be.

The time has come for Canada to go forward also. Immigrants are pouring into the country at the rate of one hundred thousand a year. The fame of our agricultural lands has been noised abroad. Another abundant harvest is about ready to be gathered. The future of the prairies is therefore established, and it is impossible to estimate the extent of the invasion which may follow. The demands for transportation facilities are urgent at the present time, and with every passing year the urgency will increase.

Mr. Blair told the House there was no hurry for the new road, and carried needed comfort to the hearts of the Tories. They were rather doubtful about the reception their opposition would receive from the country. Here is an ex-minister ready to supplement their arguments with a clincher that a few years more or less at this stage in the history of the country can make but little difference in the rate of development for the future.

It will take five years to complete the Grand Trunk Pacific from ocean to ocean. Five years is a long time in the history of a country growing as Canada is at the present time. Even now the demand for transportation facilities is urgent. Farmers complain that they are unable to realise to the utmost from the fruits of their labors because of the deliberation with which their products are carried to market. It is not only the variation in prices that affects them. They are compelled to borrow money at high rates of interest upon the grain in store in order to tide them over the interval between seasons.

The value of the possessions of Canadians is beginning to be understood. From ocean to ocean our territory is rich in all the raw materials men utilize in the multifarious industries of the times. In addition the wheat lands are extensive enough to feed an empire of many times the extent of Great Britain. The facilities for stock raising are also beyond computation. All these resources are lying dormant. They cannot be touched because of lack of means of conveyance to market. And we are told there is no hurry. With the condition of the public mind in the portions of the world from which it is possible to draw the best class of emigrants one of expectancy, eagerness and readiness to break in upon the new field, we are told there is no hurry—that we should wait a few years until the territory has been explored and proved.

Is there any doubt about the prodigality of the resources of northern British Columbia? Are there still political Doubting Thomases in regard to the fertility of the prairies of the Northwest and of Manitoba? Is the proof of the value of the pulp wood and timber and agricultural possibilities of northern Ontario and Quebec yet to be produced? Surely not. As Sir Wilfrid Laurier has said, the tide is at the flood now—let us take the fullest advantage of it. The experience of the United States with its western territory is about to be repeated. Are we to be held back because of the lack of faith, or rather the professed lack of faith, of a coterie of disappointed politicians?

Mr. Blair has done his country good service in the past. It is a pity that he is marring his record because of a piece of petty personal pique. Sir Wilfrid Laurier, as Premier, did well to take into his own hands the conduct of the negotiations which have culminated in the Grand Trunk Pacific contract. If the work had been done by the ex-Minister of Railways we can understand the nature of the assault that would have been made upon the undertaking by the Tory party. As it is they are disarmed and as various and contradictory in their criticisms as they are divergent in their points of view. Eastern Conservatives attack the proposed British Columbia division as a wanton waste of money upon a line out of all proportion in cost to the benefits it will confer. The prairie section of the country would have been amply served by the C.P.R. and Canadian Northern and should not have received any encouragement whatever, because it will pay in any event. The Winnipeg to Quebec portion of the road should be abandoned. It will traverse a country of unknown possibilities, and it will be turned back into the hands of the government in the end. From Quebec to Moncton it is alleged the territory is already served by the Intercolonial. Most of those objections were met in the speech of the Premier outlining the features of the project. We shall leave the Tories of British Columbia to ponder over the assertions of the Tories of the East that the northern section of this province is a barren and useless expanse of rocks. If the prairie portion of the line will pay from the running of the first train the policy of the government will be amply justified and the people of the country will be relieved from all liability. If the expanse of road between Winnipeg and Quebec is thrown back upon the hands of the government it will bring the other sections with it, and the people of Canada will be in possession of a transcontinental railway. The line from Quebec to Moncton, Mr. Blair does not deny, will be more than two hundred miles shorter than the Intercolonial and will locally serve an entirely different section of country. As the idea in building the Grand Trunk Pacific is to secure an air line and thus to reduce the cost of transportation to the lowest possible point, it appears to us that, apart from the local advantages we have noted, the position of the government is sound and unassailable and that it need have nothing to fear from the attacks of Mr. Blair or the Tory party when the time comes to justify its course to the people of Canada, whether that time be immediate or remote.

## AN INSULT TO BRITISH COLUMBIA.

The great Conservative party is to hold a monster political picnic at Toronto after the Dominion parliament prorogues. One of the attractions advertised is alleged to be the "only living Conservative premier in Canada." Another is Mr. Gamey, the destroyer of books, bank records, and all other evidence by which his allegations could be established. The hero of Manitoulin will be the principal speaker, next to Mr. Borden. Possibly he may be given precedence of that able gentleman. And what about "the only living premier?" He cannot be Mr. McBride, because that gentleman will be too busy "entrancing" the electors of British Columbia to take part in the "mammoth picnic" in Ontario. Or perhaps we are all to be put in a trance and told to vote in accordance with the instructions of the able political hypnotist, who will then be at liberty to proceed to Ontario and exercise his extraordinary powers. The Conservatives there are very much in need of an entrancer. Or can it be that the party in the East is not aware of the existence of our Conservative government and has asked Mr. Roblin of Manitoba to officiate as "the only living Conservative premier in Canada?" That would be almost as great an insult as to tell the residents of British Columbia that their hopes for the development of their northern territory by the construction of another transcontinental road are but the fantastic dreams of wild Western boomers. Or is an insult aimed at this province because the Conservative elements in it are consistent and refuse to abjure the principles they have long upheld as to the necessity for the construction of railways and because scarcely an individual can be found who does not endorse the policy of the Dominion government with reference to the construction of the Grand Trunk Pacific?

**A German pilgrimage to Shakespeare's birthplace is being arranged.**

# MEETING TURNED IN LIBERAL'S FAVOR

## MR. CLIFFORD FAILED TO MEET CHARGES

### Strength Displayed by Mr. P. Herman Caused Surprise and Disconcerted the Ministers.

Port Essington, Aug. 5.—The political pot is now boiling merrily here. Yesterday the steamer Tees arrived from the south with the touring politicians on board, and last night a public meeting took place, and it was a meeting which will be memorable in the political annals of the town. Premier McBride, Attorney-General McPhillips and C. W. D. Clifford, the Conservative candidate in the riding, were present, and the meeting was held in the Conservative interest. Robert Cunningham occupied the chair, and Peter Herman, the Liberal candidate, was invited to a seat on the platform. The meeting was graced by the presence of numbers of the ladies at Essington, and although there was not as large an attendance as might have been expected, that fact may be attributed to the thunderstorm that was prevailing, a storm of most unusual violence.

Mr. Cunningham opened the meeting with a pleasant little speech introducing Mr. Clifford. The Conservative candidate made a speech of the "jollying" order. His friends, whom he said he was glad to see present, knew his record, and upon that record he was now again appealing for the support of the people in the approaching election. The district was on the eve of an enormous expansion. The railway which would connect the Skeena directly with Eastern Canada was about to be built. The government of Canada had concluded a bargain with the Grand Trunk railway which would ensure the construction of the road within the shortest possible time. He paid a high tribute to the greatness of Sir Wilfrid Laurier, th leader of the Liberal government of the Dominion, and concluded with an appeal on behalf of support to the Conservative party in British Columbia, and himself as the standard bearer of that party.

Mr. Herman, the Liberal candidate, was then called upon to address the meeting. It was the first occasion on which Mr. Herman had appeared on a political platform in a formal way, although for many years an ardent supporter of his party, and it was rather presumed and expected that his speech would be of the most formal nature. What then was the surprise and enthusiasm of the meeting when he began such a speech as has never been heard here before in the quality of a thoroughgoing attack on the deficiencies of his opponent. It was a revelation of power even to his friends. He took up the political record of Mr. Clifford from the beginning up to the present time, and by the citation of instance after instance, showed that his career had been one purely of self-seeking. Mr. Herman spared not the language that he used in denunciation of what he plainly called the "grafting" propensities of his opponent as shown in his political career. Mr. Clifford was challenged to defend his action regarding them. Mr. Herman said he was not there to impute corrupt motives to a fellow citizen of his country, but he would be lacking in the quality of citizenship if perceiving these evidences of corruption he did not take the first opportunity of pointing them out. The clearness of the language that Mr. Herman used and the specific nature of the charges that he made against Mr. Clifford produced a sensation in the meeting that is indescribable. Mr. Herman's triumph was complete, and so complete was it, that the speeches that followed were an apology for, rather than an assertion of the party doctrine of Conservatives.

Mr. Clifford was called upon at once, when Mr. Herman had taken his seat, to make a reply. He made a general denial, but he did not attempt to answer the specific charges that had been made, and sat down amidst a most oppressive silence.

Attorney-General McPhillips followed, and although he made a short speech, he failed to suggest anything, except that there was something wanting.

Hon. Mr. McBride was then called upon, and for an hour or so harangued the meeting. He was disconcerted, he apparently had not expected Peter Herman there, and he was, therefore, unprepared to reply to him. He was utterly ignorant of the charges that had been made, and they were totally unexpected by him. What the people here were expecting from Mr. McBride was a statement of general policy, but his speech was diverted from that to a defence, and an ignorant one, as of course it must have been, of the Conservative candidate. There were questions asked, and undecided answers given. Thomas Turnbull and others asked questions, but without result.

Mr. Turnbull was called upon, and made a brief address, but so disgusted had the meeting got by the futility of getting any satisfying reply, that they got up and filed out of the room. During this time, however, a vote of thanks was passed to Mr. Cunningham, the chairman, to which he bowed his graceful acknowledgments.

As a general result it is a triumph for the Liberal party and when the returns are heard from the polls, Mr. Herman will have achieved as nearly a universal vote from the district as Mr. McPherson did.

As to the general result, there is no possible question about it. The district is solidly Liberal, and in the candidate, Mr. Herman, his friends seem to be generally surprised at the strength he has brought to them.

Messrs. McBride, McPhillips and Clifford left on the Tees after the meeting for Port Simpson, and thence they will proceed to Atlin.


# THOUSANDS OF FAIR WOMEN HERALD PRAISES FOR PE-RU-NA.

**[Catarrhal Dyspepsia and Nervous Prostration Makes Invalids of More Women Than All Other Diseases Combined.]**

Systemic catarrh causes nervousness, poor appetite, tired feelings. Peruna cures catarrh wherever located.

**LETTERS FROM WOMEN.**

**Miss Anna Prescott's Letter.**

Miss Anna Prescott, in a letter from 216 South Seventh street, Minneapolis, Minn., writes:

*"I was completely used up last fall, my appetite had failed and I felt weak and tired all the time. My druggist advised me to try Peruna and the relief I experienced after taking one bottle was truly wonderful.*

*"I continued its use for five weeks, and am glad to say that my complete restoration to health was a happy surprise to myself as well as to my friends."—Anna Prescott.*

**Pe-ru-na a True Friend to Women.**

Miss Florence Allan, a beautiful Chicago girl, writes the following from 75 Walton Place:

"As a tonic for a worn out system, Peruna stands at the head in my estimation. Its effects are truly wonderful in rejuvenating the entire system. I keep it on hand all the time, and never have that 'tired feeling,' as a few doses always makes me feel like a different woman."—Florence Allan.

Peruna will be found to effect an immediate and lasting cure in all cases of systemic catarrh. It acts quickly and beneficially on the diseased mucous membranes, and with healthy mucous membranes the catarrh can no longer exist.

**Peruna Makes You Feel Like a New Person.**

Miss Marie Coats, a popular young woman of Appleton, Wis., and President of the Appleton Young Ladies' Club, writes:

"When that languid, tired feeling comes over you, and your food no longer tastes good, and small annoyances irritate you, Peruna will make you feel like another person inside of a week.

"I have now used it for three seasons, and find it very valuable and efficacious."—Miss Marie Coats.

If you do not derive prompt and satisfactory results from the use of Peruna write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.


## CONSERVATIVES DESPERATE.

To the Editor:—I beg to publicly protest at the action of the Attorney-General, Mr. McPhillips, when he, on the 5th inst., at Claxton, advised the electorate on the wharf there, from the bridge of the steamer Tees, in a loud voice, "to be sure and only vote for their own countryman." I have good reason to believe that this will be the election cry of some of his Conservative followers. While not denying that I have not been born in Canada, I certainly claim the right of Canadian citizenship, residing in Canada continuously for over twenty years, during sixteen of which I have resided in British Columbia. My record for that length of time is well known in this district. Such expressions on a public platform by one of the leaders of the Conservative party is, to say the least, very ill advised, and will not fail to come back on them on the 31st of October as a boomerang.

PETER HERMAN,
Liberal Candidate.
Port Essington, B. C., Aug. 7th, 1903.

## REGULATING IN IGNORANCE.

To the Editor:—The new regulations for rural schools, published in the Times, go far to prove the truth of Tolstoi's dictum "that human liberty was being crushed out by human law." Indeed, they go far to make one doubt the sanity of their author. It is first stipulated that all children of school age shall attend school, and then the impossible condition is added that they shall attend the school situated in the district in which their parents reside.

Now, in pioneer days, when school districts were first formed, districts were made and schools built to accommodate very scattered settlements, with a sublime indifference to the future. Let me give a concrete example of what the new regulations will accomplish if carried out to the letter. Maple Bay school, one of the oldest schools in the province, is in a flourishing condition to-day with 33 on the roll, and which has kept its doors open continuously since its commencement, will have to close up, while many children will be deprived of an education, because no school is within reasonable distance of their homes. When Maple Bay was incorporated as a school district, two half sections were reserved for it, viz., sections (7) and (8), range (1), Comiaken district, and the school built on what is practically the district line between Maple Bay and Somenos districts. It takes in the most of Comiaken district, except what lies beyond the Quamichan mountains, which is now included in Crofton. It attended to the education of the earlier generation of Somenos as well as Maple Bay, and served its purpose well, no doubt. Some eighteen years ago Somenos found its strength and sought incorporation as a school district. Somenos is a large district, twenty sections long by eight ranges wide, five miles square, but this was not sufficient for the greedy eye of the incorporators, so they included a number of sections of Quamichan district, which should now be included in Duncans. The motive was plain enough. With an utter disregard for development, they wished to place the school as near themselves as possible, and to do so it was required to put the school as near the south boundary as possible, to be precise, in section three. So, to make the district look better on paper, those sections in Quamichan were included, while the families living to the north and east, in Somenos district proper, could do what they pleased. They were forced as their families grew up to send them to a school over which they had no control, although, fortunately, Maple Bay school is a model in many respects and does the trustees all honor. Matters, however, have turned out as well as if all had had a voice in the school, and perhaps better, and with good trustees and competent teacher the education of the children has been very satisfactory. Now we are to be shut out of even this privilege, and the younger children to forfeit their advantage of school altogether, because Somenos school is too far to walk to, while Maple Bay has to go out of business.

I have no doubt this is only an example of what obtains throughout the province, and if those responsible for the promulgation of the new rules had first set about a readjustment of the boundaries of the old school districts they would have gained the approval of the public instead of showing themselves incapable by the issuing of regulations impossible of execution.

WILLIAM HERD.
Somenos, Aug. 10th, 1903.

## OUR INCOMPLETE GOVERNMENT.

To the Editor:—I remember that in 1900 a very lively agitation was started because Mr. Joseph Martin delayed filling up his cabinet, and that such feeble efforts, as I was in a position to make to compel him to do so, were ably seconded by our friend Mr. McPhillips, attorney-general in the present government. Now, if there is one thing for which Mr. McPhillips has a right to claim public approval it is his consistency. How, then, can he reconcile his position in 1900 with the fact that he is content to remain in a government which is not numerically complete? Those who opposed the Martin administration did not give that gentleman an hour's peace until he had completed what at least passed for a cabinet; at least the offices were all filled. Why should a different rule be applied to Mr. McBride? My memory is that Mr. McBride himself was strongly convinced then that it was iniquitous and unconstitutional to administer affairs without a full cabinet.

C. H. L.


SOUTH AMERICAN RHEUMATIC CURE CURES RHEUMATISM.—It is safe, harmless and acts quick—gives almost instant relief and an absolute cure in from one to three days—works wonders in most acute forms of rheumatism. One man's testimony: "I spent 6 weeks in bed before commencing its use—4 bottles cured me." Sold by Jackson & Co. and Hall & Co.—66.


**It is one of the peculiarities of travel by balloon that you do not feel anything; all is still with you, no matter if you are in the teeth of a hurricane.**

## ABOUT THE PEDDLERS.

### Retail Grocers Claim All Conditions of By-Law Are Not Being Carried Out.

From present indications it is likely that active steps will be taken by the retail grocers towards having the letter of the law regarding hawkers and peddlers within the city enforced. A meeting of the association was held Tuesday evening when the matter was fully considered.

The general opinion of those present was that the number of peddlers plying their trade numbered at the least over a hundred, and it was held that if the tax of $10 every six months was paid by some, others managed to escape it. One of those present produced a copy of the by-law referring to peddlers. This was read, and is as follows:

"Every hawker or peddler hawking or peddling within the limits of the city of Victoria shall pay the license fee provided for by the Revenue By-law.

"Every hawker or peddler licensed under the Revenue By-law shall at the time of the issue of his license receive from the collector a plate bearing a number, which shall be affixed on a prominent place on the outside of his wagon, cart or other vehicle or basket, or other receptacle for carrying or conveying his goods, wares or merchandise, and said plate shall remain thereon during the period for which the license is granted, or in case more than one basket or other receptacle is carried by the licensees, then the plate shall be attached to one of such baskets or other receptacle, and such plate shall be returned to the collector at the expiration of the term of the license, and may be reissued by him.

"Any person found guilty of an infraction of any of the provisions of this by-law shall be liable to a penalty not exceeding the sum of fifty dollars for each offence."

All present agreed that Chinese peddlers were seldom if ever found with the plate mentioned in the by-law, authorizing him to ply his trade. Therefore either a number of individual peddlers were in the employ of a merchant who paid for one license or no licenses were collected. In either case they claimed the city was losing considerable revenue, while the merchants of the city and the general public were being imposed upon. It was contended that these peddlers undoubtedly injured the business of merchants and by selling an inferior class of goods deceived the public.

Before the adjournment of the meeting it was decided that the retail merchants would do everything possible to have the provisions of the by-law carried out in every particular.

**is required every year to provide boots and shoes for the inhabitants of Great Britain.**

**An English mayor has handed over his official salary to be divided between the poor and the town bands.**